

HS2

High Speed Rail (London – West Midlands) Act 2017

HS2 Ltd

London Borough of Camden

WP03b STANHOPE STREET UTILITIES LORRY ROUTE

Schedule 17 Lorry Routes

Written Statement for Information

LBC.LR.10011

Document Reference: 1MC03-SCJ-HW-APP-SS01_SL12-000033

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1 Introduction

1.1 Background Information

Table 1: Schedule 17 Address Details and Description of Works

Site	Details
Scheme	High Speed Two
Applicant	High Speed Two (HS2) Limited
Applicant Address	<i>c/o Agent:</i> Skanska Costain Strabag (SCS) Joint Venture Stephenson House Harrington Street London NW1 3SJ
Site Address	Euston Approaches Worksite (easting 529070; northing 182763)
Description	Submission under Schedule 17 (6) of the High-Speed Rail (London-West Midlands) Act 2017 for approval of a temporary lorry route to the above site, via Stanhope Street, Mackworth Street, Harrington Street and Varndell Street, connecting to A400 and the Transport for London Network (TLRN) in association with main works activities.

1.2 Terms of Reference

1.2.1 This Written Statement is compiled in accordance with the High Speed Two (HS2) Phase 1 Planning Memorandum and Planning Forum Notes (PFNs) as required by the planning regime established under Schedule 17 of the High-Speed Rail (London – West Midlands) Act 2017 ('the Act')

1.2.2 This statement provides London Borough of Camden with information to assist with the determination of the above submission for approval of the routes to be used by Large Goods Vehicles (LGVs)¹ to the sites listed above.

1.2.3 The information in this Written Statement is provided for information to assist in determining the request for approval. It is not for approval.

1.3 Introduction to High Speed 2

1.3.1 HS2 is a new high speed railway network that will connect major cities in Britain. It will bring significant benefits for inter-urban rail travellers through increased

¹ Vehicles over 7.5 tonnes.

capacity and improved connectivity between London, the Midlands, and the North. It will release capacity on the existing rail network and so provide opportunities to improve existing commuter, regional passenger, and freight services.

1.3.2 Phase One of HS2 will provide a dedicated high speed rail service between London, Birmingham, and the West Midlands. It will extend for approximately 230km (143 miles). Just north of Lichfield, high speed trains will join the West Coast Main Line for journeys to and from Manchester, the Northwest and Scotland.

1.3.3 For further information on HS2 and the route through London Borough of Camden please refer to the Planning Context Report for London Borough of Camden, deposited with the Council by HS2 Ltd.

1.4 High Speed Rail (London – West Midlands) Act 2017

1.4.1 The High-Speed Rail (London – West Midlands) Act 2017 ('the Act') provides powers for the construction and operation of Phase 1 of High Speed Two. HS2 Ltd is the nominated undertaker in relation to the works subject to this Construction Lorry Route submission.

1.4.2 Section 20 to the Act grants deemed planning permission for the works authorised by it, subject to the conditions set out in Schedule 17. Schedule 17 includes conditions requiring the following matters to be approved or agreed by the relevant Local Planning Authority.

- Construction arrangements (including large goods vehicle routes);
- Plans and specifications;
- Bringing into use requests; and
- Site restoration schemes.

1.4.3 This is therefore a different planning regime to that which usually applies in England (i.e. the Town and Country Planning Act) and is different in terms of the nature of submissions and the issues that the Local Planning Authorities can have regard to, in determining requests for approval.

1.4.4 Schedule 17 (paragraph 6) of the Act sets out the grounds on which the Local Planning Authority may impose conditions on approvals or refuse requests for approval.

1.4.5 The works to which this application relates, and the cumulative impact of the works in conjunction with other HS2 development, have been assessed and are compliant

with paragraph 1.1.3 (bullet point 2) of the HS2 Phase 1 Environmental Minimum Requirements General Principles².

1.5 High Speed Two: Code of Construction Practice

1.5.1 HS2 Ltd as the nominated undertaker is contractually bound to comply with the controls set out in the Environmental Minimum Requirements (EMRs). The EMRs include the Phase 1 Code of Construction Practice (CoCP) and Phase 1 Route-Wide Traffic Management Plan.

