

Newsletter

November 2017

CHARGE

Camden HS2 Association of
Residents' Groups for
Engagement

By and for residents affected by HS2 in Camden

This is the new newsletter from the umbrella group helping coordinate the activities of the residents' groups and TRAs affected by HS2. Find out more and sign up for updates at chargegroup.org.

Volunteers needed!

Demolitions and construction

Daisy Froud

Community liaison with Camden Council

Keir Starmer

Camden Council Euston Area Planning Team

HS2 working groups

1. Traffic

a. Lorry routes

b. Speed limits

2. Air quality, open spaces and trees

3. Station Design

4. Noise Insulation

Summary of progress

Technical challenges update:

(a) historic / listed buildings

(b) blocks / cladding

Baseline monitoring

Trigger levels

Additional mitigation (ventilation etc)

Significant adverse effects / change of proposed approach works

Compliance with policy and the Code of the Construction Practice (CoCP)

Comparison to Crossrail and other projects

Conclusion

Next meetings

About CHARGE

Volunteers needed!

If you would like to help, please email charge@oughtongroup.com. In particular, at the moment we very much need a volunteer with a legal background to read the agreement that Hillingdon Council reached with HS2 so we can tell Camden Council where they need to aim higher.

Demolitions and construction

Demolitions are starting with the parapet wall on Park Village East followed by the DB Cargo shed, and a number of buildings to the west of the station. HS2 has issued a [detailed update](#).

Cardington Street will be closed on 13th November and will never reopen.

HS2 is hosting a community drop-in event on Wednesday 6th December from 5 p.m. to 7 p.m. at the Surma Community Centre at the corner of Hampstead Road and Robert Street. The community had asked for a presentation at a fixed time, as had been provided until recently at Construction Open Evenings. HS2 has declined to provide that. The Surma Centre meeting also clashes with a public meeting of the Cabinet of Camden Council.

Daisy Froud

Daisy is the independent facilitator picked by the community and paid for by HS2. She organized a workshop with HS2 in September and has been helping the community write a draft setting out how HS2 could improve its engagement in future.

Community liaison with Camden Council

Camden Council has agreed to follow up with Rob Carr of HS2 Ltd about potential 10 mph limit on a small number of residential streets that risk seeing high HGV volumes due to HS2-related traffic.

Keir Starmer

A small group of community representatives is now meeting monthly with Sir Keir Starmer MP to update him on issues of concern to Camden residents and businesses and to enlist his support in drawing these to the attention of the government and HS2 Ltd. At the meeting on 13th October, discussion focussed on the issue of adequate compensation for residents impacted by the construction of HS2 – on which Keir has been in correspondence with Ministers at the Department for Transport – and ongoing concerns about the effectiveness of Camden Council in defending the interests of the local community, including in relation to the future approval of lorry routes and HGV numbers.

Keir has subsequently raised these and other issues with the Leader of the Council, Georgia Gould, and has also written to the Chairman of HS2 Ltd seeking assurance that there will be proper consultation with the local community on the detailed design of the revised scheme for bringing the proposed new high speed line into Euston. The next meeting with Keir is on 10th November.

Camden Council Euston Area Planning Team

A group of residents met on 12th October 2017 with the LBC team to review the Euston Area Planning Brief (EAPB) principles, some additional drawings which we commented on, and possible future engagement. The drafting process is being extended, with HS2's Master Development Partner to be on board in January and the EAPB to be finalised late 2018. We discussed in particular the proposed location of green space and opposed the re-orientation of Euston Square Gardens along a north-south axis. Residents asked for design review with Egret West, LBC's consultants. Another meeting is planned in February 2018.

HS2 working groups

After the Act was passed, various Working Groups were set up with representatives from the various residents' groups, to hold HS2 properly to account about things too detailed for the Euston Community Representatives' Group (ECRG) to be able to cover.

1. Traffic

a. Lorry routes

We continue to press Camden to ensure that it requires conditions from HS2 limiting the numbers of lorries and the routes that can be used. Otherwise Camden will be giving HS2 freedom to send as many lorries as it likes down any road it chooses, possibly for decades.

b. Speed limits

We are working with HS2 and Camden to look at 10 mph limits where lorries must unavoidably go down residential streets like Stanhope Street.

2. Air quality, open spaces and trees

It has become clear that HS2's new proposal to extend the basement of the new station out under the remnants of St James Gardens will mean even less scope to save existing trees and very little room to plant trees that can grow to full height.

We also have been very disappointed to discover that Camden has planted 'replacement' trees for those being chopped down near Euston as far away as Primrose Hill. We continue to press HS2 and Camden to match up to their promises to find places for replacement trees where they are being lost, including moving or re-designing intended utilities where possible.

3. Station Design

CHARGE has [sent in a joint response](#) to HS2's proposed amendments to the station design.

4. Noise Insulation

The last meeting was held on 18 October 2017.

