

## Meeting minutes

### Euston Community Representatives Group (ECRG)

<b>Meeting date</b>	Thursday, 21 September 2023
<b>Meeting location</b>	The Wesley Hotel, Euston Street, NW1 2EZ
<b>Meeting time</b>	6:00pm – 7:30pm

#### Attendees

AA	Amy Allen	Senior Engagement Manager, SCS Area Central
DA	David Auger	Camden Cutting Group, Rep for Clarkson Mornington TRA, CHARGE Committee Member
DD	David Demolder (Chair)	Euston Station IPT, Head of Stakeholder Management
DHM	Dorothea Hackman*	Camden Civic Society, Netley Primary School, St Pancras Parish Church, Euston Foodbank
DHN	David Hannon	Delivery Director, SCS Railways
GOC	Gerry O'Connell	Beaumont Mews
HGT	Hero Granger-Taylor	Park Village East Heritage Group
HJ	Cllr Heather Johnson	LB Camden Councillor, Regents Park Ward
JC	Jonathan Cooke	Senior Communications Manager, Network Rail – ONW
JM	John Myers*	Drummond Street TRA
JN	Janagan Nithiananthan	Tunnel Agent, SCS Railways
JT	Jeff Travers	Primrose Hill, Gloucester Avenue
KH	Kamal Hanif	Head of Stakeholders and Communities, The Euston Partnership
KL	Kai-Yen Lau	Marketing and Communications Assistant, MDjv
KM	Katy Mann	LB Camden

KRH	Kimberley Royer-Harris	Senior Engagement Lead, Phase One – London, HS2 Ltd
LW	Laurence Whitbourn	Euston Area Client Director, HS2
MB	Mary Burd*	CHARGE and LAEP
MH	Matt Hollier*	Co-Chair Camden Cutting Group
MHy	Myall Hornby	Network Rail
MS	Maddelyn Sutton	HS2, Head of Community Engagement
MW	Sir Mark Worthington	Construction Commissioner
NK	Natalie Kirkwood (minutes)	Senior Engagement Manager, MDjv
NVK	Neil van Kervel	Engagement Manager, SCS
PB	Paul Braithwaite	Ex Chair, Air Quality AQGOST
PL	Paul Leighton	MDjv, Project Director
RC	Richard Crathern	Head of Delivery, HS2
SC	Steve Christofi	Treasurer of the RPE TRA and HS2 Rep
SD	Slaney Devlin	Somers Town Residents
SF	Samantha Fernandes	Consents and Engagement Lead, SCS Railways
SW	Simon Welsh	Design manager, SCS Railways
SP	Simon Pitkeathley	Euston BID
TG	Therese Gallagher	LB Camden
TH	Thomas Herfs	Area Technical Director, SCS Railways
UB	Ursula Brown*	Regents Park Estate TRA

## Apologies

AK	Aigul Kalioldina	Engagement and Interface Manager, HS2
BW	Ben White	The Euston Partnership
RL	Robert Latham	Silsoe House
SN	Sandra Nicholls	Mornington Place Residents' Association

\*ECRG Contact Group

## 1. Welcome and Introductions

- 1.1 DD opened the meeting and asked members to note the need to introduce themselves when speaking. He also highlighted the time allowed for contributions.

## 2. Minutes of April and June Meetings

- 2.1 The meeting APPROVED the minutes of the April and June 2023 meetings.

## 3. Meanwhile Uses

- 3.1 NK presented an update on Meanwhile Uses and informed the group about the upcoming opportunity to give suggestions for Euston Square Gardens (ESG) West potential uses during the pause. **Action 344:** NK to circulate details of the Euston Square Garden West Meanwhile Uses engagement sessions. *Post-meeting note: NK to also circulate indicative visuals from the designer and preliminary feedback form.*
- 3.2 DD advised the group that the opening of the Interim Taxi Rank (ITR) is delayed due to the need for authorisations before it is brought into use. The facility will not be opened in December due to the run up to Christmas and because of the notice required for users will not be opened in January. This will impact when Euston Square Gardens West will be available for meanwhile uses and further updates will be provided in due course. However, engagement on uses will continue to allow plans to be in place once the area becomes available.
- 3.3 **C:** HGT commented that the tree stumps should be incorporated into any design for ESG West and not be removed. **A:** NK confirmed that no tree stumps will be removed for the purpose of meanwhile use.
- 3.4 **Q:** JT noted that the pause protracts HS2 unmitigated site clearance (extinguishing all biodiversity) so will greatly increase actual net biodiversity loss. JT requested mitigation plan to reduce biodiversity loss. **A:** DD advised that for Euston Station it is planned that any loss will be replaced locally. He was not aware if the pause was being considered in calculations and would find out. **Action 345:** DD to find out if/how the pause is being considered in relation to no net loss of biodiversity calculations. *Post meeting note: The impact of the pause on loss of biodiversity cannot be calculated or mitigated until a finalised landscape design is in place and the pause has come to an end. However, this is a good point to raise and it will be looked at once design gets underway again.*
- 3.5 **C:** HGT asked for assurance that any meanwhile use in ESG West takes into account "The London Squares Preservation Act" (1931) which applies to this space. **A:** NK confirmed that for the purposes of meanwhile uses, the act will be taken into account. The act specifies that the area must be *used for "ornamental garden pleasure ground or ground for play rest or recreation"*. *Post meeting note: The HS2*