1.6 Schedule 17 Statutory Guidance

1.6.1 The Schedule 17 Statutory Guidance issued by the Secretary of State (April 2021)³ provides guidance to all planning authorities determining requests for approval under Schedule 17 to the Act. Paragraph 20 of the Statutory Guidance states that planning authorities should not through the exercise of Schedule 17 seek to modify controls already in place such as the Environmental Minimum Requirements, other controls in the Act such as those under Schedule 4 or 33, or existing legislation.

1.6.2 As set out in the Statutory Guidance, Local Planning Authorities may request additional information it considers is necessary to make a decision on the application. Planning authorities must only address relevant considerations when making a determination under Schedule 17. Therefore, any information requested should be relevant to the limited specified grounds of refusal. Annex 1 to PFN 17, Information for Decision Making, sets out further guidance on what information could be required to make Schedule 17 decisions on lorry route applications. The need for any further information should be identified during the pre-application stage.

1.6.3 When making decisions, Local Planning Authorities (LPAs) should have regard to the grounds set out in paragraph 6(5) of Schedule 17. LPAs should clearly identify both the planning matter and the specific ground under which a proposal is being conditioned or refused. The planning authority should also explain and give reasons as to why and how the submitted routes ought to be modified relevant to the grounds.

²

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/618074/General_principles.pdf

³ <https://www.gov.uk/government/publications/high-speed-rail-london-to-west-midlands-act-2017-schedule-17-statutory-guidance/high-speed-rail-london-west-midlands-act-2017-schedule-17-statutory-guidance>

1.7 Structure of Written Statement

1.7.1 This Written Statement is structured as follows:

- A description of the routes being submitted for approval is provided in **Section 2**;
- **Section 3** summarises the development authorised by the Act to which the LGV routes relate;
- **Section 4** summarises the pre-submission consultations that were undertaken, including a list of the consultees, dates, attendees at meetings and a brief summary of the outcome of these discussions;
- An indicative high-level programme for the works and how they fit into the wider programme for other works in the area is provided in **Section 5**; and
- **Section 6** identifies any other main consents granted, or known forthcoming consents associated with the works.

2 Background Information

2.1 Route Description

2.1.1 The routes submitted for approval are listed in Table 2 below and shown on drawing 1MCO3-SCJ-HW-SKE-SS01_SL12-000013.

Table 2: Route for Approval

Worksite / Sites where materials will be reused / waste disposal sites.	Routes to be used.
Euston Approaches Worksite	Stanhope Street to Mackworth Street (eastbound only) to Harrington Street (southbound only) to Varndell Street (eastbound only), connecting to Hampstead Road (A400) part of the Transport for London Network (TLRN)

2.1.2 As Stanhope Street which forms part of the existing Schedule 17 lorry route approval between Mackwork Street and Varndell Street (consent ref. 2019/4700/HS2) will be temporarily closed to undertake utility works, approval is sought for the left turn egress from Stanhope Street to Mackworth Street, Harrington Street and Varndell Street to enable connection to the Transport for London Network (TLRN) at Hampstead Road (A400).

2.1.3 For the avoidance of doubt, access to Stanhope Street, is already approved under consent ref. 2019/4700/HS2. This request for lorry route approval is temporary whilst utility works are undertaken and does not propose any further changes to the existing approval, which will continued to be complied with in accordance with the conditions outlined in the decision notice. Further details of the context for this submission are presented in Section 2.2.

2.2 Route Rationale and Options Considered

2.2.1 The route rationale was predominantly dictated by the route assumed by the ES, the most direct route to and from the strategic road network, avoidance of residential streets and suitability to HS2 construction traffic.

2.2.2 The current Camden-wide lorry route approval directs LGVs to access the Euston Approaches worksite heading north to south along Park Village East, Stanhope Street and turning right at Robert Street connecting to TLRN. This is in accordance with the

approved lorry routes and the sequence of roads as detailed under condition 1 of the above referenced decision.

