

HS2

ECRG Presentations & Slides

June 2021

HS2

Agenda

	Item	Presenter	Indicative timings
1	Welcome and introductions	Chair	17.00
2	Leaseholders	HS2 tbc LBC tbc	17.05
3	Air Quality and Carbon	HR	17.15
4	Noise Insulation	KL LBC tbc	17.25
5	Residents' and Construction Commissioners		17.35
	Break	Chair	17.55
7	Flash Report	NOTE only	
8	HS2 Update		18.00
8.1	HS2	MS/RP	
8.2	Mace Dragados	DD	18.10
8.3	CSjv.	LB	18.15
8.4	Network Rail Update	TD	18.25
8.5	SCS	NG	18.30
9	Action items by exception	DD	18.40
10	Community Questions/AOB	Chair	18.45
11	Minutes of the last meeting and Matters Arising.	Chair	18.55
	Chair's Closing Remarks	Chair	

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Leaseholders update

June 2021

At update on this item will be provided at the meeting.

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Air Quality & Carbon

June 2021

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Dust and Air Quality

What are we doing at Euston?



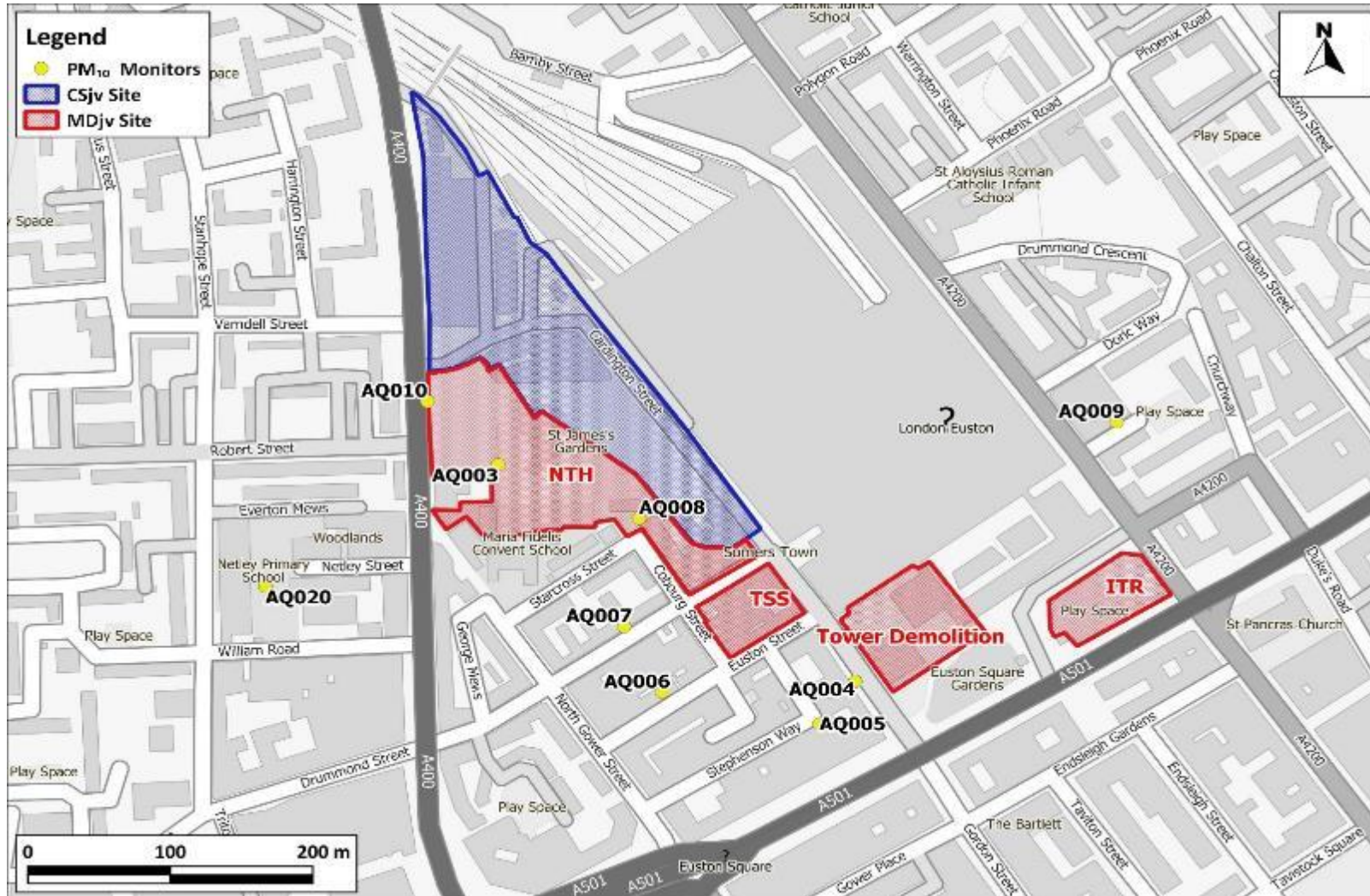
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Actions

- Hybrid generators – reduce emissions and noise
- NRMM Stage V engines used – minimise air pollution and particulates
- Photovoltaic tower lights – carbon zero, no emissions and silent
- Localised dampening down of site activities – removing dust at source
- Road Sweeper – to dampen down roads, in and around our site
- Site water bowser – to dampen internal site areas to minimise dust
- Hydrogen powered cameras – no emissions or noise.



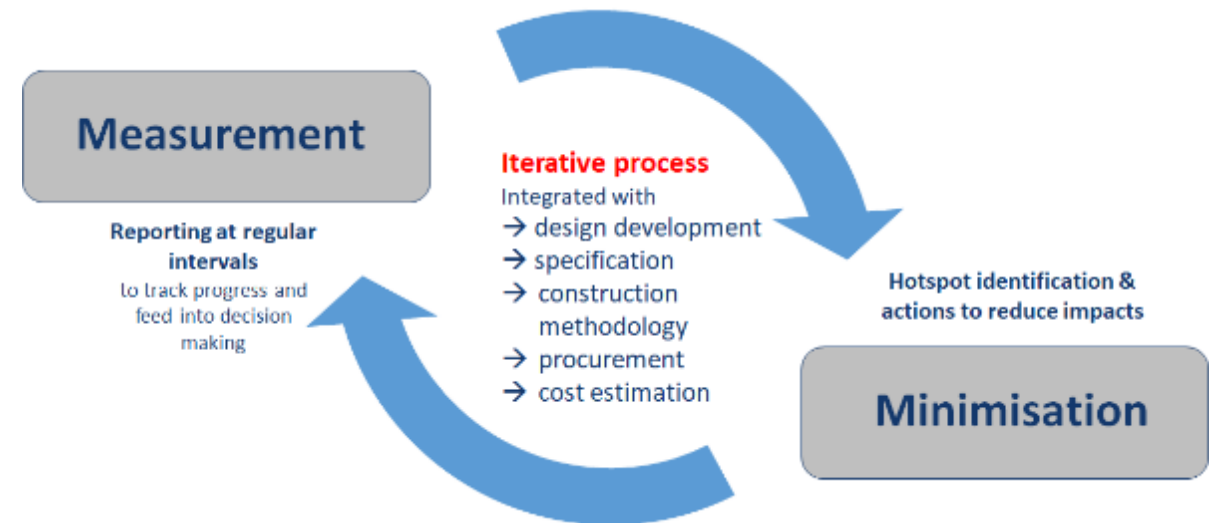
HS2 Monitoring



SCSjv Carbon Management Approach

SCS are committed to minimising the carbon footprint of its scope of works:

- We have been certified to PAS 2080 'Carbon Management in Infrastructure' standard since late 2018.
- Life Cycle Assessments have been undertaken and will continue throughout construction phase through to hand-over.
- A detailed baseline has been calculated based on our scheme design at tender stage (aligned to AP03) and subsequent calculations are compared against that.
- SCSJV use a detailed 'bottom up' carbon calculation method whereby material and resource quantities are pulled from our Bill of Quantities, based on the designs in our BIM (Business Information Management) computer model of the works.
- Carbon management is a collaborative endeavour, where 'hotspots' of high carbon impact are identified, which could be a specific structure or a key material, and this is where attention is focussed to minimise the impacts.



SCSjv contract-wide key priorities

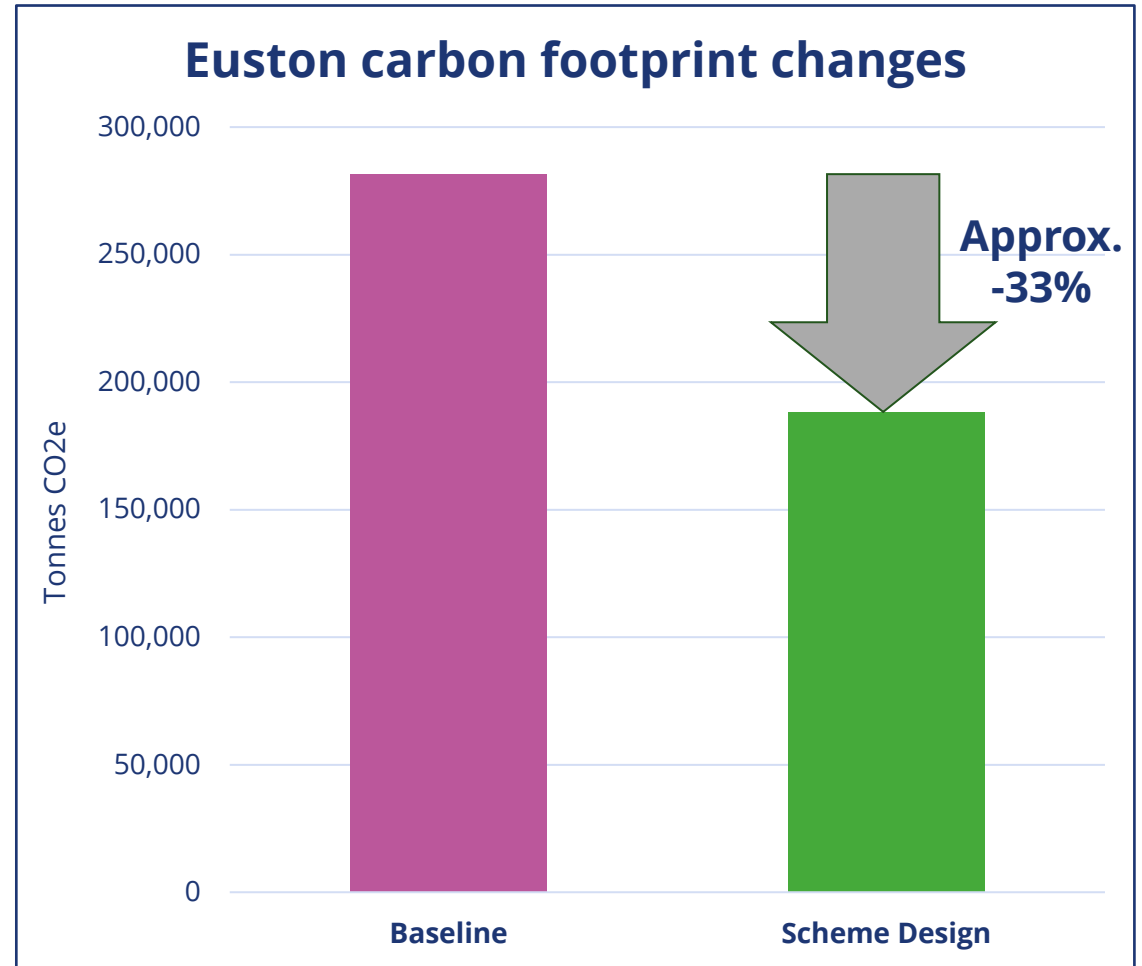
Top carbon reduction opportunities

Selected based on highest potential for impact, likelihood of implementation (risk/opportunity) and timeliness

#	Opportunity
1	Concrete and grout mix optimisation Minimise total cementitious content & maximise cement replacement in in-situ & precast concrete including piling
2	Steel specification with high recycled content for reinforcement bars, structural steel, sheet & fibres
3	Clean site power Timely connection to mains electricity grid & securing renewable energy tariffs
4	Alternative fuels for construction vehicles, plant & machinery Electricity-powered equipment and cleaner diesel alternatives: biofuels, etc.

Changes from Baseline to Scheme Design for Euston

- The carbon footprint of the assets in the Euston area has reduced substantially since the AP03 design. The shift from part of what originally was a heavy concrete box structure to a leaner tunnelled solution has played a crucial part in reducing material quantities and subsequent carbon impacts.
- The graph to the right captures these savings achieved through major design changes. This is anticipated to reduce further as progress is made on the key priorities on the previous slide are, including some of the examples presented next.



Euston specific measures

Piling platforms with cementless concrete

- When installing piles, a **piling platform or mat** needs to be created which is a temporary working platform designed to provide a reliable and stable surface on which piling rigs can operate. The traditional method of installing a pile mat is to use a 1m layer of compacted granular material. However, when piling rigs travel along this piling mat it becomes damaged and needs to be repaired. In order to maintain the piling mat an additional 20% of the original aggregate volume is typically required every week, which can equate to a significant of additional hardcore being required.
- A solution was developed by our Euston team to use a 700mm layer of granular material with a 200mm layer of concrete, **eliminating the need for additional fill material** to maintain the piling mat and keep it fit for purpose.
- Our sub-contractor Capital Concrete then supplied Wagner's Earth Friendly Concrete (EFC); a **cement-free concrete** which typically offers a **50% saving in embodied carbon compared to standard concrete** mixes. EFC does not use Portland cement and can be used as a robust equivalent to traditional concrete in this application.