Summary of progress

Following last month's meeting, HS2 have accepted that their phased approach is flawed and have dropped it. We await details of their new plan. We also learned at the ECRG meeting on 16th October 2017 that Network Rail are planning considerable work in the Camden Cutting area over the Christmas period related to HS2. Progress in getting NI in place is painfully slow and yet work is continuing to increase in intensity. **We urge anyone impacted to complain to HS2 at <https://hs2ineuston.commonplace.is>, telephone 08081 434 434, or email HS2Enquiries@hs2.org.uk.**

Technical challenges update:

(a) historic / listed buildings

Work is still proceeding in relation to Park Village East but we have yet to see action resolving concerns raised in last month's newsletter. Residents were particularly disappointed that meetings at which residents were supposed to be present with HS2, Camden Council and Historic England were held without them.

(b) blocks / cladding

Last month we noted that residents do not know how HS2 intend to overcome the challenges of blocks with cladding, particularly on Amptill. Given these flats are predominantly Camden social housing, Camden will need to take the lead on this, but residents are concerned given Camden's limited record to date of holding HS2 to account and taking enforcement action. No progress appears to have been made in this area although Camden has recently appointed a new environmental health officer and we are hopeful that more staffing will enable them to hold HS2 to account better in future.

Baseline monitoring

We are still waiting for the results of the work to update the baselines and have still not received the summaries of historic s.61 applications that we have been promised.

Trigger levels

Queries on this are still outstanding, and we are continuing to pursue sight of the s.61 applications to see the levels being used.

Additional mitigation (ventilation etc)

Surveys are being undertaken, although queries remain on how existing conditions will be verified and potential claims for damp / mould may in practice be brought. HS2 currently only proposes to install ventilation units that will draw air into the home, not extract it, which raises issues about heat and moisture build up (from cooking for example). We urge you in your individual meeting with HS2's contractors to raise the issues of ventilation given the unique circumstances in your own home.

Significant adverse effects / change of proposed approach works

We have asked for and await an update on the new scheme. No further information is available at this time. The work on the significant adverse impacts and clarification is also still outstanding.

Compliance with policy and the Code of the Construction Practice (CoCP)

Last month we reported that HS2's fallback position is that it will comply with policy (E23 etc). Residents have raised concerns that this is less than required by the CoCP.

Paragraph 13.2.4 includes

'development of procedures for the installation of noise insulation or provision of temporary re-housing and to ensure such measures are, where required, in place as early as is reasonably practicable'. [underline added]

We believe that once a property is identified as needing noise insulation – such as the 1,300 currently identified, then HS2 should not wait for the 'noisy works' triggering the NI to get it installed. To date we are of only one property in Camden where HS2 has installed NI, even though it is now several years since properties were identified and nearly nine months since Royal Assent.

We are also concerned at the robustness of the monitoring regime. At the ECRG meeting on 16th October 2017, we asked (again) for the detailed measurements during ongoing night-time work relating to HS2 being carried out by Network Rail. HS2 stated they would need to get them from Network Rail, together with data on which works were related to HS2. It is difficult to understand at this stage how HS2 can be complying with the below if they need to refer back to Network Rail.

Paragraph 13.3.1 of the Code of Construction Practice:

'The nominated undertaker will require its contractors to undertake and report such monitoring, including real-time noise and vibration monitoring, as is necessary to ensure and demonstrate compliance with all noise and vibration commitments and the requirements of this CoCP.'

Paragraph 13.3.5:

'Monitoring data will be provided regularly to and reviewed by the nominated undertaker and will be made available to the local authorities, as set out in Section 4.3 of this CoCP'.

Comparison to Crossrail and other projects

HS2 failed to address this at the last meeting and we await the results.

Conclusion

HS2 continue to fail to deliver on many matters raised. We have raised this and compliance with their assurances with London Borough of Camden. We understand Camden has raised this with the HS2 CEO but are disappointed it does not appear to have been escalated further. We are in the process of looking how this can be escalated further including writing to the Secretary of State ourselves.

Next meetings

Tuesday 14th November and provisionally Tuesday 12th December.

HS2 are holding a public 'drop-in' event on 6 December at the Surma Centre as described above, where you can ask questions about noise and other issues.

It is also proposed to meet with Rob Carr and Julie King (Route wide head of engagement) at a date to be confirmed to discuss how the NIWG is working.

About CHARGE

CHARGE coordinates the activities of the various residents' groups and TRAs in Camden that are affected by HS2. It is currently chaired by David Auger. The current representatives appointed by the residents' groups from each area are:

Amphill – Fran Heron

Camden Cutting Area East Side – Phebe Robinow/Christy Rogers

Camden Cutting Area West Side – Luisa Auletta and Matt Hollier

Drummond Street and surrounds – John Myers

Primrose Hill – Jeff Travers

Regent's Park Estate – Steve Christofi and Ursula Brown

Somers Town – Slaney Devlin

South of Euston Road – Jo Hurford

Vent shafts areas (Alexandra Road and Adelaide Road) – Tony Connor

In addition, Camden Civic Society and the HS2 into London group are currently represented by Dorothea Hackman (with Hero Granger-Taylor deputizing) and by Mary Burd or John Neve.