*Act disappplies the London Squares Act for HS2 construction and operational purposes for the scheduled works.*

## 4. SCS Tunnelling

- 4.1** DD introduced NVK and noted that there was concern expressed by members at the previous meeting that the scheme has changed since drawings were circulated approximately three years ago. The purpose of the presentation was to demonstrate that the scheme has not changed.
- 4.2** DD also advised that advance questions had been received from HGT and JT earlier in the day. Presenters would be asked to respond to these at the meeting if they can but otherwise would respond after the meeting.
- 4.3** **C:** JT stated that detailed alignment information should be produced at this meeting in the same format as it was for the Hybrid Bill (settlement predictions, proximity to homes, depths of tunnels etc.). JT referenced a recent email he had received from SCS stating that the detailed alignment was approved this month, but he cannot see any change to the alignment shared three years ago. *Post meeting note: JT asked that it be noted that he hadn't said that he couldn't see any changes. He also asked that it be noted that the SCS email had referred to detaiuled drawings being issued to ECRG but this had not happened.* **C:** DD confirmed that the alignment is the same but will take the action to provide more detailed drawings if available. **Action 346:** SCS to provide detailed drawings as per those used for the hybrid bill if and when available.
- 4.4** DH gave an update on the tunnelling structures, headhouses and welfare sites. It was noted that this information was also shared on 14 and 19 September during SCS engagement events.
- 4.5** SW gave a detailed update on tunnel approaches within Euston Approaches. SW explained that once works begin, it will be 24/7 working.
- 4.6** **Q:** DA queried whether the background street plan on slide 18 is up to date or historic? **A:** SW confirmed that the plan is historic.
- 4.7** **Q:** HGT stated that she has alternative drawings and believes there is a discrepancy between the plans she has and the plan shown in the presentation. HGT further stated that there is missing information, regarding the retaining wall and the proximity of the tunnel. HGT believes this to be misleading and also expressed her anger and disappointment in the level of engagement and the lack of plans being available. **A:** SW confirmed that what is shown in the presentation is just a particular cross section and SW confirmed that depending on the precise location of the section the tunnel arrangement would be different as the tunnels fan out. SW has other cross sections which could be shared. **Action 347:** HGT to

provide a copy of the plans she has and SCS will review and provide current comparable versions. **Action 348:** SCS to share cross section plans showing the retaining wall.

- 4.8 Q:** SD asked whether excavated materials will be moved via rail. **A:** DH confirmed that after investigation, removal by rail is not a feasible option and the removal will be by lorries.
- 4.9 Q:** UB asked what route the lorries will take and if the lorry movement will be 24/7. **A:** DH clarified that the conveyor belt onsite will be 24/7 and the material will be stockpiled within the site and be removed during the day shift using lorries. The lorries will follow current approved lorry routes along Hampstead Road. **Action 349:** SCS will share the approved lorry route plans in connection with minute 4.9 of the September 2023 ECRG meeting.
- 4.10 Q:** SC noted that the conveyor belt is attached to the retaining wall and queried the predicted impact to this structure. **A:** SW stated that assessments of the retaining wall have been made and protective wall strengthening works are in progress. SW further explained that the design safely allows for an additional temporary load imposed on the wall.
- 4.11 Q:** SC also noted that the haul road within the site boundary is temporary and once the cutting is installed that road will no longer be viable. SC queried what route will be used when this happens. **A:** DH indicated the secondary route which will be used and is located at a higher level at the bottom of the current retaining wall.
- 4.12 Q:** SC asked what will be done about noise complaints as a result of the 24/7 conveyor belt. **A:** SW stated that he would be surprised if you could hear the conveyor belt owing to the choice of the equipment and mitigation that will be in place. There are limits and requirements which cannot be exceeded during this operation.
- 4.13 Q:** HGT queried when the 'berm' will be constructed. **A:** SW confirmed that it will be when works restart and it will be constructed before the conveyor belt.
- 4.14 Q:** MH asked when details of the noise levels arising from use of the conveyor belt will be shared as this was not part of the Hybrid Bill. **A:** SW confirmed that SCS does not have this information at the moment but will take this back and report back on noise levels once worked out. **Action 350:** SCS to share information on noise impacts and mitigation measures.
- 4.15 C:** SD reiterated MH's point (4.14) and also stated that as well as noise impact, vibration monitors should be installed in Park Village East and Mornington Terrace.

