

Euston Communities Representatives Group Actions List
Updated following the September 2025 meeting

AI No.	Action	Who	When	Closed?
246	DA to clarify the information he is seeking in relation to the use of Mornington Terrace as a construction traffic route. HS2 to respond	DA HS2 SCS E	20 Dec 6 Jan	Left open at the request of DA A response has previously been sent at action 160: “Responses were sent to DA on 12/9/18 and 29/11/18. In summary: The AP3 Environmental Assessment considered three construction scenarios in the Euston area for the period to 2026. In one of these scenarios Mornington Terrace was closed to general traffic.” DA to advise if there is a further question on this and provide in writing before ECRG. No further information received. Further to 16 July ECRG this action to remain open and DA to forward further questions by email. HS2 to advise 1. Whether an assessment was made of the air quality and other impacts of the work on the up sidings, and if so, provide a copy. 2. If no assessment was made, whether it is HS2's position that no such assessment is required under human rights and other legislation. HS2 response: We can confirm that an Air Quality Assessment was undertaken, using the construction traffic data as detailed in the Volume 5 ES Appendix SES2 and AP3 TR-001-000 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachme

			nt_data/file/460734/SES2 and AP3 ES Volume 5 Air quality AQ-001-001 AQ-001-002 AQ-001-003 and AQ-001-004 .pdf which includes the use of Mornington Terrace as a construction traffic route, see mapbooks for reference (Page 19 – indicates construction traffic route including Mornington Terrace): https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/461185/Y30 VOL5 Environmental Topics WATERMARK.pdf The Traffic Data is from SES2 and Ap3 Environmental Statement Volume 5 Appendix TR-001-000 Annex D https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/460746/SES2_A P3 ES Volume 5 Transport Assessment TR-001-000 Annexes Part 2.pdf DA clarifying by email the further information he is requesting from HS2. DA has advised that he would like confirmation that an air quality assessment was carried out for the Network Rail enabling works. HS2 is investigating. Response sent to DA on 20 November 2020 confirming that all associated works with the project, were considered in the Air Quality Assessment as part of the ES. DA has responded and requested a copy of the air quality assessment. March 2021 – awaiting report from Environment Team. 02.12.21 LH to check if it is agreed that this action is now closed.
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302	With reference to previous actions 262, 274, 282, 290, 294: SCS to issue Adelaide Road ecology survey details and methodology by 30th June 2021. Adelaide Road Workshop to be arranged for August 2021, and NR will be invited to attend.	NG LH SCS AA-SCS	3 rd August 2021	Open 18.07.24 to be reviewed in 2026 when the application is being prepared. June note from JT: NR attendance at workshop/meeting was discussed with NR after last ECRG and NR agreed to participate. March 2023 JT has requested that the proposed workshop go ahead before this action is closed. 02.12.21 AA to update response noting the suggestion that an Open Spaces working group could be used to review "net loss" 21.01.22 'No net loss' calculations are representative of the entire route, and incorporate all works across HS2. At Adelaide Road there are additional agreements to consider, in the form of Undertakings & Assurances (U&As) HS2 have made with LB Camden. 'No net loss' will ensure that any vegetation removed at Adelaide Road is accounted for in future landscaping plans, but HS2 must also ensure compliance with additional statements made within the Environment Statement and within the U&As HS2 has agreed to. Where practicable, SCS will provide updates RE: 'no net loss' in relation to the Adelaide Road site, in coordination with the HS2 Environment team. As this links directly to the future replanting strategy, it must be noted there may not be an update upon each occasion of the working group it falls into – as part of the AQTOSWG or a dedicated open spaces group. 30.06.21 - Response to FOI-21-4080 issued, which included Adelaide Road CSJV survey data 2017 – 2020 and the SCSJV tree fell count. 18.08.22 - 'No net loss' is included in AQTOSWG and therefore this action