Euston specific measures

Piling platforms with cementless concrete

The benefits:

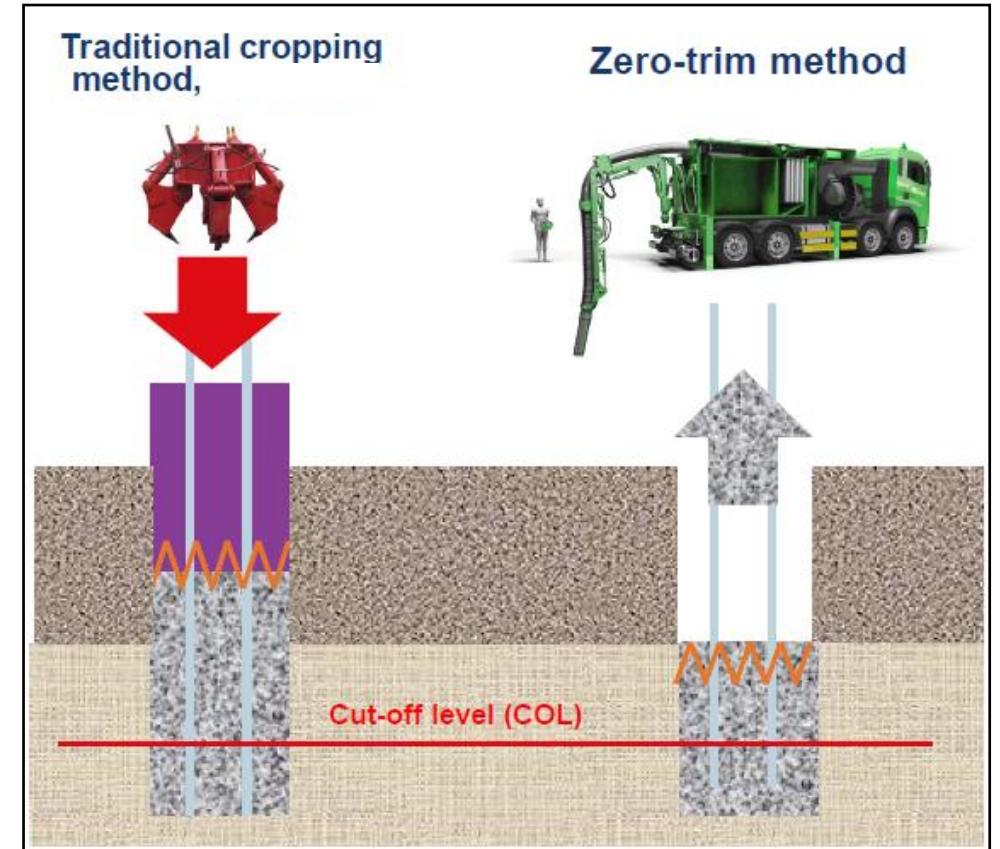
- Less wagon deliveries and vehicles on site.
- Clean and well-maintained working conditions on site.
- Circular economy potential - our team are exploring whether upon completion of piling works, the pile mat platforms could be crushed on site and the material re-used as hardcore.
- Carbon saving of 79% compared to the traditional method, based on a 7-month works period
- Uses only around 15% of the total aggregate volume compared to that used for a traditional loose hardcore piling platform with high maintenance requirements was employed



Euston specific measures

“Zero-Trim” pile cropping

- The result of collaboration between SCSjv, Cementation Skanska and Hercules Site Services, **Zero-Trim** is a revolutionary method to carry out pile cropping.
- For the ground conditions at Euston, as a pile is drilled it is filled with an engineering support fluid that helps retain the structure of the surrounding granular soil. The concrete for the permanent pile is then pumped in, which pushes the support fluid to the top. However the very top layer of concrete is ‘contaminated’ by the support fluid in the process.
- Traditionally, extra concrete is used to ensure that the pile is made of only good quality concrete right up to the finished level (or ‘cut off level’). Pile croppers are then used to chop down the hardened concrete to the correct level.
- Zero-Trim uses a vacuum excavator to suck away the contaminated concrete whilst it’s still wet, thereby minimising or often even eliminating the need for cropping of cured, solid concrete later on . This can significantly reduce any associated impacts for our neighbours in the surrounding area and our workforce.



Euston specific measures

“Zero-trim” pile cropping

The main benefits:

In Euston alone (approx. 2,100 piles), we will have saved:

- 60,000 working hours (pile breaking activities)
- Approx 840 tonnes CO₂e, primarily through the reduced overpouring of concrete and subsequent waste

Other benefits include:

- No noise and dust from drilling and breaking out
- Faster completion of works
- Less or no repair on reinforcement required
- Integrating with capping beam reinforcement made easier
- No lifting of equipment required
- Improved health & safety by avoiding the risks of concrete cutting and removal



Euston specific measures

“Hydro-treated Vegetable Oil” - HVO

- HVO (Hydrotreated Vegetable Oil) is a renewable alternative to red diesel, synthesised entirely from sustainable raw materials (vegetable or animal oils and fats). This fuel has been used as a replacement to traditional red diesel in Euston since mid-2020, starting with one fuel tank and increasing to three soon after. This has produced benefits including reductions NOx and PM emissions as well as CO₂e due to the carbon neutrality of sustainable biofuels, when compared to use of the same volume of diesel.
- Use of HVO has since been spread across the project with all SCS sites now on HVO supply. Although there are still some specialist items of equipment that cannot currently use it, we are proud of this step towards cleaner air and reduced carbon emissions

Emissions	Red Diesel	HVO	Reductions	% Reduction
CO2 e (kg)	139198	12781	-126416kg CO2e	91
CO (ppm)	95	81	-15 ppm CO	15
Nox (kg)	23	20	-3kg Nox	11
PM (kg)	437	265	-172kg PM	39
Fuel Efficiency (l)	47118	44103	-3015 litres	6

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Noise Insulation

June 2021

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Noise Insulation Programme Overview

<div>ALBERT STREET</div> <div>Eligible Units: 11 Postponed: 0</div> <div><div>Concluded</div><div>7</div><div>64%</div></div> <div><div>Completed</div><div>0</div><div>0%</div></div> <div><div>In Progress</div><div>4</div><div>36%</div></div>	<div>AMBLESIDE</div> <div>Eligible Units: 31 Postponed: 1</div> <div><div>Concluded</div><div>16</div><div>52%</div></div> <div><div>Completed</div><div>13</div><div>42%</div></div> <div><div>In Progress</div><div>2</div><div>6%</div></div>	<div>ARLINGTON ROAD</div> <div>Eligible Units: 1 Postponed: 0</div> <div><div>Concluded</div><div>1</div><div>100%</div></div> <div><div>Completed</div><div>0</div><div>0%</div></div> <div><div>In Progress</div><div>0</div><div>0%</div></div>	<div>AUGUSTUS HOUSE</div> <div>Eligible Units: 60 Postponed: 15</div> <div><div>Concluded</div><div>30</div><div>50%</div></div> <div><div>Completed</div><div>15</div><div>25%</div></div> <div><div>In Progress</div><div>15</div><div>25%</div></div>	<div>BECKFOOT</div> <div>Eligible Units: 12 Postponed: 0</div> <div><div>Concluded</div><div>5</div><div>42%</div></div> <div><div>Completed</div><div>3</div><div>25%</div></div> <div><div>In Progress</div><div>4</div><div>33%</div></div>	<div>GILLFOOT</div> <div>Eligible Units: 80 Postponed: 74</div> <div><div>Concluded</div><div>6</div><div>8%</div></div> <div><div>Completed</div><div>0</div><div>0%</div></div> <div><div>In Progress</div><div>74</div><div>93%</div></div>	<div>GLENRIDDING</div> <div>Eligible Units: 12 Postponed: 0</div> <div><div>Concluded</div><div>6</div><div>50%</div></div> <div><div>Completed</div><div>1</div><div>8%</div></div> <div><div>In Progress</div><div>5</div><div>42%</div></div>	<div>GOLDSMITH HOUSE</div> <div>Eligible Units: 52 Postponed: 0</div> <div><div>Concluded</div><div>0</div><div>0%</div></div> <div><div>Completed</div><div>52</div><div>100%</div></div> <div><div>In Progress</div><div>0</div><div>0%</div></div>	<div>HAMPSTEAD ROAD</div> <div>Eligible Units: 5 Postponed: 1</div> <div><div>Concluded</div><div>1</div><div>20%</div></div> <div><div>Completed</div><div>0</div><div>0%</div></div> <div><div>In Progress</div><div>4</div><div>80%</div></div>	<div>LANGDALE</div> <div>Eligible Units: 60 Postponed: 14</div> <div><div>Concluded</div><div>16</div><div>27%</div></div> <div><div>Completed</div><div>30</div><div>50%</div></div> <div><div>In Progress</div><div>14</div><div>23%</div></div>
<div>BORROWDALE</div> <div>Eligible Units: 1 Postponed: 1</div> <div><div>Concluded</div><div>0</div><div>0%</div></div> <div><div>Completed</div><div>0</div><div>0%</div></div> <div><div>In Progress</div><div>1</div><div>100%</div></div>	<div>BRATHAY</div> <div>Eligible Units: 12 Postponed: 1</div> <div><div>Concluded</div><div>6</div><div>50%</div></div> <div><div>Completed</div><div>0</div><div>0%</div></div> <div><div>In Progress</div><div>6</div><div>50%</div></div>	<div>CALGARTH</div> <div>Eligible Units: 24 Postponed: 0</div> <div><div>Concluded</div><div>13</div><div>54%</div></div> <div><div>Completed</div><div>3</div><div>13%</div></div> <div><div>In Progress</div><div>8</div><div>33%</div></div>	<div>CANTERBURY HOUSE</div> <div>Eligible Units: 12 Postponed: 0</div> <div><div>Concluded</div><div>8</div><div>67%</div></div> <div><div>Completed</div><div>3</div><div>25%</div></div> <div><div>In Progress</div><div>1</div><div>8%</div></div>	<div>CARLTON HOUSE</div> <div>Eligible Units: 40 Postponed: 1</div> <div><div>Concluded</div><div>18</div><div>45%</div></div> <div><div>Completed</div><div>16</div><div>40%</div></div> <div><div>In Progress</div><div>6</div><div>15%</div></div>	<div>MICKLEDORE</div> <div>Eligible Units: 12 Postponed: 0</div> <div><div>Concluded</div><div>5</div><div>42%</div></div> <div><div>Completed</div><div>0</div><div>0%</div></div> <div><div>In Progress</div><div>7</div><div>58%</div></div>	<div>MIDLAND TERRACE</div> <div>Eligible Units: 1 Postponed: 0</div> <div><div>Concluded</div><div>0</div><div>0%</div></div> <div><div>Completed</div><div>0</div><div>0%</div></div> <div><div>In Progress</div><div>1</div><div>100%</div></div>	<div>MORNINGTON CRESCENT</div> <div>Eligible Units: 75 Postponed: 16</div> <div><div>Concluded</div><div>46</div><div>61%</div></div> <div><div>Completed</div><div>13</div><div>17%</div></div> <div><div>In Progress</div><div>16</div><div>21%</div></div>	<div>MORNINGTON PLACE</div> <div>Eligible Units: 26 Postponed: 3</div> <div><div>Concluded</div><div>7</div><div>27%</div></div> <div><div>Completed</div><div>16</div><div>62%</div></div> <div><div>In Progress</div><div>3</div><div>12%</div></div>	<div>MORNINGTON STREET</div> <div>Eligible Units: 33 Postponed: 0</div> <div><div>Concluded</div><div>5</div><div>15%</div></div> <div><div>Completed</div><div>15</div><div>45%</div></div> <div><div>In Progress</div><div>13</div><div>39%</div></div>
<div>CARTMEL</div> <div>Eligible Units: 69 Postponed: 11</div> <div><div>Concluded</div><div>21</div><div>30%</div></div> <div><div>Completed</div><div>36</div><div>52%</div></div> <div><div>In Progress</div><div>12</div><div>17%</div></div>	<div>CLARKSON ROW</div> <div>Eligible Units: 10 Postponed: 0</div> <div><div>Concluded</div><div>1</div><div>10%</div></div> <div><div>Completed</div><div>9</div><div>90%</div></div> <div><div>In Progress</div><div>0</div><div>0%</div></div>	<div>COBOURG STREET</div> <div>Eligible Units: 15 Postponed: 2</div> <div><div>Concluded</div><div>0</div><div>0%</div></div> <div><div>Completed</div><div>9</div><div>60%</div></div> <div><div>In Progress</div><div>6</div><div>40%</div></div>	<div>CONISTON</div> <div>Eligible Units: 24 Postponed: 4</div> <div><div>Concluded</div><div>6</div><div>25%</div></div> <div><div>Completed</div><div>14</div><div>58%</div></div> <div><div>In Progress</div><div>4</div><div>17%</div></div>	<div>CUBITT COURT</div> <div>Eligible Units: 40 Postponed: 2</div> <div><div>Concluded</div><div>13</div><div>33%</div></div> <div><div>Completed</div><div>20</div><div>50%</div></div> <div><div>In Progress</div><div>7</div><div>18%</div></div>	<div>MORNINGTON TERRACE</div> <div>Eligible Units: 124 Postponed: 25</div> <div><div>Concluded</div><div>48</div><div>39%</div></div> <div><div>Completed</div><div>50</div><div>40%</div></div> <div><div>In Progress</div><div>26</div><div>21%</div></div>	<div>NASH HOUSE</div> <div>Eligible Units: 8 Postponed: 0</div> <div><div>Concluded</div><div>7</div><div>88%</div></div> <div><div>Completed</div><div>0</div><div>0%</div></div> <div><div>In Progress</div><div>1</div><div>13%</div></div>	<div>NORTH GOWER STREET</div> <div>Eligible Units: 2 Postponed: 0</div> <div><div>Concluded</div><div>1</div><div>50%</div></div> <div><div>Completed</div><div>0</div><div>0%</div></div> <div><div>In Progress</div><div>1</div><div>50%</div></div>	<div>OXENHOLME</div> <div>Eligible Units: 80 Postponed: 72</div> <div><div>Concluded</div><div>8</div><div>10%</div></div> <div><div>Completed</div><div>0</div><div>0%</div></div> <div><div>In Progress</div><div>72</div><div>90%</div></div>	<div>PARK VILLAGE EAST</div> <div>Eligible Units: 16 Postponed: 5</div> <div><div>Concluded</div><div>6</div><div>38%</div></div> <div><div>Completed</div><div>4</div><div>25%</div></div> <div><div>In Progress</div><div>6</div><div>38%</div></div>
<div>DALEHEAD</div> <div>Eligible Units: 80 Postponed: 73</div> <div><div>Concluded</div><div>7</div><div>9%</div></div> <div><div>Completed</div><div>0</div><div>0%</div></div> <div><div>In Progress</div><div>73</div><div>91%</div></div>	<div>DELANCEY STREET</div> <div>Eligible Units: 54 Postponed: 3</div> <div><div>Concluded</div><div>23</div><div>43%</div></div> <div><div>Completed</div><div>6</div><div>11%</div></div> <div><div>In Progress</div><div>25</div><div>46%</div></div>	<div>DRUMMOND STREET</div> <div>Eligible Units: 22 Postponed: 0</div> <div><div>Concluded</div><div>5</div><div>23%</div></div> <div><div>Completed</div><div>10</div><div>45%</div></div> <div><div>In Progress</div><div>7</div><div>32%</div></div>	<div>ENNERDALE</div> <div>Eligible Units: 1 Postponed: 0</div> <div><div>Concluded</div><div>1</div><div>100%</div></div> <div><div>Completed</div><div>0</div><div>0%</div></div> <div><div>In Progress</div><div>0</div><div>0%</div></div>	<div>EUSTON STREET</div> <div>Eligible Units: 6 Postponed: 1</div> <div><div>Concluded</div><div>1</div><div>17%</div></div> <div><div>Completed</div><div>1</div><div>17%</div></div> <div><div>In Progress</div><div>4</div><div>67%</div></div>	<div>PARKWAY</div> <div>Eligible Units: 16 Postponed: 3</div> <div><div>Concluded</div><div>8</div><div>50%</div></div> <div><div>Completed</div><div>3</div><div>19%</div></div> <div><div>In Progress</div><div>5</div><div>31%</div></div>	<div>RICHMOND HOUSE</div> <div>Eligible Units: 40 Postponed: 3</div> <div><div>Concluded</div><div>16</div><div>40%</div></div> <div><div>Completed</div><div>20</div><div>50%</div></div> <div><div>In Progress</div><div>4</div><div>10%</div></div>	<div>SILSOE HOUSE</div> <div>Eligible Units: 29 Postponed: 3</div> <div><div>Concluded</div><div>1</div><div>3%</div></div> <div><div>Completed</div><div>25</div><div>86%</div></div> <div><div>In Progress</div><div>3</div><div>10%</div></div>	<div>ST MARY'S SCHOOL</div> <div>Eligible Units: 1 Postponed: 0</div> <div><div>Concluded</div><div>0</div><div>0%</div></div> <div><div>Completed</div><div>1</div><div>100%</div></div> <div><div>In Progress</div><div>0</div><div>0%</div></div>	<div>STARCROSS STREET</div> <div>Eligible Units: 24 Postponed: 0</div> <div><div>Concluded</div><div>7</div><div>29%</div></div> <div><div>Completed</div><div>14</div><div>58%</div></div> <div><div>In Progress</div><div>3</div><div>13%</div></div>
<div>STEPHENSON STREET</div> <div>Eligible Units: 1 Postponed: 0</div> <div><div>Concluded</div><div>1</div><div>100%</div></div> <div><div>Completed</div><div>0</div><div>0%</div></div> <div><div>In Progress</div><div>0</div><div>0%</div></div>	<div>STOCKBECK</div> <div>Eligible Units: 12 Postponed: 0</div> <div><div>Concluded</div><div>6</div><div>50%</div></div> <div><div>Completed</div><div>3</div><div>25%</div></div> <div><div>In Progress</div><div>3</div><div>25%</div></div>	<div>THE TARN</div> <div>Eligible Units: 28 Postponed: 1</div> <div><div>Concluded</div><div>7</div><div>25%</div></div> <div><div>Completed</div><div>10</div><div>36%</div></div> <div><div>In Progress</div><div>11</div><div>39%</div></div>	<div>TINTERN HOUSE</div> <div>Eligible Units: 21 Postponed: 0</div> <div><div>Concluded</div><div>12</div><div>57%</div></div> <div><div>Completed</div><div>9</div><div>43%</div></div> <div><div>In Progress</div><div>0</div><div>0%</div></div>	<div>WELLS HOUSE ROAD</div> <div>Eligible Units: 1 Postponed: 0</div> <div><div>Concluded</div><div>1</div><div>100%</div></div> <div><div>Completed</div><div>0</div><div>0%</div></div> <div><div>In Progress</div><div>0</div><div>0%</div></div>					

