

Application No:	Consultees Name:	Received:	Comment:	Response:
2019/4700/HS2	Richard Booth and Sandra Nicholls	06/10/2019 12:28:57	COMMNT	<p>We have lived in Mornington Place for 25 years, in the heart of the Cutting area. We are retired and use largely pedestrian journeys in the immediate area for shopping, social activities and daily exercise. It is good to see that, provisionally at least, there is no increase on the planned lorry routes (first proposed by HS2) in this neighbourhood and that the assurance given to residents of M Place has been observed. But we have some concerns:</p> <p>(i) To some degree lorry traffic will be shared around the wider area. It is vital that this approach be sustained, to ensure that the burden is spread and that no one locality is overwhelmed.</p> <p>(ii) It is of fundamental importance to note that many of the streets involved are not intended, nor suitable, for heavy traffic. Journeys must be kept to the absolute minimum so we can as far as possible go on living our normal lives.</p> <p>(iii) Pollution- already an issue because of local car and business traffic - and safety remain the prime concerns. We want any granting of permission for these traffic routes (involving over 200 vehicles moving in and out of the area daily at peak periods) to be dependent on the highest regard for the safety and well being of those of us who live in this very special neighbourhood.</p>
2019/4700/HS2	Prof Sarah Price	06/10/2019 16:19:21	COMMNT	<p>I am extremely relieved that the proposed lorry routes do not use Mornington Crescent where I live. The residential roads in the neighbourhood rely on the sleeping policemen to keep speeds down to safe levels, as there is a lot of manoeuvring of cars and domestic delivery vehicles as well as pedestrians using these routes. There is often brief double parking for residents being picked up or dropped off, particularly the disabled. Large lorries trying to use these roads would be unsafe as well as noisy and polluting, as they are likely to need to stop too quickly.</p>
2019/4700/HS2	N Somji	07/10/2019 09:45:00	OBJ	<p>We object to this application, which would allow 150-200 heavy rubble-carrying lorries along Stanhope Street each day for the next two years. We think that a dedicated haul access road should be built from the dug land straight onto Hampstead Road</p>
2019/4700/HS2	Luisa Auletta	05/10/2019 18:48:08	OBJ	<p>The use of ANY residential roads for the work being undertaken via this S17 is totally inappropriate. All HGVs should be routed via Albany Street to and from the LHA (although the use of the LHA itself should be minimised to lessen impacts), onto Euston Road and up Hampstead Road directly into the works site compound. It is not acceptable that Harrington Square is proposed as a turn-around and all HGVs must be able to exit in a southerly direction to return to Euston Road from Hampstead Road to obviate this need. If any articulated vehicles are to be used these must only be allowed on TLRN roads to minimise potential harm, and should not be routed via Camden High Street which is particularly sensitive in view of its function in the Town Centre.</p>
2019/4700/HS2	Hannah Nicholson	05/10/2019 16:54:44	OBJ	<p>I note the revised HGV routes for HS2-related vehicles. Good that the pain is being shared by residents of several streets, however I would point out that Arlington Road is not suitable as an alternative route for HGVs as it is very much a residential street at the lower (southern end) and also quite narrow. Pedestrians, including school children use the road as do cyclists. Any re-routing of HGVs along this part of Arlington Road will cause further congestion and pollution, not to mention the damage to the Victorian terraces that sit on sills caused by the vibration from heavy vehicles.</p>