				should be closed out in ECRG action log.
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326	C: JT commented that green walling was needed at the earliest stage to help screen the facility.	Steve Austin	21 December 2022	Open 18.07.24 to be reviewed in 2026 when the application is being prepared. June note from JT: NR attendance at workshop/meeting was discussed with NR after last ECRG and NR agreed to participate. No details yet given. March 2023 JT requested that precise details are needed regarding green walling feasibility in each location to properly address this Action. 01.12.22 Remain open pending workshop 28.11.22 The Design and Access Statement confirms the functional requirements of the building, such as those relating to ventilation and security, mean it has not been possible to incorporate additional green walls, other than what is proposed on the southern elevation. Additional planting has been confirmed to not be viable on the majority of the headhouse building due to safety parameters regarding the functionality of the chimney. Climbing plants could potentially block the opening of the chimney and catch fire from heat in the event of fire.
350	SCS to share information on noise impacts and mitigation measures (from the conveyor belt).	SCS - NVK		Open Modelling not started but will be provided to ECRG once it has been completed and approved.
357	HS2 to provide JT information on the transfer penalty between HS2 trains at OOC and the Elizabeth Line	HS2		Open Action was previously closed as the current information has been shared. JT has requested that this action stays open until further information is available.

361	HS2 to explain why it is seeking permission to extend the planned Hampstead Road Bridge.	RC SCS		Open JT has requested that this action remains opened.
363	AA to circulate information about operational noise from the Headhouse.	AA SCS		Open The ventilation (vent) shafts are designed with the purpose of regulating air quality and temperature in the tunnel; to allow smoke to be extracted in the event of a fire, and as an evacuation or access point in an emergency. Our vent shafts are being designed according to the commitments set out in HS2 Information Paper E22: Control of noise from the operation of stationary systems The primary aim of E22 is to deliver noise levels from ventilation which is lower than the existing background sound level at sensitive properties in the vicinity of the shaft. The design of the vent shafts along the route are still in progress. SCS JV are carefully designing the shafts and headhouses to deliver our noise commitments by providing sufficient sound insulation, construction of the walls, ceilings, doors, and access hatches. SCS JV are allowing for sufficient space within the headhouses to provide attenuators for the fans, optimising the orientation of the outlets to direct sound away from dwellings and allowing sufficient space to provide a sound absorbing lining within the shaft's chimneys.
364	SCS to look to bring the people making decisions on the wall to the next meeting if not already resolved.	AA SCS		Open
373	RC to confirm the programme and confirm current dates	RC HS2		Open Granby Terrace bridge (GTB) is required by HS2 to provide the main

	for reopening of Granby Terrace bridge.			site access route (when possible) to alleviate traffic into Regent's Park Estate and Park Village East. Assurance 2308 references GTB be used for two-way HS2 construction traffic with the aim of seeking to reduce so far as reasonably practicable, the HS2 construction traffic on Stanhope Street during the Works. The bridge also acts as a temporary utilities route for the period until the completion of the extended Hampstead Road Bridge and the subsequent reinstatement of the utilities back into Hampstead Road. After this period, the bridge will continue to be used as a main site access. The bridge is likely to be used by HS2 for construction purposes until the end of the project, which is currently 2035. The bridge currently has active construction works associated with the utility diversions taking place on it which are not due to be completed until mid 2026 which will be the first opportunity to consider a temporary reopening. The project recognises that it is likely there will be varying length periods when it should be possible to accommodate pedestrian access across the bridge. Unfortunately, this regime will be intermittent, and the project would like to discuss the benefit of temporarily reopening the bridge with the community, to understand the balance between the amenity, and the potential frustration of repeated closures.
374	RC to report at the next meeting if a pedestrian bridge to replace Granby Terrace	RC HS2		Open There are no plans to add a temporary pedestrian bridge to replace Granby Terrace in the Euston Throat area.

	Bridge can be provided.			The structure would be a significant span (over 110m) and there is no practical location for the bridge, its abutments or intermediate supports that wouldn't conflict with existing or planned structures. It would also likely conflict with site operations and tall plant. HS2/ SCS will continue to review future opportunities to provide pedestrian access across the new permanent bridge when it is both safe and available to do so.
377	MHo to provide an update on the use of the NR access point being for emergency use only.	MHo NR		Open