

High Speed Rail Act 2017 Euston Approaches and Adelaide Road Worksites

Schedule 17 Lorry Route Application No: 2019/4700/HS2

As chair and on behalf of the Camden Town DMC whose catchment area includes most of Regents Park ward and, I write to object to the above S17 application proposals on multiple health and safety grounds. I have worked over the past three years with other local representatives whose aim has been to reduce the negative impacts of HS2 enabling and main construction works.

I fully support the contents of Regents Park TRA's objection authored by my colleague, Steve Chrisofi, who has relevant technical qualifications and has supplied significant statistical evidence from reliable sources.

1300 residents housed in 13 blocks will have to live with huge HGVs continually driving up Stanhope Street and Robert Street. With a high density of ~500 persons per hectare several thousand more will live in close proximity.

Netley Primary School is just metres away from what will become an even more dangerous cross roads at the intersection of Robert Street with Stanhope Street. Additionally outdoor play provision for a nursery is located on the roof of premises on Stanhope Street.

Residents, particularly those living in Stanhope Street, Robert Street and adjacent streets are trapped in an unsafe and unhealthy environment. They have had their lives seriously negatively impacted for the past three years from HS2-related utility diversions and other enabling works, noise and dust from building replacement homes, disruption to pedestrian and vehicular routes, removal of parking facilities, increased air pollution, unprotected demolition of Ainsdale housing block. The latter demonstrates how little care HS2 have for the health and safety of residents.

It is therefore imperative that LBC and the planning committee use all and every means at their disposal to limit further future negative impacts on residents' health and safety. Any delays or cost increases of building HS2 are not the fault or responsibility of residents. HS2

should not be able to cite either additional costs or further delays to their schedule compromising the health and safety of residents which should be paramount.

SPECIFIC REQUESTS

Restriction of traffic and HGVs on estate and residential roads, especially through Regents Park Estate.

Commitment to 10mph restriction on all vehicles travelling along the lorry routes in Regents Park Estate should be made obligatory and enforceable rather than a mitigation tool that might be considered/employed by HS2.

All HGVs, not just articulated juggernauts, should be routed and restricted to TLRN roads to and from the construction site (ie. Albany Street, Euston Road, Hampstead Road, Robert Street east and Stanhope Street. HGVs should be banned from using Robert Street (west) - except for home and retail deliveries and essential services - in both directions between Stanhope Street Junction and Albany Street to prevent this being used as a short cut for lorries.

Once Park Village East reopens to through traffic there are likely to also be significant volumes of traffic that would have used the now closed Granby Terrace Bridge on to Hampstead Road Bridge to travel south which unless prevented from doing so are likely to add significant additional vehicles through Regents Park estate using Robert Street unless prevented from doing so.

Retail/commercial units on Stanhope Street

The Shops and public house in Stanhope Parade have suffered considerable reduction in business due to disruptions and diversions.

This clearly affects the viability and livelihoods of commercial premises and their proprietors.

Additionally their closure would cause a significant loss of convenience stores and an affordable social facility and meeting place in the pub and garden. The shops and pub are needed more than ever for the duration of HS2 construction as RPE communities are more isolated and cut off from other retail opportunities due to diversions/road closures and impending

bus stop closures. Is there anything LBC could do to prevent business closures and loss of retail amenities via planning conditions?

Loss of residents parking

Significant numbers of residents on-street estate parking spaces have been sequestered causing problems in shortage of convenient supply. Some parking meters too have been acquisitioned. Residents were able to park free of charge at meters in the evening and overnight. Loss of parking on the lorry routes is long term.

An equivalent number of current metered parking should be made available free of charge to those losing spaces due to HS2

Proposed signaled right turn from Robert Street into Hampstead Road and requirement for a comprehensive study of increased volumes of traffic including mega-trucks at this junction and potential for accidents.

This proposal solves the otherwise long loop via Harrington Square otherwise required. However, the proposed right hand though welcome in some ways brings concerns regarding congestion and pollution from queuing and idling vehicles. Furthermore, the design raises safety concerns for pedestrians and cyclists. Since enabling works began the number of accidents at this junction has increased with cyclists being particularly at risk. It is felt that increasing the volume of traffic including an HGVs every two minutes during peak flow will make this junction a potential accident black spot.

We urge that prior to any proposed HS2 application being considered a study should be undertaken to detail increases in traffic and assessment of safety of putting in place the proposed signaled junction of Robert Street with Hampstead Road.

Materials by Rail.