- 2.2.3 For the Euston Approaches Worksite, the use of Augustus Street, Cumberland Market, Robert Street to the TRLN (Hampstead Road), as an alternative access was considered and found to be unsuitable as it was not the shortest and quickest way of getting between the construction worksites and the strategic road network.
- 2.2.4 A series of local roads are accessed to the west off A400/Hampstead Road. These include Varndell Street, Mackworth Street (both running in a west-east direction), together with Harrington Street, Stanhope Street and Park Village East (generally running in a north-south direction).
- 2.2.5 SCS are constantly examining the efficiency of logistical arrangements and identifying improvements wherever possible when utility works are proposed in the area.
- 2.2.6 SCS's proposal whilst utility works are undertaken in Stanhope Street, entails turning left from Stanhope Street to Mackworth Street followed by a right turn to Harrington Street. At the junction with Varndell Street, vehicles would then turn left and join the TRLN at Hampstead Road, whereby LGVs will turn in to the Euston Approaches entrance, and exit turning right to travel southbound on A400 in compliance with the approved Schedule 17 Lorry Route (LBC ref:2019/4700/HS2). Details of the proposed parking suspensions and alterations to the central reservation on Hampstead Road are detailed in the accompanying ROMIS.

2.3 Site Description

- 2.3.1 The proposed utility works are located in Stanhope Street which runs in a general north to south direction. A temporary road closure is required to undertake these works, hence a minor temporary change to the existing approved lorry route is sought.
- 2.3.2 The site does not lie within a conservation area; however, the Regents Park Conservation Area is in close proximity to the north.
- 2.3.3 The area is mainly urban in character. To the north of the site in Park Village East is a mix of residential properties, some of which are Grade II* listed. The existing WCML railway corridor bounds the east of the worksite.
- 2.3.4 The densely developed townscape of the local area is dominated by rail and road infrastructure, with limited open space. The Regent's Park Estate is primarily residential in character, with supporting community facilities, pockets of green

spaces and shops. The estate includes large residential slab blocks of up to eleven storeys, along with a mix of maisonettes (four storeys) and point blocks. The principal open space area in the vicinity of the proposed site is Regents Park.

2.3.5 There are no designated footpaths and bridleways in the area although there are public rights of way (PRoW2) on pavements alongside public highways.

2.3.6 The utility works to be undertaken at Stanhope Street comprise the construction of below ground works that do not require Schedule 17 plans and specifications approval, and these are already underway north of the proposed road closure.

2.4 Route-Wide Traffic Management Plan

2.4.1 In accordance with the Phase 1 Code of Construction Practice, generic construction traffic control measures are set out in the Phase 1 Route-wide Traffic Management Plan⁴ (RTMP) produced in consultation with the highway and traffic authorities, the emergency services, and other relevant key stakeholders.

2.5 Local Traffic Management Plan

2.5.1 Local traffic control measures are set out in the Local Traffic Management Plan (LTMP) [Ref. 1CP01-MDS-CL-PLN-SS08_SL20_GF-000004 – Camden Wide Local Traffic Management Plan for HS2]. Although the LTMP does not form part of this application for LGV route approval HS2 (as nominated undertaker) and its contractors commit to comply with its contents.

2.5.2 The measures contained in the Local Traffic Management Plan will be kept under review during the execution of the works, in consultation with London Borough of Camden and other relevant stakeholders.

2.5.3 The LTMP has been developed by Mace Dragados Joint Venture (MDJV) with input from SCS, HS2 Ltd, London Borough of Camden, Transport for London, and the emergency services. The LTMP has been consulted on through the Camden Traffic Liaison Group (TLG) meetings which have been established in accordance with the CoCP and the RTMP, and other relevant consultation set out in section 4 of this statement.

4

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/637988/hs2_phase_one_traffic_management_plan.pdf

- 2.5.4 The construction traffic management measures contained in the LTMP may change in response to different phases of work, or if new or altered management measures are identified as the works progress. Any revisions to an LTMP will be made following consultation with the highway and traffic authorities, the emergency services, and other relevant key stakeholders. Updates to LTMPs will be prepared in accordance with the Route-wide Traffic Management Plan. Updates may be provided through supplements or addenda.
- 2.5.5 The RTMP and LTMP are part of the HS2 Phase 1 Environmental Minimum Requirements, which HS2 (as nominated undertaker) and its contractors are required to comply with.

2.6 Estimated LGV Numbers and Timings

- 2.6.1 The estimated average number of LGVs using the proposed route is expected to be up to 10-15 movements/day. The peak number of LGVs using the proposed route is expected to be twenty-four movements/day.
- 2.6.2 A high-level programme for the works to which this LGV route application relates and how they fit into the overall programme for other works in the area is contained in Section 5. Working hours at the Euston Approaches worksite are between 08:00hrs and 18:00hrs (with an hour either side for set-up/shut down) and therefore it is anticipated that LGVs will travel along the proposed lorry route within these hours.
- 2.6.3 In accordance with Planning Forum Note 6, the above information is taken from the relevant Local Traffic Management Plan (Ref. 1CP01-MDS-CL-PLN-SS08_SL20_GF-000004 – Camden Wide Local Traffic Management Plan for HS2) and is provided for information. Updates to predicted LGV numbers and timings will be provided through updates to the LTMP, as necessary.
- 2.6.4 Where a supplier/business supporting these HS2 works are located between the Strategic Road Network and the site, LGV's from that supplier/business to the site will be required to take the most appropriate route to join the approved route.