- 4.16 C:** JT commented that the tunnel designs shown are not detailed which is disappointing as that is what was agreed to be shared in this meeting. DD noted that detailed drawings were shared via email to the ECRG before the meeting (15.09.23 at 15.46). JT has concerns as during the SCS event (14 September), it was stated that some properties may experience some damage due to the tunnelling works. **Action 351:** JT to send note to DD with concerns and comments to be addressed. *Post meeting note please also see Action 352 relating to the detailed drawings requested by JT.*
- 4.17 Q:** PB asked if the two boring machines will be buried or be removed? **A:** SW confirmed that they will be removed.
- 4.18 Q:** PB asked if there was provision for HS2 trains to go into the existing Euston Station platforms? **A:** SW confirmed that this is not a viable option due to the significant track level differences needed for the cross overs.
- 4.19 C:** DA reiterated JT points (4.16); there have been lengthy discussions about this, but the diagrams circulated prior to the meeting do not provide the information as promised or requested. **A:** RC explained plans in the presentation slides are simplified illustrations for the purpose of the meeting. RC also noted that accurate cross-sections were provided in the meeting via email prior to the meeting.
- 4.20** DD showed a detailed cross section of the tunnel for reference included in the meeting pack. JT and HGT highlighted that they would like to receive updates of previously circulated plans and those used in the Hybrid Bill with the latest information or confirmation that this remained the same. **Action 352:** JT and HGT to share the plans they had in order that they may be confirmed as current or fresh plans be provided to them.
- 4.21 C:** DA requested that an Environmental Statement (ES), noise impact model and a vibration assessment is completed before the conveyor belt is operational. **A:** RC stated that vibrations will be monitored, and proposals plans will be reviewed to determine if there are any new significant effects needing a revised ES.
- 4.22 Q:** HGT asked if the plans for the conveyor belt and tunnelling have been approved. **A:** RC confirmed that HS2 provides approval, however, Network Rail has reviewed the anticipated effects on their infrastructure and has provided consent to the works. RC further explained that this is an ongoing process, and SCS is continuously liaising with relevant stakeholders.
- 4.23 C:** HGT would like evidence of where we are on approval stages of the track alignment. **A:** RC confirmed that the alignment of the tracks has not changed since 2020. It was further explained that it is the structural design of the tunnels around

the alignment that has been designed and developed in detail. The tracks remain in the same position.

- 4.24 Q:** DA queried if the anticipated noise levels generated from the conveyor belt is covered by any Assurances and Undertakings and presumed that as this was not in the Hybrid Bill, that it is not covered. DA further queried what assurances will be made during the conveyor belt operations to protect residents from noise. DA expressed that he can currently hear works taking place in the cutting, hence his reluctance to accept the conveyor belt will not disrupt residents. **A:** RC reiterated that there are noise limits and the team will regularly liaise with LB Camden as is the current process. RC also confirmed that predictive noise model is regularly reviewed and will be updated to include the conveyor and other works as is the standard ongoing process.
- 4.25 C:** DA stated that previous works have been carried out which were not covered by the Hybrid Bill and that these works were noisy and disruptive to residents. DA further expressed that he has no confidence that the noise will be quiet. **A:** RC confirmed that the conveyor works are over a year away and we have a lot of time to work through the noise mitigations to ensure levels are within the acceptable limit. Plans can be presented to the group in advance of the works when they are available.
- 4.26 Q:** JT queried what the detailed alignment design is. JT noted that the original alignment was in the Hybrid Bill but would like to see a detailed one.
- 4.27 Q:** An attendee queried how HS2/Contractors can be stopped if the noise is negative without residents facing significant financial penalties. **A:** *Post meeting note: Complaints regarding noise can be reported to the HS2 Helpdesk*  
*Freephone: 08081 434 434 Minicom: 08081 456 472 Email: [HS2enquiries@hs2.org.uk](mailto:HS2enquiries@hs2.org.uk)*  
*or Website: [website enquiry form](#) (or in the case of persistent complaints LB Camden).*