Yellow – April trigger dates

Green Completed streets/buildings

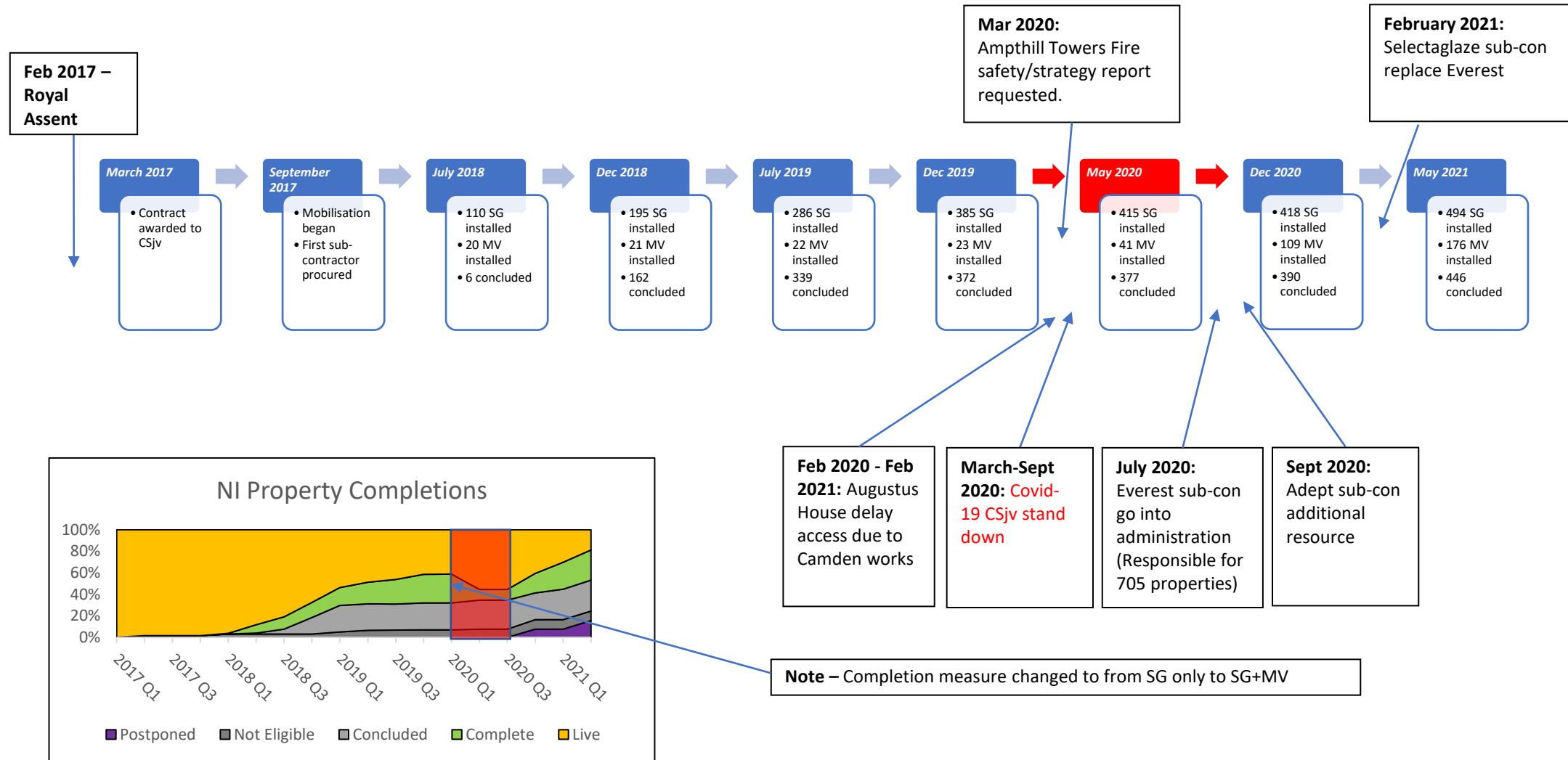
HS2

Trigger dates	4 th March 2021	18 th March 2021	7 th June 2021	Difference	Comments
Concluded (No works to take place)	222	224	214	-10	There have been more reinstructions than conclusions on the properties against the April trigger date.
Completed (Glazing and/or Sonair installed)	231	238	297	+59	
Postponed	75	96	105	+9	Its important to note that these postponed properties are only properties that are postponed from the April 2021 key date for the reasons of, covid-19, Camden voids, Reinstructions, basement and Ground floor. These are considered live and the Ni team is actively progressing with these properties.
In Progress	87	57	0	-57	
Total (Eligible Properties)	615	615	616		

HS2

Full programme per property	23 rd March 2021	7 th June 2021	Difference	Comments
Concluded (No works to take place)	522	536	+14	<p>A thorough review of all past data has meant that some conclusions have been reinstated under a different status . Includes 124 Not eligible properties</p> <ul style="list-style-type: none"> • Glazing declines/ conclusions -7 • MV declines/ conclusions -35 • Full NI Conclusions declines/ conclusions – 26 • Reinstructions: -25
Completed (Glazing and/or Sonair installed)	328	416	+88	<ul style="list-style-type: none"> • Glazing installs -102 • MV Installs -53 <p>Note; completed property must have an output of MV and Secondary Glazing, therefore 14 properties require an MV output.</p>
Postponed	96	250	+154	<p>96 postponed comprised of covid-19 holds, Camden holds, reinstruction holds, ground floor and basement holds against the key date.</p> <ul style="list-style-type: none"> • 220 Ampthill towers properties added into postponed until a final design can be confirmed • 30 Covid-19 holds
In Progress	462	206	-256	
Total (In scope 1408, eligible 1284)	1408	1408	n/a	

Noise Insulation Timeline



HS2

Residents' and Construction Commissioners

June 2021

HS2

HS2 Independent Residents' Commissioner and Construction Commissioner

These two independent roles are appointed by the Department for Transport to hold HS2 and our supply chain accountable during the planning and delivery of the railway.

Independent Residents' Commissioner – Deborah Fazan

Email: residentscommissioner@hs2.org.uk

Independent Construction Commissioner – Sir Mark Worthington

Email: complaints@hs2-cc.org.uk

HS2

What the Construction Commissioner does

- The independent construction commissioner's role is to mediate and monitor the way in which HS2 Ltd manages and responds to construction complaints. The construction commissioner will mediate any unresolved construction-related disputes between HS2 Ltd and individuals or bodies, and provides advice to members of the public about how to make a complaint about construction.
- The construction commissioner regularly meets with HS2 Ltd's chief executive officer to raise any concerns or emerging trends across the project.
- Find out more about the [construction commissioner and the role](#)
- The HS2 Construction Commissioner provides a fair and balanced approach if a case cannot be resolved through the normal HS2 complaints process and in cases where a response to a complaint is unsatisfactory, or remains outstanding. They also [report on activities](#) and act as an arbitrator for the [Small claims scheme](#).
- The Construction Commissioner Steering Group (CCSG) was set up to monitor their performance throughout the construction period. The Group has also been tasked with providing independent oversight and advice to government ministers at the Department for Transport (DfT). Community representatives are currently being recruited to this role.

HS2

What the Residents' Commissioner does

- The residents' commissioner is independent and holds HS2 Ltd accountable to the commitments made in the Residents' Charter – the 10 Community Commitments set out in the Community Engagement Strategy.
- The residents' commissioner oversees and monitors our commitments to the public and produces a [periodic report](#).
- In addition, the residents' commissioner meets regularly with the HS2 Ltd chairman about emerging trends and concerns. The residents' commissioner does not investigate individual cases, act as an arbitrator for individual resident concerns, or deal with complaints.

HS2

HS2 Update

June 2021

Engagement



- Online and in person engagement including:
 - Community focus group workshops regarding the Adelaide Road Ventilation Shaft future landscaping proposals, and monthly Adelaide Road area one-to-ones held in March, April and May;
 - Focused engagement with residents and businesses in Park Village East, Mornington Terrace and Parkway ahead of Line E works;
 - Community meeting ahead of the launch of the Vehicle Holding Area (pictured);
 - Weekly site walks and meetings around Harrington Street and Drummond Street;
 - Regular meetings, working groups, 121 engagement continues.
- Three month Construction Look Ahead published with overview of works. Summer 2021 edition now online.
- Camden wide newsletters updating on works, engagement and community investment due in the next few weeks.