We understand that exporting spoil via rail applies only in connection with the building of HS2 and not the construction of the station. It is difficult to see how expanding the number of rail tracks into Euston on the scale

envisaged can be constructed without rebuild/adapting Euston station which is therefore an integral part of the whole project.

All demolitions to date (with the possible exception of several immediately adjacent to the station) have been explicitly for the purpose of widening the cutting approach into Euston entirely HS2-construction related.

Transport of materials and spoil without rail

It beggars belief that:

- railway sidings have been demolished to accommodate the temporary storage of spoil generated above ground.
- Spoil is loaded on to lorries at ground level where it is generated
- Loaded trucks and then driven via a ramp and dumped on the cutting floor
- This then releases an empty lorry to drive up the ramp to ground level.
- Process 2-4 is then repeated for as long as required.
- For onward journey the spoil is then subsequently re-loaded on to mega-sized juggernauts to haul the spoil up from the cutting floor to ground level (where it was generated)
- Once the operation is 'flowing smoothly' mega trucks will then form a lorry-convoy which at peak frequency will match off-peak Victoria Line tube frequency, ie, one every two minutes
- The severe level of disruption and negative impacts will damage the quality of life, health and safety of local residents and add to the risk of road accidents in the process
- Having navigated their way through narrow residential streets and reached Hampstead Road trucks will travel south (by whatever route available at the time) the juggernauts begin using the most convoluted route possible to Destination Unknown where they will discharge their cargo.
- This route includes the tight circum-navigating of a busy hospital
- Adding to the dangers inherent in an already complex and scary junction for pedestrians
- Having returned to Euston Road, trucks will then travel half a mile west using a residential street to effect 180° change of direction to head back the way they had come filtering into and adding hugely to

the heavily congested traffic on the Euston Road and travel eastwards to somewhere east of London.

Harrington Square Loop considered significant safety risk

There is also concern about huge mega juggernauts using the Harrington Square loop which will add to congestion and delays, probable loss of yet more resident parking. Crucially concerns arise mainly on grounds of safety. In particular large juggernauts negotiating the severe angle at the northern apex of Harrington Square to join southbound traffic. The articulated trucks will be more dangerous due to cyclists and pedestrians because of their rear axles cutting using a much tighter arc when turning and the acute angle of travel.

ES Worst case scenario

The number of lorries quoted as required to use residential streets was referred to in the Environmental Statement as 'the worst case scenario'. Are we facing this imminently even before main works have commenced?

Residential roads not built to accommodate proposed juggernaut tonnage and loads. Full Risk Assessment and Emergency Plan accessible to public should be required prior to granting application.

No account appears to have been taken about potential damage to infrastructure of roads or utilities. Neither estate roads nor Harrington Square were built to withstand proposed tonnage of HGVs and loads. Given the experience of Eversholt Street it is not impossible for some major event to occur. Is there a risk assessment to deal with flooding, road collapse or other major event?

Need for clear timetable of access routes to Hampstead Road

It is unclear when the agreed haul road will be completed and for how long it will be operational as this will eventually be subsumed into the expended cutting.

Nor is it clear what arrangements will be in place to extend/rebuild Granby Terrace Bridge and excavate beneath it.

Furthermore, it is unclear how both these issues will impact removal of spoil by road.

Granby Terrace rebuild/extension should trigger provision of Materials by Rail

Though subsumed into enabling works, the replacement/extension of Granby Terrace Bridge is part and parcel of HS2 construction and should trigger the 15% spoil by rail commitment.

Surely it cannot be beyond the wit of man to construct a single track located north of GTB could be built to carry excavated earth away by rail before any tunneling commitment is commenced. Even if it was only operational for a year or so it would provide massive desperately needed respite for residents in Regents Park Estate. Please can this be explored.

Until all the above questions are answered and a clear gant chart produced with forecast timing and impacts on spoil removal we believe it is premature to give consent to this Section 17 HS2 application.

We consider this S17 planning applications is premature and should not be heard until further information is available and a range of issues solved.

Please defer this planning application until such times as supplementary information is to hand.

Fran Heron Chair of Camden Town DMC
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Attempted to upload planning objection at 23.32 and received this

**Server Error in
'/Northgate/PlanningExplorer/Generic' Application.**

At eight minutes past midnight I attempted to send to planning officer but addressed incorrectly

ben.farrant@camden.gov.uk rather than dan.farrant etc. x6253

It would normally have bounced back to alert me to wrong address but it did not and in any case I could not call colleague to check at gone midnight.

Diagnostic information for administrators:

Generating server: camden.gov.uk

dan.farrant@camden.gov.uk

#550 5.1.1 RESOLVER.ADR.RecipNotFound; not found ##