

January 2016

Camden Council's response to the Crossrail 2 consultation on-line questionnaire.

The questionnaire asks respondents to complete the sections of the questionnaire of interest to them. Camden Council is responding to questions 1, 16 and 17.

The consultation closes on 8th January 2016.

1. Do you have any comments on the proposals for Crossrail 2 overall?

1. Camden Council welcomes the opportunity to comment on the current proposals for Crossrail 2. We understand that the proposals currently being shared are at a very early stage of development and responses received will help to inform future stages of scheme design and development.
2. Camden Council supports the principle of Crossrail 2 because of the transport benefits that it offers to Camden residents, businesses and institutions and to London as a whole. Through increasing capacity and connectivity, Crossrail 2 would support the conditions for continued economic growth, bringing vital jobs and business activity to the borough. By reducing congestion on current transport routes the scheme could mean faster and less crowded train and bus journeys for Camden's residents and visitors, and better access to employment opportunities. However, we are opposed to the current plans as written due to their impact on residents and businesses at Euston.
3. Whilst the Council appreciates that some disruption as a result of construction will be difficult to avoid, the impact on residential property and businesses at Euston is unacceptable and Camden Council cannot support the project in this form. In total, the current proposals would require the demolition of approximately 131 homes and 17 businesses.
4. Site A, to the north of Grafton Place, contains 71 homes that would be demolished for construction of a new station entrance and box and for some of the station tunnelling works. The inclusion of this site in the current proposals is a direct consequence of uncertainty over the redevelopment of the current Network Rail station as part of a comprehensive Euston Station Plan.
5. On 30 Nov 2015 the Secretary of State for Transport provided a number of assurances to Camden linked to the HS2 Hybrid Bill proposals for Euston. The establishment of the Euston Station Strategic Redevelopment Board was one of these assurances and the Council welcomes the opportunity that this will allow for joint working to plan the integration of Crossrail 2 and other projects in the area to achieve the best transport solution and minimise impacts on residents and businesses in the Euston area. However, the delivery of this depends on aligning the

Cross Rail 2 programme with the redevelopment of the classic Network Rail station at Euston, and a commitment to funding of both projects.

16. Do you have any comments about the proposals for a Crossrail 2 station at Euston St. Pancras?

Euston

- 1) Camden Council is opposed to the current plans, due to their impact on residents and businesses in Euston. The proposals for the Euston end of Euston St.Pancras station include two sites (labelled A and B) which together represent the loss of approximately 131 homes and 17 businesses.
- 2) Site A, to the north of Grafton Place, would be used for construction of a new station entrance and box and for some of the station tunnelling works. It would require the demolition of 45 homes in the Council-owned Wellesley House, a further 26 homes including 16 key worker housing, a community building, a 151 bed hotel and the Grade 2 listed Royal George public house.
- 3) Site B, to the north of Doric Way, would be used for a station shaft and perhaps also some of the station tunnelling works. This would require the demolition of buildings that provide an estimated 60 homes and 15 business premises.
- 4) A large proportion of this impact is unnecessary and could be avoided by re-locating the proposed Crossrail 2 station entrance to a site within Euston station. The inclusion of site A in the proposals is a direct consequence of uncertainty over the redevelopment of the classic Network Rail station at Euston. By aligning the Cross Rail 2 programme with the redevelopment of the Network Rail station, there are opportunities to reduce land take, share worksites and deliver a better transport solution. A Crossrail 2 station entrance within the Network rail station would be more effective than the current proposal in reducing passenger congestion on the Victoria Line and Northern Line, a key objective of the Euston Crossrail 2 station.
- 5) The assurances given to London Borough of Camden on 30 Nov 2015 by the Secretary of State for Transport, as a result of the Council's lobbying through the HS2 Bill process, include a commitment to the integration of Crossrail 2 into the proposed governance for the redevelopment of Euston Station. We are encouraged that this will provide the opportunity to revise the Crossrail 2 proposals to significantly reduce the impact on residents and businesses in the Euston area as well as to deliver a more effective transport solution.
- 6) However, there is as yet no commitment to funding the redevelopment of the classic Network Rail station or for the acceleration of the scheme design to a programme aligned with the Crossrail 2 station design process.