Community investment



Polytunnel under construction at the Story Garden

Community Garden Nursery at the Story Garden (British library)

Lendlease have funded and MDjv (in partnership with sub-contractors Blu-3) have installed a polytunnel for the Story Garden, a meanwhile space at the British Library. The polytunnel will be used as growing space for the local community as well as a location to deliver a horticultural training programme for local people. It is planned that some of the plants grown there will also be used on the project.

Planters on junction of Drummond Street & Cobourg Street

MDJV identified that vehicle crash barriers at junction of Drummond and Cobourg Street which were aged and weathered as a greening opportunity. Planters have been installed with temporary plants and Global Generation will be soon installing a larger instalment of plants representative of local culture.

Timber reuse from Adelaide Road site works

On 29 May the logs from the trees cut due to works in Adelaide Road were delivered to the local resident contact for Adelaide Community Garden.

Migration of HS2 in Camden website



© HS2 Ltd 2015

Find out what HS2 means for Camden

Camden will be home to the new HS2 London terminus at Euston station. The new station will include 11 new platforms, a new concourse and improved connections to Euston and Euston Square Underground stations.

Within Camden a new tunnel will take HS2 trains out of Euston station, with Granby Terrace and Hampstead Road bridges being lengthened. Four tunnel shafts will be built to provide access and ventilation to the new tunnel at Granby Terrace, Euston Cavern, Park Village East and Adelaide Road.

HS2 will more than double the number of seats out of Euston station during peak hours and free up space on the west coast mainline for more local and long distance commuter services.

Work is already well underway, with more than a thousand people at work on sites around London, delivering essential pre-construction work, demolitions and utility diversions.

What we're delivering in Camden



Construction

HS2 has appointed joint owners for the new station and proposed to build the London Euston station.



Supply Chain

More than 100 businesses working on HS2 already are located within Camden's wards and Parishes, Euston and Euston Square.



Community Fund

HS2 has awarded a grant of £100,000 to Camden Council to support the community fund.



New High Speed Station

Euston will provide direct connections to the new concourse and improve connections to Euston and Euston Square Underground stations.

- We are migrating the existing Commonplace contents to the In Your Area section of the main HS2 website. We are also changing the way that we issue email updates about the project and giving people more choice about how they receive information from us. These changes will help to:
 - Provide quicker access to key documents and information about the HS2 project; and
 - Make it is easier for to be kept informed about our works and activities in your local area.
- Once we have moved all the key pages and information from this website onto the HS2 website later this summer, we will stop updating Commonplace and visitors will be signposted directly to the to the new pages within HS2.org.uk. We are aiming to complete this exercise in July this year.
- The existing site www.HS2inCamden.co.uk will be retained and will redirect visitors to the HS2 page once the information transfer is complete.
- Each landing page provides a link to the HS2 mailing list for people to complete and sign up to: <https://engagement.hs2.org.uk/join-mailing-list/>

HS2

Euston Station Integrated Project Team Update

June 2021

Works Overview Summer 2021

HS2 station site

Commencement of utilities diversions.

Mari Fidelis Sewer lining works.

Interim Taxi Rank:

Completion of early works and hoardings.

Utilities/trial holes

Diversions, upgrades, utilities corridor – various.

Traction Sub Station:

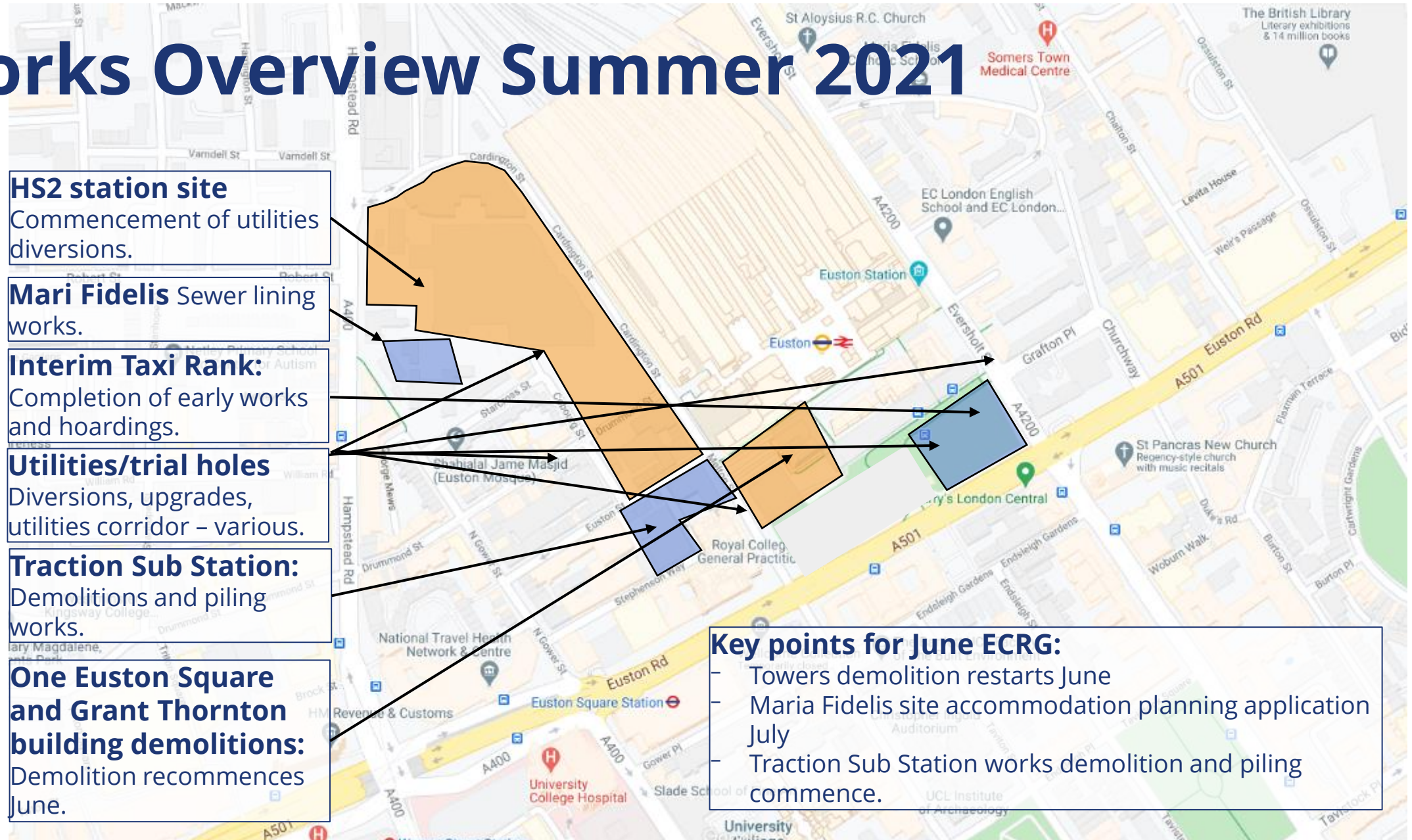
Demolitions and piling works.

One Euston Square and Grant Thornton building demolitions:

Demolition recommences June.

Key points for June ECRG:

- Towers demolition restarts June
- Maria Fidelis site accommodation planning application July
- Traction Sub Station works demolition and piling commence.



Maria Fidelis engagement

- April engagement on shared use of the old playground (Construction Skills Centre and site welfare) received clear feedback:
 - The façade was too bold
 - It did not blend with the local area
 - It jarred with the open space to the east of the site
 - There was support for the idea of breaking up the form of the building to reduce its visual impact
 - There was support for more greening
- Second round of engagement responded to comments [210526 1164 Maria Fidelis.pdf](#) and [210609 1164 Community Engagement 03 LR.pdf](#)
- Further comments received and design being worked up.
- Final update planned prior to planning application submission.



HS2

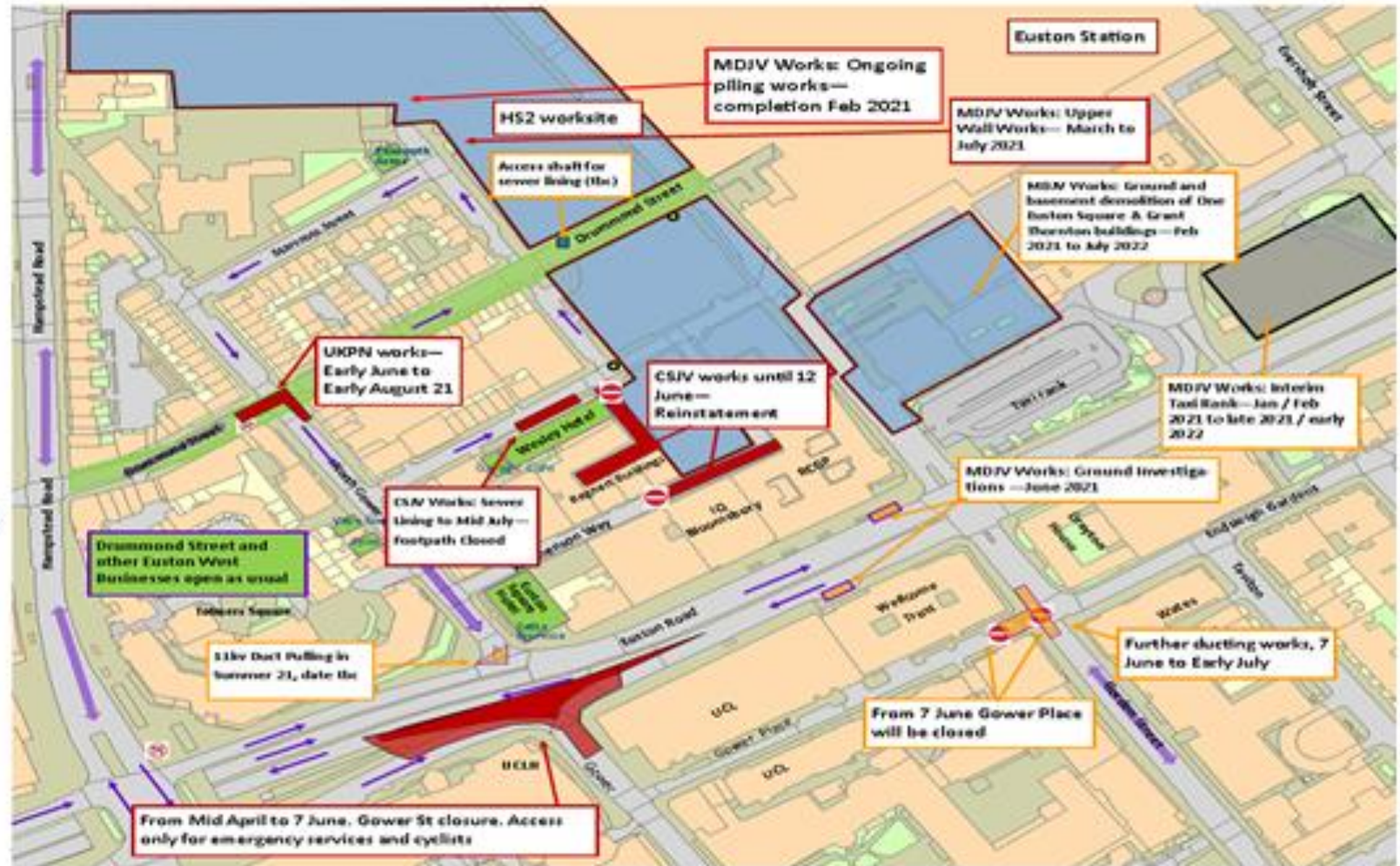
CSjv ECRG Update

June 2021

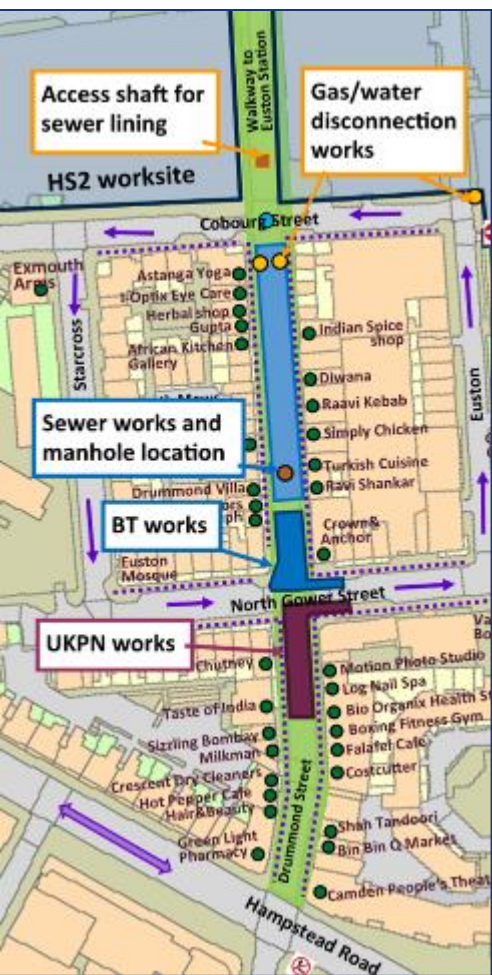
Euston west utility works

3-months
lookahead, June
to August 2021

-  Current utility works
-  Planned works
-  Two-way traffic direction
-  One-way traffic direction



