

# Newsletter

*Spring 2019*

# CHARGE

Camden HS2 Association of  
Residents' Groups for  
Engagement

## By and for residents affected by HS2 in Camden

This is the 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](http://chargegroup.org).

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We have not sent out a newsletter since last year, partly because there has been so little progress. HS2 is running far behind schedule. As you will have seen, HS2 has now started to demolish the two towers at the south-west corner of Euston Station and begun the programme to demolish the six buildings in the north east corner of Regent's Park Estate. The Ibis Hotel, Bartlett/BHS building and the Temperance Hospital are now completely gone. There are a few other key things to report.

## Complain to HS2

You can complain to HS2 via email at [HS2inCamden.org.uk](mailto:HS2inCamden.org.uk) or Freephone 08081 434 434. You can get their attention by ensuring that there are formal complaints about the things that are bothering you.

Tips: please specify it is to be treated as a formal complaint. Please request that they take the complaint higher whenever you are not happy with their response. Eventually you can get it to the Chief Executive HS2 and the Complaints Commissioner. Please send a copy to your CHARGE rep (listed on the last page) if you can, or the person who forwarded you this newsletter so they can pass it on, so we can keep track.

# Noise insulation

Only a few hundred residents (out of over a thousand entitled to it) have so far had noise insulation installed. What is more, many of those have not received yet the ventilation system (Sonair) that they are entitled to. That will start to become a big issue as the weather gets warmer. If HS2-related works are too noisy for you to open your windows, you may find that your home becomes unbearably hot.

There are a number of Council properties where the Council is still negotiating with HS2 about the installation of ventilation. We are urging them to hurry up.

After a year of fighting, we have now got HS2 back to what it originally promised Parliament – that it would be willing to install Sonair ventilation in listed buildings too.

This has all been unacceptably slow. HS2 had an obligation to install the noise insulation in homes that would be affected by noise as soon as reasonably practicable. Because of its failure to do so, many people have needlessly been kept awake by Network Rail works related to HS2 down in the railway cutting north of Euston Station.

We are becoming increasingly concerned about the impact of HS2-related noise pollution on residents' health and wellbeing. See our letter to the Leader of the Council, Georgia Gould, [here](#).

# Demolitions

Demolitions on the buildings in the northeast corner of Regent's Park Estate will start in June. Silverdale will be first. The haul road for lorries will start being constructed in December 2019. The haul road will come from where Silverdale is onto Hampstead Road. Until it is complete there will be four lorries a day coming down Harrington Street at a maximum of 10 mph.

# Traffic

The traffic situation continues to get worse. After a big battle we convinced HS2 only to use Harrington Street for the minimum number of lorries possible.

HS2 announced earlier in the year that it intended to close Eversholt Street and Hampstead Road completely, although at different times. Before, we had been told that at least one lane of each road would always be kept open. After we highlighted the impact of closing Eversholt Street on residents, and particularly vulnerable residents reliant on buses, HS2 decided to look again at the road closure. They have now agreed to do the work in two phases. During phase one, to start this year, one lane will be closed and traffic lights will be used to keep traffic flowing in both directions.

We are starting to see, both in our area and in others further up the line, that HS2's contractors are not always sticking to the routes that they are supposed to use for HGVs. We have asked Camden to do what it can to hold HS2 and its contractors to account on this.

In various places HS2 is proposing to use HGVs at greater intensities than set out in the Environmental Statement. Sadly the near-total carte blanche that HS2 was given by Parliament means that there is little we can do, but we are assembling a dossier to present to Parliament and others further up the line.

We have been working with HS2 to ensure that cyclists are signposted along safe routes around Euston. We have also been pushing for more space to be given to cyclists on Hampstead Road, now that Cardington Street is closed. We have been pushing for dedicated cycle access around roadworks at Gloucester Gate, so far with limited success.

The Main Works contractor is shortly to publish their proposed HGV routes. There will be an HS2 Drop-In on 20th June with more information. This will be advertised via HS2's Commonplace website.

## **New HS2 Station**

After considerable pressure from CHARGE, HS2 has improved the design for its station. There will now be some replacement green space near to where St James's Gardens has been lost. We are pressing HS2 to allow a quiet, unpolluted cycle route past the station, segregated from pedestrians and with pelican crossings for pedestrians to cross, so that cyclists are not pushed down the heavily polluted Hampstead Road.

We are also pressing TfL to allow traffic to turn directly into the new station servicing entrance from Hampstead Road, so that lorries do not have to create more congestion and pollution by looping around Harrington Square. We, Camden Council and Lendlease are all pressing HS2 to provide below-ground access for servicing vehicles for the new buildings that will be above the HS2 station, to ensure that Cobourg Street does not turn into a road congested with heavy servicing vehicles.

## **Lendlease**

Lendlease is the company that has been asked to design and develop a masterplan for the Euston area. This is not just the land cleared around the station, but also Camden Cutting, parts of Regent's Park Estate, Amphyll and Eversholt Street. We have been encouraging Lendlease to engage widely with the community, while warning them not to try to give the community an inaccurate picture of the inevitable trade-offs that will come from the new buildings above the station.

## **HS2 main works**

The Government has instructed HS2 not to go ahead with the main works of constructing the station until it is satisfied with HS2's costing and plans. It is not certain that the Notice to Proceed will be given, given mounting opposition within the Cabinet. Many contenders for the leadership of the Conservative Party do not believe that HS2 will go ahead.

If HS2 is cancelled or postponed, so much demolition has now taken place that it is likely that Lendlease will proceed with the redevelopment of the area. In those circumstances, we will be fighting to protect any remaining trees and to avoid further blight.

## 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 Steve Christofi. The current representatives appointed by the residents' groups from each area are:

- Amptill – Fran Heron
- Camden Cutting Area East Side – Phebe Robinow/Christy Rogers
- Camden Cutting Area West Side – Luisa Auletta and Matt Hollier
- Drummond Street Neighbourhood Forum – 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
- North Camden Group – Tony Connor

In addition, Camden Civic Society and the HS2 into London group are currently represented by Dorothea Hackman and by Mary Burd or John Neve.