As a result, the current proposals for Crossrail 2 are not being planned as an integrated part of comprehensive station redevelopment and the impact on Camden's residents, businesses and other institutions has increased to an unacceptable level.

- 7) Should HS2 go ahead it will cause disruption for residents and businesses to the east and west of Euston station for a long period. We appreciate that Crossrail 2 is committed to using the best techniques to minimise impacts from noise, dust and pollution and plans to minimise lorry movements through removing excavated materials via tunnels. The assurances we have been given by the Secretary of State for Transport include a commitment to integrated working between TfL and HS2 to mitigate disruption to the station and local community during construction of the proposed Euston schemes.
- 8) We have particular concerns about the impact of a 5-8 year Crossrail 2 station construction programme on homes located immediately adjacent to the proposed works sites. We would question the suitability for continued habitation of the homes in St Mary's Flats and others in the Churchway Estate, depending on the nature and duration of work. Similarly the impact of construction noise, dust and pollution on the consolidated Maria Fidelis School on Drummond Crescent must be taken into account, a school whose relocation has become necessary to make way for the construction of HS2 on the school's existing site at North Gower Street.

St. Pancras

- 9) The Council is supportive of the proposal to locate a station entrance and ticket hall within St Pancras station and to link to Thameslink platforms, subject to due sensitivity in the detailed design to the heritage significance of the Grade 1 listed station building. The siting of this entrance adjacent to Midland Road supports the feasibility of a pedestrian route that would use Phoenix Road/Brill Place to link the three major rail termini of Euston, St. Pancras and Kings Cross. The design development of the station entrance and the associated public realm and pedestrian crossing points in site D will have a role to play in delivering this improved pedestrian access and forming a legible 'gateway' to the eastern end of this route. Camden Council requests ongoing engagement with the Crossrail 2 team in developing these proposals.
- 10) In relation to sites C and D, we are concerned that the proposals should seek to minimise any potential adverse impacts on the long-standing plans for the development and extension of the British Library and development of the Alan Turing Institute for Data Science. Site D raises concerns about the traffic and transport implications of the project during construction of Crossrail 2. Any closure of Midland Road presents a significant issue in terms of traffic management.
- 11) In view of the Council's strategic regeneration objectives for the Kings Cross area the removal from the proposals of the area of surface interest around Belgrove House on the south side of Euston Road is welcome.

17. Do you have any comments about the proposals for a Crossrail 2 station at Tottenham Court Road?

- 1) Camden's interest in the proposals for the Tottenham Court Road Crossrail 2 station relates mainly to site A, in the Rathbone Place area, which would be used as the main site for construction of the station tunnels, entrance, ticket hall and northern station shaft.
- 2) Although site A is not within Camden, the Council is concerned about the potential impacts on Camden residents living in close proximity to the site. There are an estimated 92 homes located on the east side of Gresse Street opposite the proposed work site, and many of these have balconies and principal windows that would directly overlook the site. At the very least, these homes are likely to be affected by construction noise, dust, pollution and disruption due to their proximity to the site and, depending on the nature and duration of work, may become unsuitable for continued habitation.
- 3) The Council is aware that more detailed design work for the station is still to be undertaken and would expect the adverse effects of construction on these properties to be reduced as far as possible and mitigations considered. The Council is also concerned that the station entrance will be a major pedestrian trip generator and that the Rathbone Place site may not be the optimal location for it in terms of pedestrian wayfinding and visibility and connectivity with the wider area. For both of these reasons, but with the principle objective of lessening the potential impact on the Gresse Street residential property, we ask that alternative sites are investigated fully and request ongoing engagement with the Crossrail 2 team to discuss these alternatives.