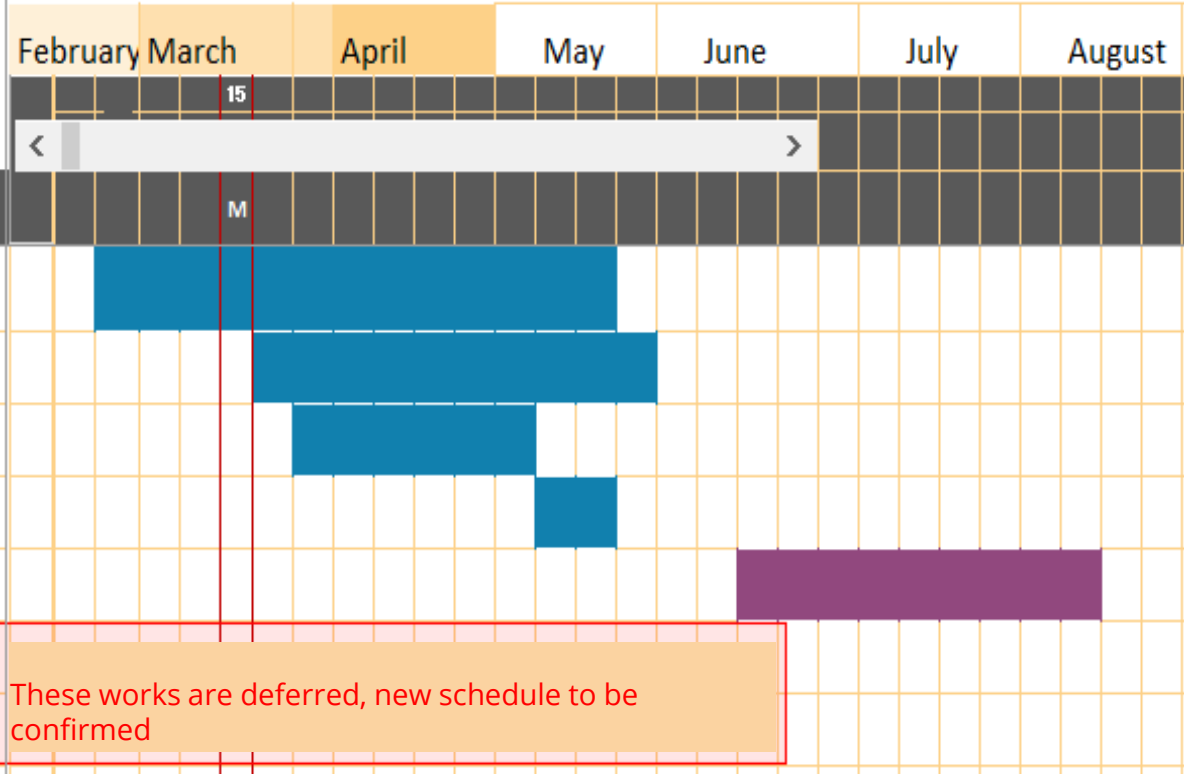
Drummond Street works by location



Legend:

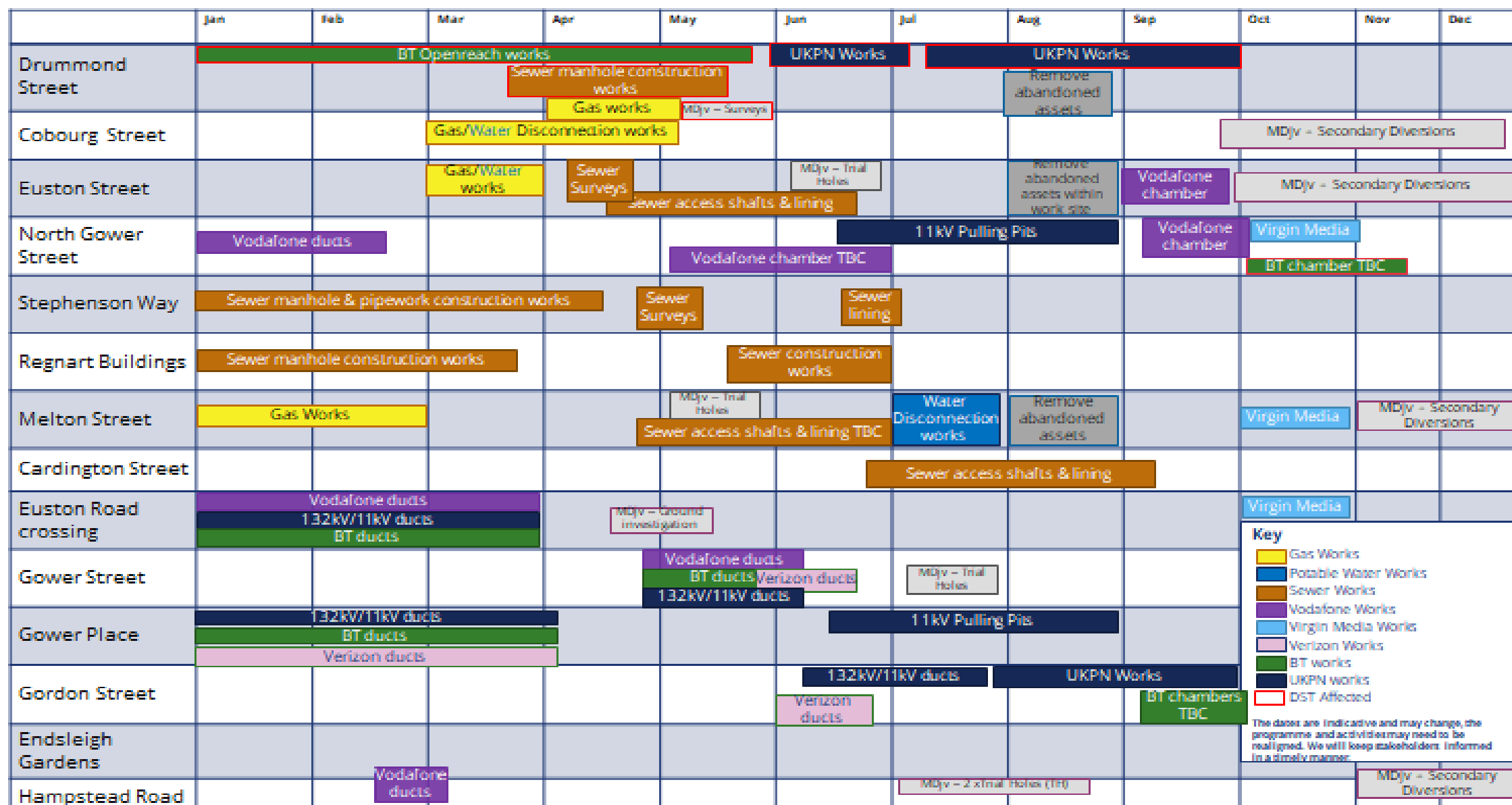
- DST East - section b/n Cobourg and North Gower
- DST Walkway b/n Cobourg St and Euston Station
- DST West- section b/n North Gower and Hampstead Rd

Works description	Location. TM
BT works - east	Road closed b/n NG and Charles Place
Sewer manhole works - east	Road closed b/n Charles Place and Cobourg St
Gas disconnection - east	Southside and northside of the road in the corner with Cobourg St
MDjv survey - east	Opposite Spice shop
UKPN works - west	Road closure in front of Chutney and Taste of India
Access shaft construction	DST walkway, pedestrian diversion in place
Sewer lining - east	Opposite Charles Place, possible road closure

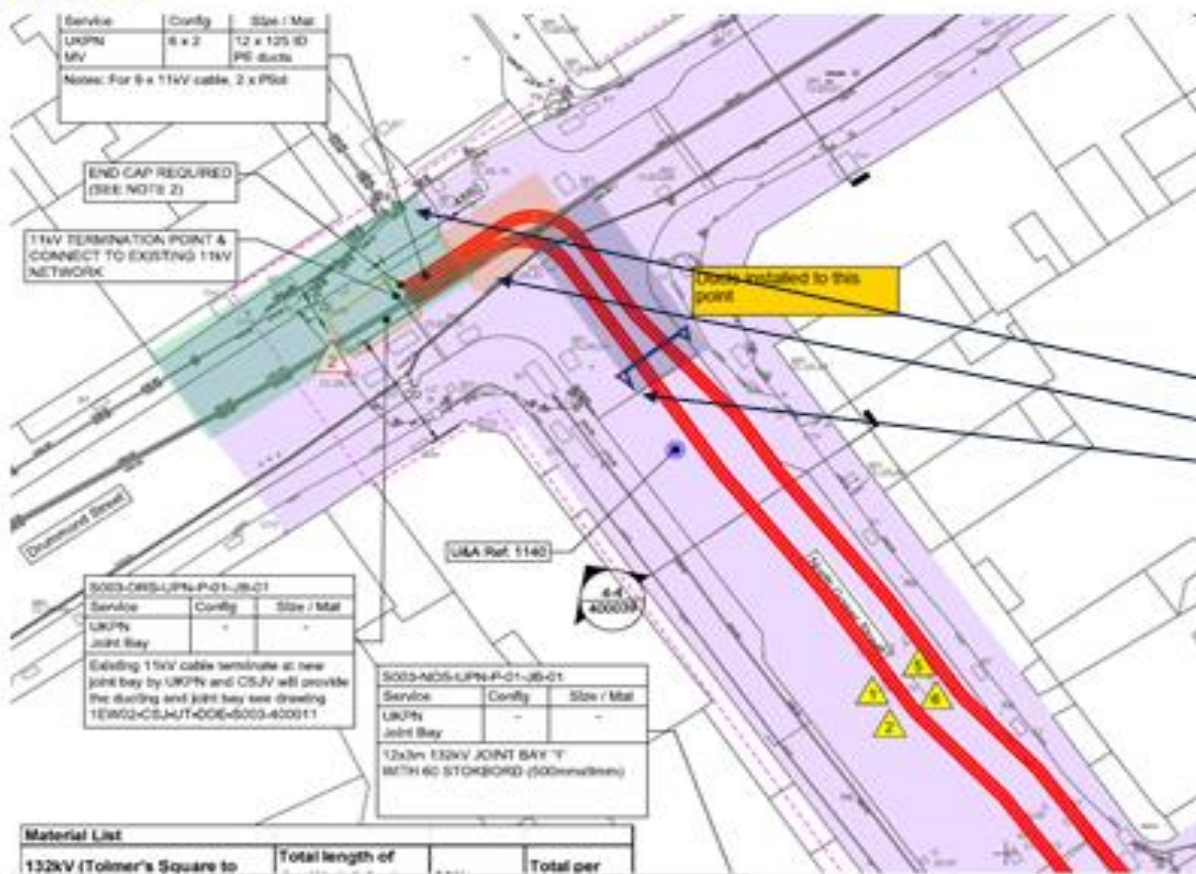


2021 Euston area utilities works lookahead forecast

03 June 2021



Drummond Street / North Gower Street Programme Dates



Excavate Joint Bay
11kV

Durations

- Ph 1 DS - 04/06-19/06
- Ph 2 NGS - 21/06-26/06
- Ph 3 NGS - 28/06-10/07

B&M & CCTV
PH1-4 - 10/07-17/07

Reinstatement
18/07-06/08/21

20XX-XX-XX

UKPN - CSJV Works

Sewer construction works along Harrington Street

Sewer construction in phases from 12 October 2020 to summer 2021, dates might change as the work progress

- Phased road closures between Varndell Street and Mackworth Street
- Construction of 3m diameter manhole in the junction with Varndell St
- Working northwards in phases
- Construction of 2.4m and 2.1m manholes and remaining pipework Harrington Street and Mackworth Street

Phase 5, Late April until Late May

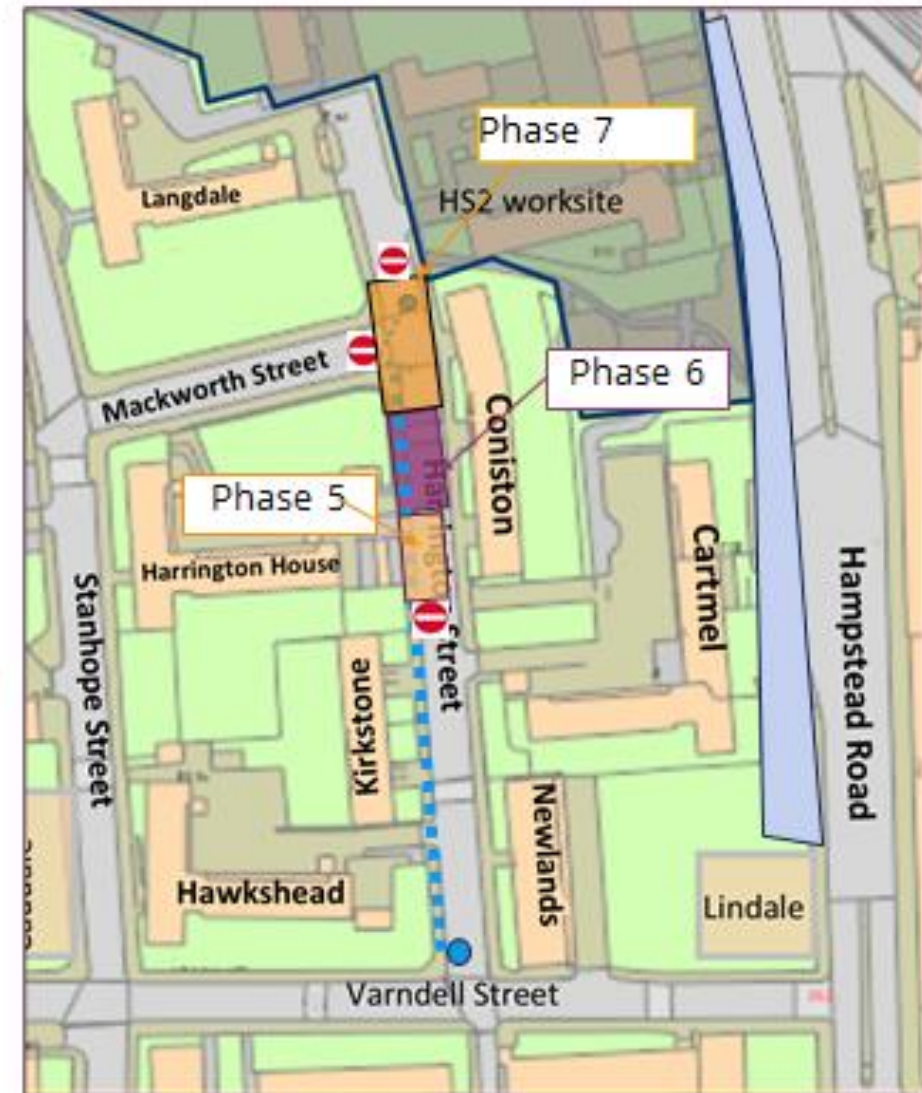
- Tuff Track entrance to Harrington House. Half and half sewer installation

