

Application No:	Consultees Name:	Received:	Comment:	Response:
2019/4700/HS2	Hannah Connellan	14/10/2019 12:36:24	OBJ	I have not felt able to move back into my flat on park village east because of the work undertaken. As a mother of small children this move to increase lorry traffic, the increased noise, pollution levels means I still dont see it a suitable place for my 2 children (aged 3 and 5).
2019/4700/HS2	Hannah Connellan	14/10/2019 12:36:57	OBJ	I have not felt able to move back into my flat on park village east because of the work undertaken. As a mother of small children this move to increase lorry traffic, the increased noise, pollution levels means I still dont see it a suitable place for my 2 children (aged 3 and 5).
2019/4700/HS2	Hannah Connellan	14/10/2019 12:37:21	OBJ	I have not felt able to move back into my flat on park village east because of the work undertaken. As a mother of small children this move to increase lorry traffic, the increased noise, pollution levels means I still dont see it a suitable place for my 2 children (aged 3 and 5).
2019/4700/HS2	Hannah Connellan	14/10/2019 12:37:34	OBJ	I have not felt able to move back into my flat on park village east because of the work undertaken. As a mother of small children this move to increase lorry traffic, the increased noise, pollution levels means I still dont see it a suitable place for my 2 children (aged 3 and 5).
2019/4700/HS2	Adam Routh	13/10/2019 20:09:11	OBJ	This is a residential area with narrow roads, with restricted visibility and tight corners, and is covered in speed humps. It is not clear that maximum use is being made of the transport of material in and out of the construction sites by rail, which we are informed is on the grounds of expense. It is not acceptable for HS2 to be saving money by blighting and endangering the lives and property of people caught up in the construction of this project.
2019/4700/HS2	P Jones	13/10/2019 19:52:30	OBJ	The residential roads are unsuitable for HGV - not just for pollution reasons but also for safety as both elderly & children use them frequently.
2019/4700/HS2	Claire Lazenby	13/10/2019 18:58:45	OBJ	I am a resident of Mornington Terrace. I work from home. I object to any lorry movements for removal of the excavated soil etc which could instead be done by rail - less pollution, less noise, less mess - this is after all a residential neighbourhood, not a building site. The presence of lorries on our streets would make it feel it has become a building site.
2019/4700/HS2	Francesca Campagnoli	13/10/2019 20:39:36	INT	our residential roads are not suitable as future HGV routes as there are many vulnerable people who live and travel through here
2019/4700/HS2	Janet McKay	14/10/2019 20:27:02	COMMNT	Too many HGVs in the neighbourhood
2019/4700/HS2	Fiona Butler	13/10/2019 19:24:45	OBJ	I strongly Object to the use of residential roads in Camden being used for Heavy goods vehicles for delivering materials to the HS2 building sites. There are many vulnerable people who use these roads and the roads are unsuitable. The pollution and noise will also be a nuisance and a danger to people's health and well being.

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2019/4700/HS2	Mr J Toms-Limb	13/10/2019 18:46:11	OBJ	<p>I would like to raise a few objections to the proposed lorry routes by HS2:</p> <ol style="list-style-type: none"> 1. Park Village East, Mornington Street Bridge, and Mornington Terrace are not suitable road for heavy lorry usage - all usage must be absolutely minimised and only appropriate (smaller) vehicles should be using these lesser roads, with others restricted to main roads. Further, restrictions must be placed on all vehicles using smaller residential roads such as these, including speed and noise restrictions. 2. Harrington Square Gardens should not be used as a 'turning circle' for vehicles exiting from Granby Terrace Bridge - the proposed right-hand turn onto A400 Hampstead Road MUST be included for the scheme. 3. Once period of Hampstead Road Bridge closure begins, there is no longer justification for the Addison Lee compound, as it cannot be accessed from the Lorry route network & therefore HS2 should give back the site at this time. 4. Materials By Rail (MBR) should be reconsidered to further reduce lorry traffic in this residential area. Earlier this year, HS2 concluded to use MBR only from the Euston Station site, and not in the Cutting, due to cost reasons; we think they should reconsider including the benefit of reduced residential impact also. 5. As Granby Terrace Extension Works are no longer part of EWC, the figures for lorry usage need to be updated to reflect this delay (i.e. more lorries later on during the MWC). No approval to the routes should be given until the full implications are considered and HS2 can demonstrate ALL possible mitigations have been taken, not dismissed out of hand due to cost.
2019/4700/HS2	Toby Philipps	14/10/2019 10:11:46	OBJ	<p>Excessive lorry traffic is being diverted all around historic Camden to enable a vastly over-budget, uneconomic white elephant project. It is the imperative duty of those in charge of running Camden to protect its citizens & environment from harm.</p>
2019/4700/HS2	JONATHAN ZOKAY	15/10/2019 13:58:30	INT	<p>I live at Borrowdale, at the corner of Stanhope and Robert Streets. It is only a few steps from Netley Junior School. Many pedestrians, especially young children cross these streets between 8:00 am and 4:30 pm. The risk of accidents will be extremely high if 150 to 200 lorries a day plough through the Regents Park Estate. Air and noise pollution will cause lung problems and acute distress to this community.</p> <p>We demand that toxic material/ spill especially ASBESTOS be removed from the estate by rail for the health and safety of all residents. Safe removal of asbestos by lorry is not possible as inevitably some of this material will escape into the air we breathe.</p>
2019/4700/HS2	Alex Keane	15/10/2019 10:11:38	OBJ	<p>I am not one to typically get involved in such matters, however it strikes me that given that the work is taking place on the railway, Materials by Rail should be the preferred option</p> <p>It is painfully obvious that these roads - Mornington Street Bridge, Mornington Terrace North, Park Village East and Regents Park Estate are not suitable for multiple HGV over extended periods</p> <p>Assuming that some HGV movements will be needed even if you do use Material by Rail as is sensible, it is imperative that you seek and find a right hand turn out of Granby Terrace Bridge in order to reduce noise, congestion and pollution</p>