2.7 Transport for London Road Network (TLRN)

- 2.7.1 The existing lorry route approval (LBC ref. 2019/4700/HS2) covers the use of the permitted parts of the Transport for London Road Network (TLRN). As such, no further approval is sought through this application.

2.8 Route Management, Improvement and Safety Plan (ROMIS)

2.8.1 In accordance with Planning Forum Note 6, a ROMIS (Document ref. 1MC03-SCJ-HW-PLN-S001 SL12-0000005) has been provided to London Borough of Camden for information. The contents of the ROMIS are as described in section 4.3 of the Route Wide Traffic Management Plan. The ROMIS includes:

- a summary of any physical changes necessary to facilitate the use of the route by LGVs; and
- a summary of measures required to ensure the safety and free flow of traffic in the proximity of the worksite access points.

3 Lorry Routes For Approval

3.1 Plans and documents for approval

3.1.1 The following documents are submitted for approval.

Document Ref:	Title:
1MC03-SCJ-HW-APP-SS01_SL12-000034	List of Routes for Approval

3.2 Documents for information

3.2.1 The following documents are provided for information.

Document Ref:	Title:
1MC03-SCJ-HW-CRO-SS01_SL12-000001	Covering Letter
1MC03-SCJ-HW-APP-SS01_SL12-000033	Written Statement
1MC03-SCJ-HW-SKE-SS01_SL12-000013	Lorry Route Plan
1MC03-SCJ-HW-PLN-S001_SL12-00005	ROMIS
1MC03-SCJ-HW-SKE-SS01_SL12-00014	Swept Path Plan

4 Pre-Submission Consultation

4.1.1 Pre-submission consultation with the Local Planning Authority, statutory consultees and other relevant stakeholders is summarised in Table 5 below.

Table 3: Pre-submission Consultation

Consultee Name	Consultation / Engagement Date	Method of Consultation / Attendees	Summary of Consultation
London Borough of Camden – planning and highways officers	31 st January 2023	Teams Meeting	SCS presented the Alternative options for the temporary lorry route to officers
London Borough of Camden – planning officers	1 st June 2023	Teams Meeting	Confirmation of type and scope of lorry route application to be submitted for consideration.
London Borough of Camden – planning and highways officers	25th July 2023 to 2 nd August 2023	Circulation of draft submission documents and plans for pre application comment	Final draft submission documents and plans

5 Indicative Construction Programme

5.1.1 A high-level programme for the works to which this LGV route application relates and how they fit into the overall programme for other works in the area is contained in Table 4 below. The programme for works may vary from the indicative dates shown.

Table 4: Indicative Programme and Sequence of Works

Anticipated Start on Site Date (quarter/year)	Activity	Estimated Completion of Works (quarter/year)
Q3 2023	Site set up/ mobilisation	-
Q3 2023	Utility Works	Q3 2023
-	Demobilisation	Q4 2023/ Q1 2024

5.1.2 The construction sequence and logistics will be discussed further in the TLG meetings to keep London Borough of Camden informed on the emerging programme of works and predicted traffic impacts considering concurrent construction activities from other HS2 works and schemes in the borough.

6 Other Consents

6.1.1 Other main consents granted or likely to be required for the works are summarised in Table 5 below. Consent requirements may alter during design development and further consents not yet identified may be required.

Table 5: Other Consent Requirements

Consent	Works Requiring Consent
HS2 Act, Schedule 17	Approval of lorry routes (already approved under ref. 2019/4700/HS2 insofar as LGV access to, and right turn egress from, the worksite).
HS2 Act, Schedule 4	Installation of additional parking bays (already approved 03/01/2020)
HS2 Act, Schedule 4	Temporary parking suspensions on proposed Schedule 17 Lorry Route.
HS2 Act, Schedule 4	Alterations to central reservation on A400 (to TfL)