Phase 6, from Late May – Mid June

- Completion of Harrington House entrance

Phase 7, Mid June – End Sept

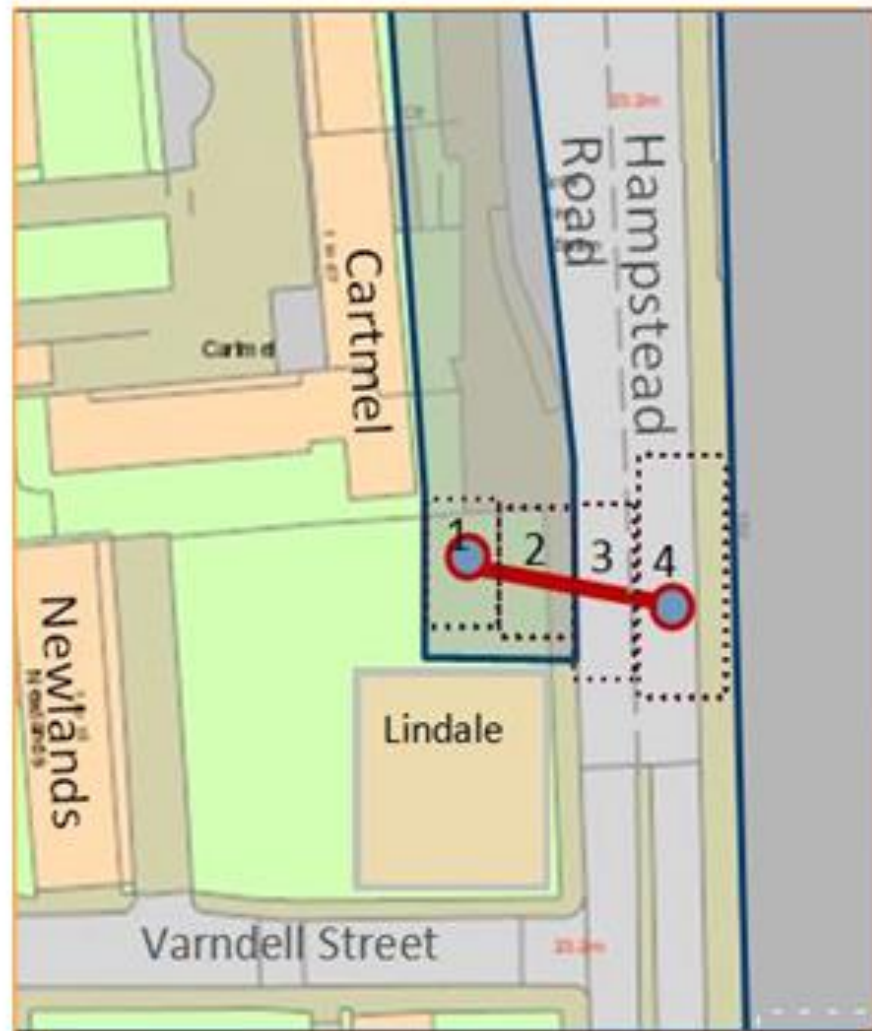
- 2 x MH at junction of Mackworth St



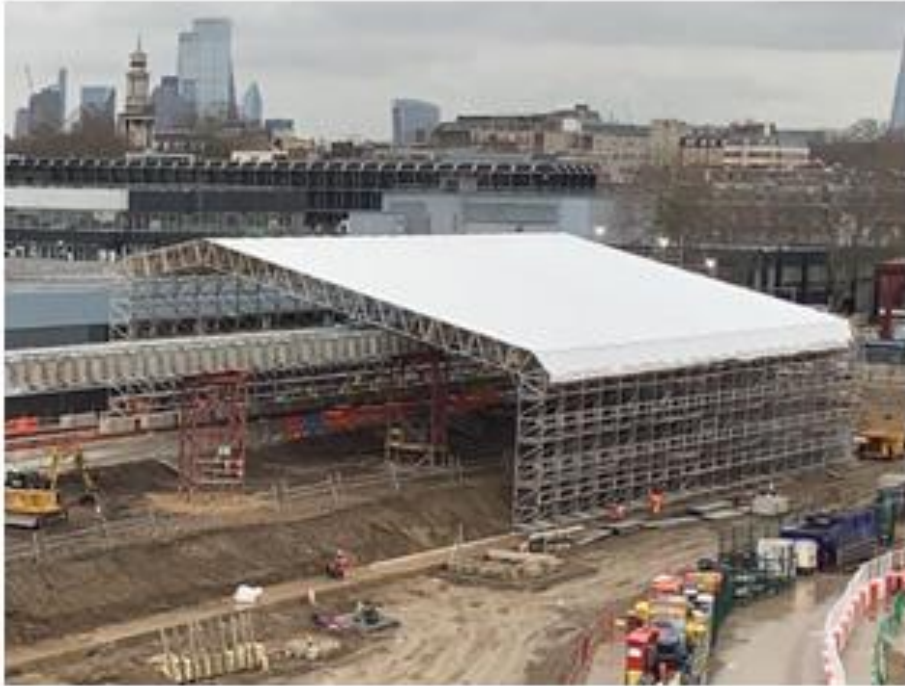
Sewer construction works across Hampstead Road

Sewer construction in phases from mid March for 14 weeks, crossing of Hampstead Road subject to TFL approval

Phase 1	2.5 m diameter sewer manhole construction in Lindale playground currently possessed by SCS - Complete	4 weeks
Phase 2	2m width trench excavation and laying down sewer pipeline up to Hampstead Road. Northbound footpath will be closed, pedestrian diverted to the southbound footpath - Complete	5 weeks
Phase 3	2m width trench excavation and laying down sewer pipelines across Hampstead Road northbound lane. Southbound lane will be opened for both way, traffic will be controlled by 3-way temporary traffic lights. Northbound footpath will be closed, pedestrian diverted to the southbound footpath.	2 weeks
Phase 4	Construction of the manhole, 2m width trench excavation and laying down sewer pipelines and connection with the manhole on Hampstead Road southbound lane. Northbound lane will be opened for both way traffic control by 3-way temporary traffic lights. Southbound footpath will be closed, pedestrian diverted to the northbound footpath.	2 weeks



Enabling works update



St James Gardens exhumation works

- Site is secured and tent completed 28 February
- Tents slides on rails so will move three times to cover the entire area, moving from south to north
- Works anticipated to take 12-14 weeks

Power Signal Box Demolition

- Completed the demolition of PSB in June 2021
- Cardington street shipping container screen dismantled on the 29/05/2021
- Substructure demolition and ground works start June 2021 and will continue until Mid September 2021. Acoustic sheeting will be used around any breaking works area.
- Crushing operation to be carried out throughout the ground works ready for backfilling.
- Dust suppression will be utilised for all demolition and crushing works.



HS2

Network Rail ECRG Update

June 2021

Network Rail ECRG update



Clarkson Row Access Point



Initial pre-planning application communications taken place:

Letter and flyer mailed to local residents including invitation to 2 x online community webinar information events

Included on HS2inCamden 'works in your area' web page

Followed by invitation alert from HS2inCamden

Webinar information events took place on Tuesday 8 and Wednesday 9 June

Late June / early July planning submission going to Camden Council

Platform 8-11

We've been working to end bottlenecks & widen the space for rail travellers moving from the concourse to trains.

The cleared ramp will return passenger flows close to how they would have been in 1960s.

This major upgrade work to platforms 8-11 is due to be finished



New British Sign Language information screens



New information screens introduced showing British Sign Language messages to passengers.

28 will be put in locations around Euston station.

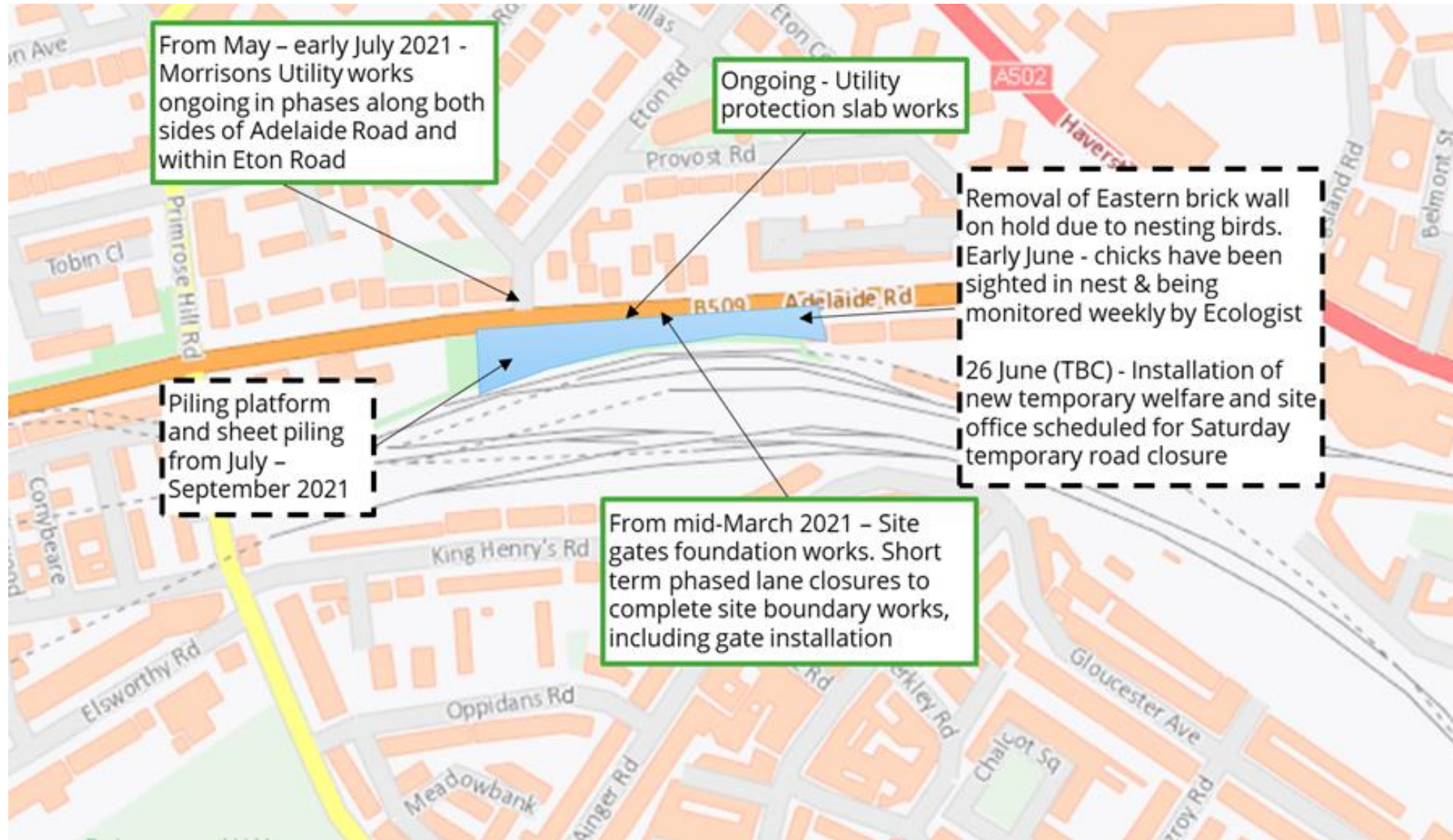
The software will allow us to translate service and facility information into BSL, ensuring our hard of hearing passengers get the information they need.

HS2

SCS ECRG Update

June 2021

Adelaide Road Vent Shaft – works update



Adelaide Road Vent Shaft – construction programme

Adelaide Road Vent Shaft		2020	2021				2022			
		Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Site Mobilisation										
Hoarding										
Traffic Management										
Haul Road / Protection Slab										
Vegetation Clearance										
Site Office / Welfare - Phase 3										
Design										
Temporary Works Design - Retaining Wall and Piling Platform										
Permanent Civils Design										
Adelaide Road Retaining Wall										
Piling Platform										
Sheet Piling										
Excavation and ground anchors - phase 1										
Utility diversion works										
Phase 1 utility diversion works										
Phase 2 diversion works to release shaft excavation										
Adelaide Road Retaining Wall										
Continue bulk excavation and ground anchors to headhouse										
Headhouse										
Headhouse Piling										

Euston Approaches engagement programme 2021-22

Feb/Mar 2021

- SCS newsletter
- Euston Cavern Headhouse events (inform final design)
- Euston Approaches construction update events

Sep/Oct 2021

- Euston Approaches Construction Updates
- Euston Approaches Design Update
- Euston Portal Headhouse initial design engagement

Feb/Mar 2022

- Euston Approaches Construction Updates
- Euston Portal Headhouse (inform final design)

How we communicate about our works

Stakeholder briefings

Local authority
engagement to agree
our works
(Section 61)

Resident association
meetings for
buildings nearest the
works (small groups)

SCS community
notices

SCS events

HS2 events and
newsletters

HS2inCamden
updates

HS2 Helpdesk

Dates often change during major construction. We will update our engagement programme accordingly.