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2019/4700/HS2	JONATHAN ZOKAY	15/10/2019 13:59:12	INT	<p>I live at Borrowdale, at the corner of Stanhope and Robert Streets. It is only a few steps from Netley Junior School. Many pedestrians, especially young children cross these streets between 8:00 am and 4:30 pm. The risk of accidents will be extremely high if 150 to 200 lorries a day plough through the Regents Park Estate. Air and noise pollution will cause lung problems and acute distress to this community.</p> <p>We demand that toxic material/ spill especially ASBESTOS be removed from the estate by rail for the health and safety of all residents. Safe removal of asbestos by lorry is not possible as inevitably some of this material will escape into the air we breathe.</p>
2019/4700/HS2	P Hardee	15/10/2019 10:07:03	OBJ	<p>The increased number of lorry movements is going to be detrimental to the local environment, which is already congested, and has many elderly and vulnerable residents. The use of Harrington Square as a turning circle is to be depreciated, it will probably also have an effect on the use of the Square by local bus services. Where ever possible, as much material as possible should be moved by rail to minimise both the environmental impact of the work, and also to reduce the effect on local residents.</p>
2019/4700/HS2	Tarique Shakir-Khalil	14/10/2019 08:14:06	OBJ	<p>I object to Mornington Terrace being used for HGVs. The neighbourhood will already be devastated for years to come by the disruption caused by the HS2 works which Mornington Terrace overlooks and allowing HGVs to use this road would significantly further deteriorate the quality of life on the street to a level which would be beyond unacceptable.</p>
2019/4700/HS2	P Jones	13/10/2019 19:52:47	OBJ	<p>The residential roads are unsuitable for HGV - not just for pollution reasons but also for safety as both elderly & children use them frequently.</p>

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2019/4700/HS2	Christy Rogers	15/10/2019 11:02:44	OBJ	<p>The residents of Park Village East object to the use of Park Village East as a lorry route for the purposes stated in the application. This objection is made by the chairman of the Park Village East Heritage Group, on behalf of residents of 1-36 Park Village East.</p> <p>Park Village East was not a lorry route in the original scheme for the construction of HS2, upon which residents were entitled to comment in the Parliamentary Select Committees. Residents have therefore not been able previously to raise their objections. It is quite wrong that additional categories of adverse effect for residents can be added by planning application after the end of the Parliamentary process, during which residents were expressly assured that their street would not be a lorry route.</p> <p>Numbers 2-16 and 22-36 Park Village East are Grade II* listed Regency villas which are considered to be of high heritage value. One or two of the houses have been underpinned, but the rest are built on very minimal foundations. The houses are very sensitive to ground movement and shake when large vehicles pass. They are likely to be damaged by an increase in HGV traffic. For this reason Park Village East is unsuitable as a lorry route.</p> <p>Park Village East is a heavily used walking route, providing a path between housing estates and schools on opposite sides of the cutting, via Mornington Street bridge, and a route between the large residential areas of Camden Town/Mornington Crescent and the Regents Park, much used by dog walkers and runners who wish to avoid the traffic-choked Delancey Street and Parkway. The use of Park Village East as a lorry route would result in a reduction in safety, air quality and amenity for walkers.</p> <p>Park Village East is a heavily used cycle route between north London and the West End and other central London areas. Its use as a lorry route would reduce safety and air quality for cyclists.</p> <p>There is an obvious alternative to the use of Park Village East for lorries in transit to/from the PVE South compound and work sites, which is to make use of Granby Terrace Bridge as a two-way lorry route between the compound and Hampstead Road. Granby Terrace Bridge is presently closed to all public traffic, and has been for some time, so its use for this purpose would not represent a loss to residents compared with the present situation.</p>