## 5. Flash Report and Works Look Ahead

- 5.1** The group noted the flash report and link to works look ahead. *Post meeting note: The link to autumn three-month construction lookahead is included, follow the link to updated version. [ECRG-flash-report-September-2023\\_final.pdf \(hs2.org.uk\)](#)*

## 6. HS2 Update

- 6.1** DD gave an update on Bus Stop J. Works are currently being scheduled to move the bus stop back to its original location and it is planned for this to be completed before UKPN works on Hampstead Road begin in November.
- 6.2 C:** UB welcomed the news and would like to be kept informed of timescales for installation. UB and SC expressed disappointment that it had taken so long to



come up with an alternative and that the stop had had to be closed earlier in the year. **Action 353:** NK to share timescales and scheduling of the Hampstead Road bus stop move when available and confirmed. *Post meeting note: Works are scheduled to begin on Monday 16 October and are expected to last seven days. Works will take place at night between 10pm and 5am.*

- 6.3 Q:** SC asked if the bus stop will be available at all times? **A:** DD confirmed that the contractor had been instructed to keep the existing stop open until the new one is approved for use.
- 6.4 Q:** SD asked if planning permission was needed for the canopy works scheduled to be installed in the Euston piazza. **A:** PL confirmed that planning permission was not needed as this would be dealt with under the same authorisation relating to other works at the station including the Interim Taxi Rank.
- 6.5 Q:** SC queried the temporary lorry route change (slide 72). **A:** DH explained this is needed due to upcoming utility works on Stanhope Street/ Varndell Steet junction requiring a temporary diversion to the permanent agreed lorry route.
- 6.6 C:** SC requested improved signage for the traffic diversion routes currently in place for the Mornington Street Bridge closure to give better advanced warning. SC also raised this at the Safer Neighbourhood Forum as this is becoming a health and safety issue. **Action 354:** NVK will review the signage for improvement and provide an update in writing. *Post Meeting Note: SCS confirmed that a review of signage has taken place and signs that were displaced due to the recent bad weather have been reinstated to their original position.*
- 6.7 Q:** DA queried what the Network Rail access point on Mornington Terrace is being used for. DA stated that residents were assured that this would only be used by Network Rail staff but residents are continually disturbed when it is in use. DA stated that these questions were asked in 2022 and are still unanswered. DA would like to escalate these complaints as he has already been through Network Rail complaints and also via the HS2 Commissioner. **A:** JC confirmed that information was provided at each point of contact, however, JC acknowledged the delay in providing a response and apologised. JC also confirmed that he will follow up with DA offline. *Post meeting note: DD suggested to DA that if he has exhausted the HS2 and NR routes and not received satisfaction he might consider contacting the Minister.*
- 6.8 C:** HGT referenced slide 37 which details ground movement for construction of tunnel shafts. HGT believes that the ground movement will not be minimal and will be significant for residents. HGT further reiterated that detailed designs are needed for this and other reasons, so residents can have a better understanding of potential impacts to their properties.

## 7. Actions Log



- 7.1** Action 321 is now a complaint and is with the HS2 Commissioner.
- 7.2 C:** DH pointed out that it is inappropriate to close action 338. **Action 353:** DD agreed that action 338 will remain open.

## 8. Community Questions/AOB

- 8.1 Q:** SC asked if HS2 would consider donating a Willow Tree (near Lindale) as the one that was partially saved has now been felled by LB Camden. **Action 354:** HS2 to investigate replacing the Willow Tree raised by SC. *Post meeting note: LB Camden Tree Officer has confirmed to SCS that it plans to replace the tree before the end of this year.*

## 9. Dates of Next Meeting

- 9.1** It was noted that the next meeting will be held on 28 November 2023, with refreshments from 5pm and the meeting starting at 5:20pm.
- 9.2** DD thanked the attendees and closed the meeting.