Onsite piling innovations reducing environmental impact

SCS Senior Works Superintendent Lee Piper developed the zero trim pile technique for use in the Euston Approaches worksites.

This technique involves removing excess concrete whilst still wet using a vacuum excavator. Traditionally in piling, concrete is overpoured and then workers have to break out the excess concrete.

By removing the need to break out excess concrete, this innovation is

- Better for the environment (reduces amount of waste concrete and dust)
- Safer for workers (reduces health risks associated with breaking piles)
- And reduces construction noise to the benefit of neighbouring communities and businesses

For further information please see the following Global Railway Review [article](#).

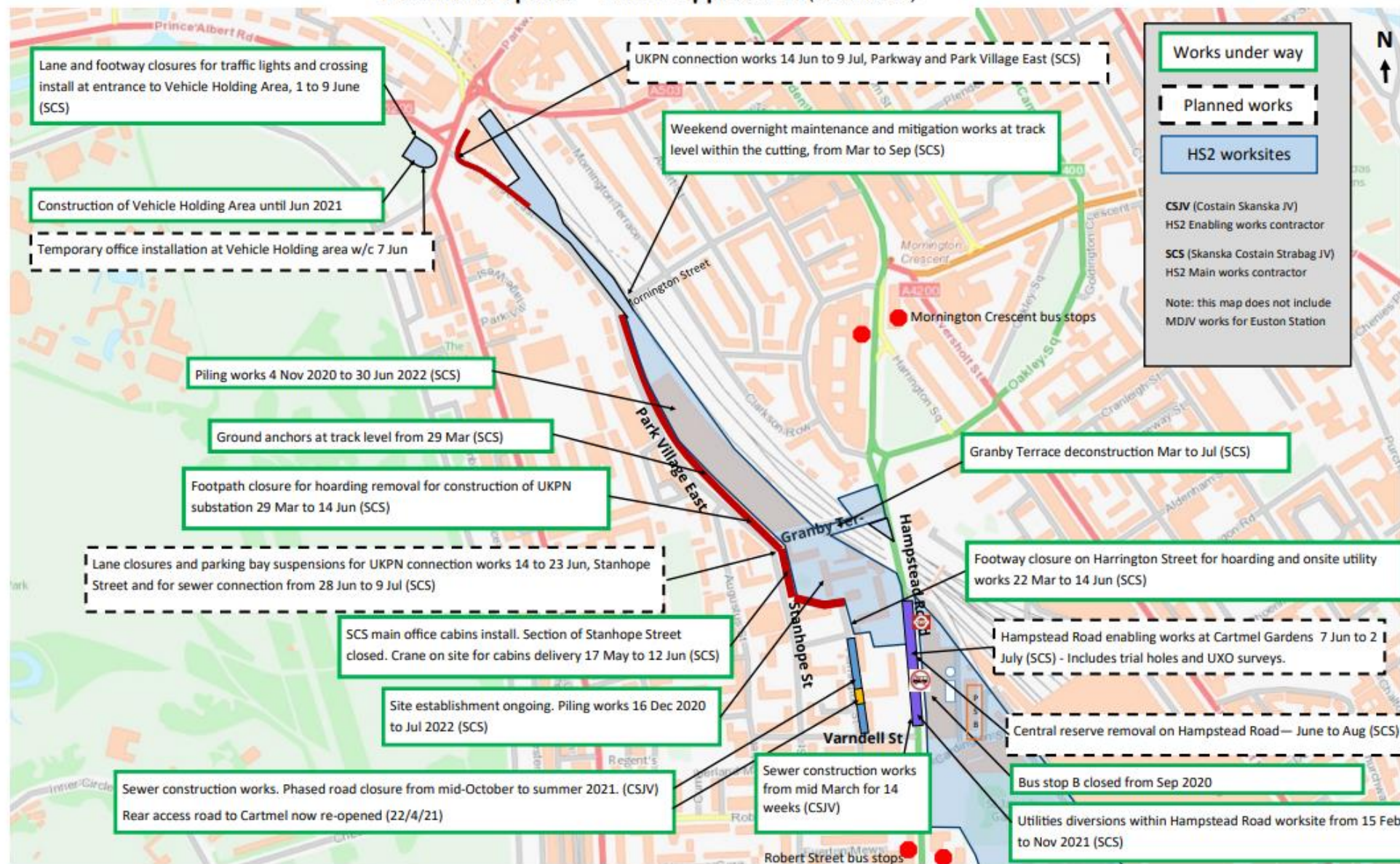


We are constructing over 2000 piles in the Euston Approaches in the area between Hampstead Road and Parkway

SCS Euston Approaches – summary of road works

	Start	Finish
1. Vehicle holding area / Parkway		
• Footpath and lane closures including pedestrian diversion on Prince Albert Road for traffic lights and crossing installation	<i>Under way</i> 01/06/2021	09/06/2021
• Parkway overnight CCTV utility surveys lane closures and bus stop suspension	TBC	TBC
• UKPN HV connection works on Parkway and Park Village East phased lane and footway closures & parking bay suspensions	14/06/2021	09/07/2021
2. Camden Cutting		
• UKPN HV connection works on Parkway and Park Village East phased lane and footway closures & parking bay suspensions	14/06/2021	09/07/2021
• Utilities trial hole on Park Village East north road closure and parking bay suspensions	Jul 2021 (TBC)	TBC
• Foul and potable water connection to Camden Cutting north worksite road closure and parking bay suspensions	29/09/2021	Nov 2021 (TBC)
• Construction of onsite electricity substation footway closure	<i>Under way</i> 29/03/2021	30/06/2021
• Foul water connection to Camden Cutting south worksite road closure and parking bay suspensions	25/08/2021	TBC
• Ground anchor install at track-level within worksite	<i>Under way</i> 29/03/2021	Feb 2022 (TBC)
3. Euston Throat		
• Granby Terrace deconstruction within worksite	<i>Under way</i> Mar 2021	Jul 2021
• Harrington Street hoarding realignment footpath closure	<i>Under way</i> 22/03/2021	14/06/2021
• Utility diversion (phase 1 of 3)	<i>Under way</i> 15/02/2021	Nov 2021 (TBC)
• Crane lift for office cabins into site lane, footpath closures and parking bay suspensions on Stanhope Street	<i>Under way</i> 17/05/2021	12/06/2021
• Central reserve removal Hampstead Road Lane closures, contraflow and bus stop suspension	Jun 2021 (TBC)	Aug 2021 (TBC)
• Hampstead Road worksite set-up for preparatory works for utilities, piling and bridge extension – 12 mth+	<i>Under way</i> 28/09/2020	Aug 2022
• Ground water discharge into Harrington Street temporary until permanent drainage in place TBC	<i>Under way</i> 14/12/2020	31/10/2021
• UKPN HV cable installation on Stanhope Street lane and footway closure and parking bay suspensions	14/06/2021	23/06/2021
• Onsite connection works to Stanhope Street sewer main lane closure and parking bay suspensions	28/06/2021	09/07/2021

HS2 works update—Euston Approaches (04 Jun 2021)



Vehicle Holding Area partially operational from June

The Vehicle Holding Area (VHA) will keep lorries off roads and in a safe location until our worksites are ready to receive them at designated times.

We aim to make as many deliveries as possible directly to site, such as concrete deliveries. This minimises use of the VHA and helps reduce lorry movements.

Operational from June 2021 until 2033

We will gradually begin using the VHA from June, building up to full capacity by August. The VHA will be operational until 2033.

This partial opening will allow for a period of growth and adaptation, as we develop processes and best practice.

Operates Mondays to Fridays 8am to 6pm and Saturdays 8am to 1pm.

There will be occasions where we need to use the VHA before or after core working hours to receive oversized deliveries or to facilitate 24/7 work programmes. This may be at short notice for safety or operational reasons. We give advance notice of outside hours works whenever possible.

We agree extended working hours with Camden Council.

Lorry numbers

Jun to Aug – about 10 to 15 lorries per day to and from the VHA

Aug onwards – about 30 per day

Maximum number allowed – 70 per day



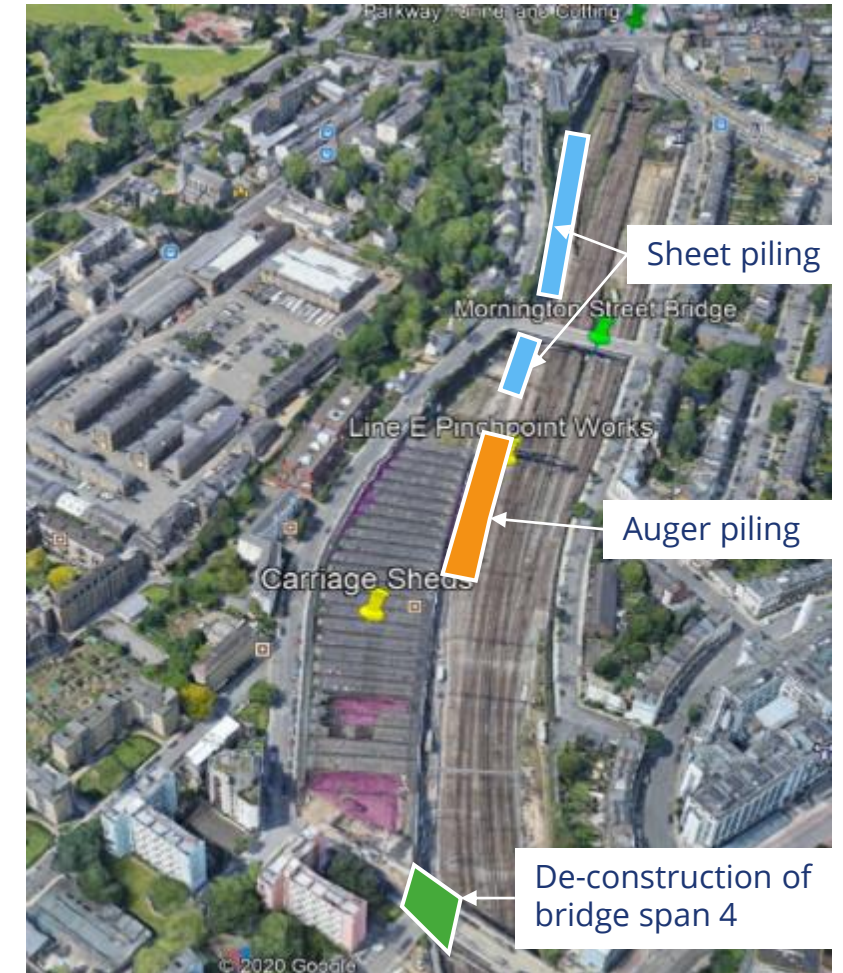
Review: spring rail closure – 2 Apr to 17 May

Works

- Installed piles and capping beam for the foundation of the Euston Portal
- Installed vibratory sheet piles along the length of the track from Mornington Street bridge to Parkway, completing the work a week ahead of schedule
- Removed span 4 of Granby Terrace bridge

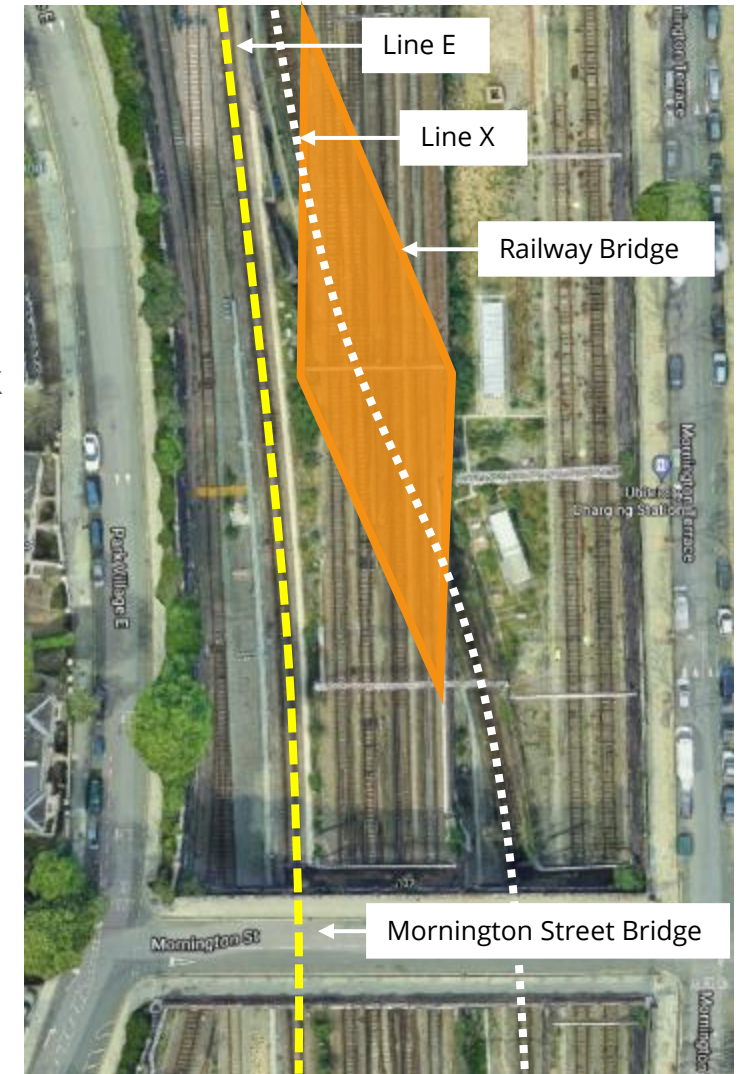
Engagement

- 5 notifications (including newsletters) issued to stakeholders and community
- 5 webinars
- Notifications posted on HS2inCamden website
- Weekly update map and slides on HS2inCamden website
- Information provided at stakeholder forums
- Coordination with Network Rail
- Coordination with POhWER support workers for vulnerable people
- HS2 and NR helpdesk briefings and complaints protocols
- Site team briefings



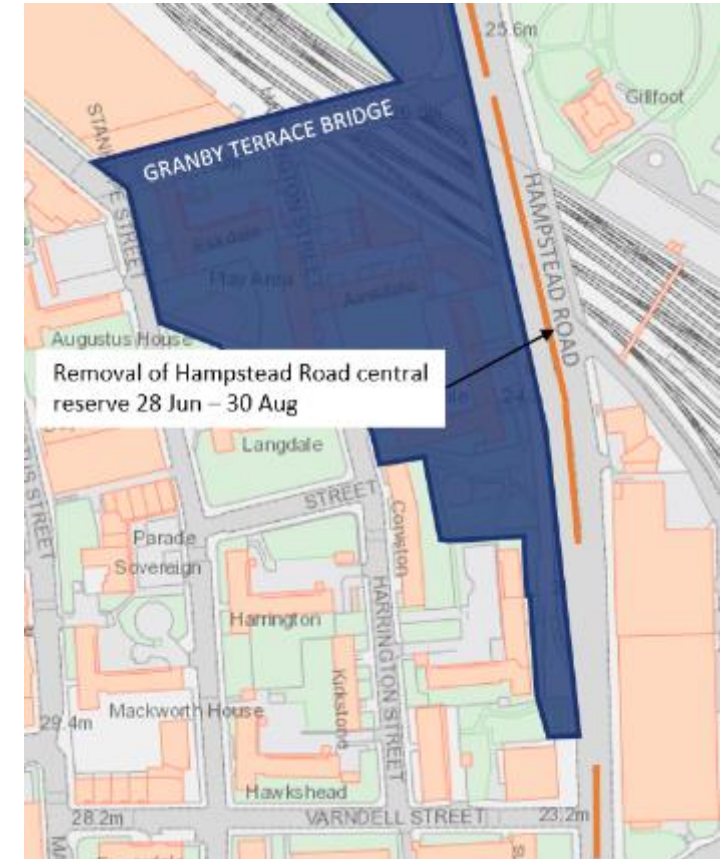
Summer rail closure – 17 July to 31 Aug

- Works to strengthen the Network Rail bridges, prior to tunnelling, to prevent damage from tunnel-related ground movement
- Due to the proximity of the bridges to the tracks, these works must be carried out during a rail closure when trains are not operating and overhead lines are isolated
- We will carry out works to the railway bridge 24/7 over the course of the six-week rail closure
- Our works to strengthen the railway bridge will include:
 - Installing ground anchors into bridge abutments (24/7, weekdays & weekends)
 - Installing bridge supports (24/7, weekend works)
 - Steel strengthening works (dayshift, weekdays)
 - Removing brickwork (dayshift, weekdays & weekends)
 - Installing staircases at street and track-level - TBC
 - Track-level surveys & monitoring (dayshift, weekends)



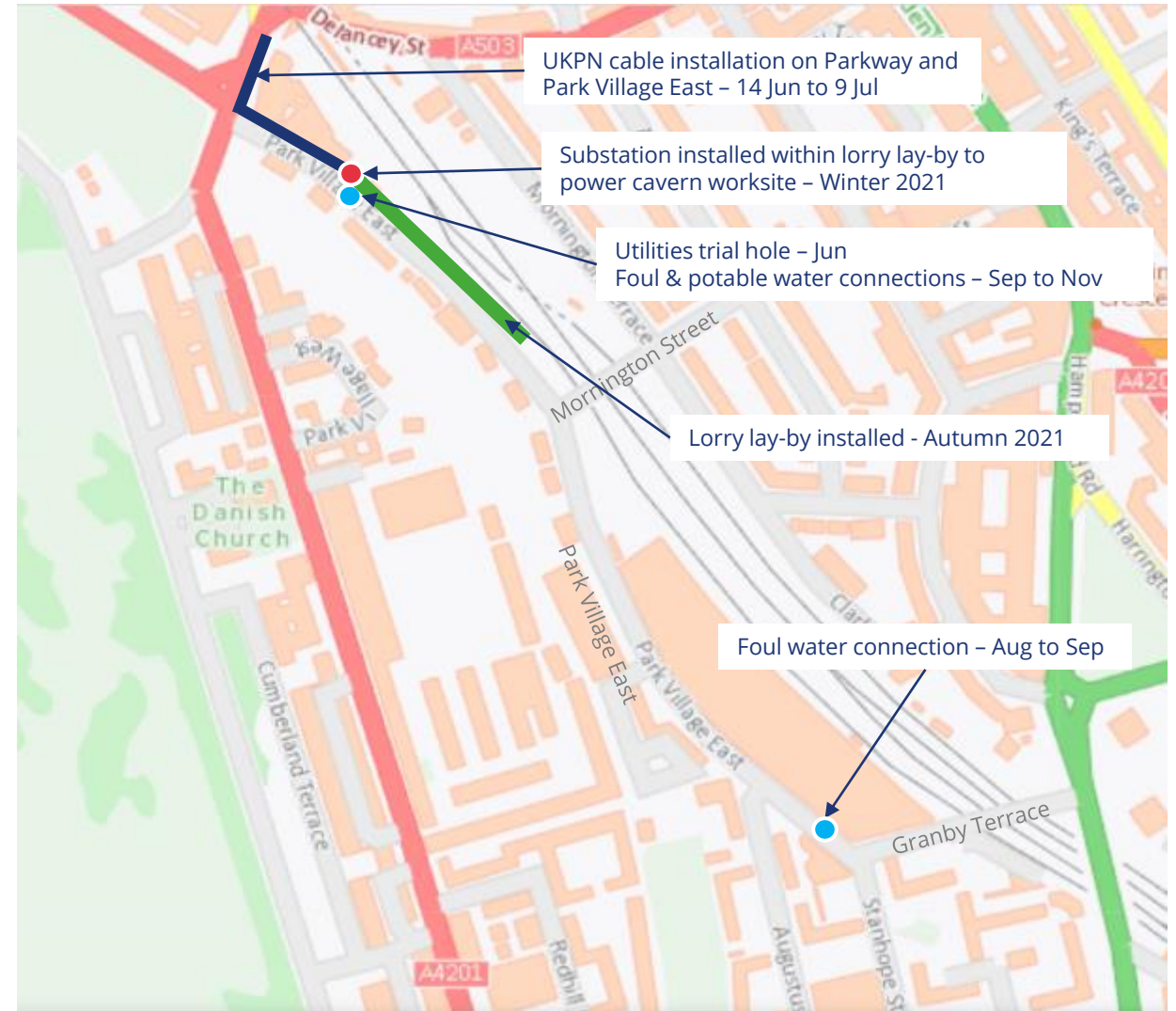
Hampstead haul road – right-hand turn

- **28 June to 30 August** - We will install a right-hand turn out of our site haul road (requires removal of the central reserve from Hampstead Road)
- This will enable vehicles to travel south towards Euston Road, immediately after exiting our worksite, rather than turning at Harrington Square Gardens
- The haul road will start operating in its new capacity from September, reducing construction traffic on residential streets
- There will still be periods throughout construction where we cannot use this site access, and will need to revert to the Stanhope Street site access



Upcoming works on Parkway and Park Village East

- Park Village East
 - One-way from Autumn 2021
 - South of Mornington Street bridge
- Parkway
 - Utility diversion works scheduled to begin January 2022, and will be carried out in phases over the course of 12 months
 - Impacts include road, lane and footway closures
 - Design due to be finalised in August - we will update the community once the design is confirmed



HS2

12 month lookahead

June 2021

12 month lookahead – Indicative*

June 2021

- Trial holes on Adelaide Road and Eton Road to investigate Utility services ongoing
- Vehicle Holding Area partially operational
- Piling in Camden Cutting and Euston Throat
- Ground anchor install works
- UKPN power cable install on Stanhope Street, Park Village East & Parkway
- Granby Terrace deconstruction work
- Hampstead Road phase 1 utility diversion
- Construction of taxi rank, main works (East Gardens)
- Traction Sub Station(TSS) main works
- One ES and GT demolitions – main works

July 2021

- Adelaide Road sheet piling, ground anchors and excavation package starts
- Adelaide Road and surrounds Utility diversions
- Piling in Camden Cutting and Euston Throat
- Ground anchor install works
- Utility trial hole on Park Village East
- UKPN power cable install
- Granby Terrace deconstruction work
- Hampstead Road phase 1 utility diversion
- 24/7 works during summer rail closure (17 Jul to 31 Aug)
- Construction of taxi rank main works (East Gardens)
- TSS main works
- One ES and GT demolitions – main works

August 2021

- Adelaide Road sheet piling and earthworks ongoing
- Adelaide Road and surrounds Utility diversions
- Vehicle Holding Area fully operational
- Piling in Camden Cutting and Euston Throat
- Ground anchor install works
- Utility works on Park Village East
- UKPN power cable install
- Hampstead Road phase 1 utility diversion
- 24/7 works during summer rail closure (17 Jul to 31 Aug)
- TSS main works
- Construction of taxi rank – main works (East Gardens)
- TSS main works
- One ES and GT demolitions – main works

** Dates may change following impacts of COVID-19 on the programme and activities may need to be realigned. We will keep stakeholders informed in a timely manner*

12 month lookahead – Indicative*

September 2021

- Adelaide Road sheet piling and earthworks ongoing
- Adelaide Road and surrounds utility diversions
- Piling in Camden Cutting and Euston Throat
- Lorry lay-by and substation on Park Village East (north)
- Ground anchor install works
- Utility works on Park Village East
- Hampstead Road phase 1 utility diversion
- UKPN power cable install
- Site set-up at old garage at Hampstead Road
- Construction of taxi rank, main works (East Gardens)
- TSS main works

October 2021

- Adelaide Road excavation behind sheet pile wall and installation of ground anchors commences
- Adelaide Road and surrounds utility diversions
- Piling in Camden Cutting and Euston Throat
- Ground anchor install works
- Utility works on Park Village East
- Lorry lay-by and substation on Park Village East (north)
- Hampstead Road phase 1 utility diversion
- Tower crane install in Euston Throat
- Construction of taxi rank, main works (East Gardens)
- TSS main works

November 2021

- Adelaide Road excavation and ground anchors installation ongoing
- Adelaide Road and surrounds utility diversions
- Piling in Camden Cutting and Euston Throat
- Ground anchor install works
- Utility works on Park Village East
- Lorry lay-by and substation on Park Village East (north)
- Hampstead Road phase 1 utility diversion
- Construction of taxi rank, main works (East Gardens)
- TSS main works

* Dates may change following impacts of COVID-19 on the programme and activities may need to be realigned. We will keep stakeholders informed in a timely manner

12 month lookahead – Indicative*

December 2021

- Parkway utility works start
- Piling in Camden Cutting and Euston Throat
- Ground anchor install works
- Hampstead Road phase 1 utility diversion
- Tent installation for exhumations
- Towers (southern half) demolitions
- Utilities secondary diversions underway (North and South)
- Surveys underway
- Construction of taxi rank, main works (East Gardens)
- Traction Sub Station main works
- Mari Fidelis cabin install

March 2022

- Parkway utility works
- Piling in Camden Cutting and Euston Throat
- Ground anchor install works
- Strengthening works to retaining wall
- Construction of Granby Terrace bridge structure
- Tower demolition demobilisation
- Construction of taxi rank, main works (East Gardens)
- Secondary utilities diversions
- Maria Fidelis fit out

January 2022

- Parkway utility works
- Piling in Camden Cutting and Euston Throat
- Ground anchor install works
- Phase one exhumations
- Phase one reinterments
- Towers (southern half) demolitions
- Utilities secondary diversions underway
- Surveys underway
- Utilities North Sewer commencement
- Utilities North Potable water commencement
- Construction of taxi rank, main works (East Gardens)
- Traction Sub Station main works
- Maria Fidelis cabin install

April 2022

- Piling in Camden Cutting and Euston Throat
- Strengthening works to retaining wall
- Construction of Granby Terrace bridge structure
- Tower demolition demobilisation
- Construction of taxi rank, main works (East Gardens)
- Secondary utilities diversions
- Maria Fidelis fit out

February 2022

- Parkway utility works
- Piling in Camden Cutting and Euston Throat
- Ground anchor install works
- Construction of Granby Terrace bridge structure
- Tower demolition (north) completed
- Towers (southern half) demolitions
- Utilities secondary diversions underway
- Surveys underway
- Utilities North Sewer
- Utilities North Potable water
- Construction of taxi rank, main works (East Gardens)
- Traction Sub Station main works
- Maria Fidelis cabin install
- Maria Fidelis fit out

May 2022

- Piling in Camden Cutting and Euston Throat
- Strengthening works to retaining wall
- Construction of Granby Terrace bridge structure
- Construction of taxi rank, main works (East Gardens)
- Maria Fidelis fit out

* Dates may change following impacts of COVID-19 on the programme and activities may need to be realigned. We will keep stakeholders informed in a timely manner