

Application ref: 2023/3399/HS2
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Dear Sir/Madam

DECISION

High Speed Rail (London - West Midlands) Act 2017

Schedule 17 - Conditions of Deemed Planning Permission Approval

Address:

Euston Approaches Worksite

Proposal:

Temporary lorry route to the Euston Approaches HS2 worksite, via Stanhope Street, Mackworth Street, Harrington Street and Varndell Street, connecting to A400 and the Transport for London Network (TLRN) in association with main HS2 works activities, which will amend existing approved lorry route (ref:2019/4700/HS2) whilst temporary utility works are undertaken.

Drawing Nos: Written Statement, reference 1MC03-SCJ-HW-APP-SS01_SL12-000033, prepared by HS2 Ltd.; List of Routes for Approval, reference 1MC03-SCJ-HW-APP-SS01_SL12-000034, prepared by HS2 Ltd.; 1MC03-SCJ-HW-SKE-SS01_SL12-000013-01, rev C01; 1MC03-SCJ-HW-SKE-SS01_SL12-000014-01, rev C01; SCS response document dated August 2023

The Council as the Local Planning Authority & Qualifying Authority within the meaning of the above Act has granted permission subject to the following condition(s) and informative(s) listed below:

Condition(s) and Reason(s):

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans- Written Statement, reference 1MC03-SCJ-HW-APP-SS01_SL12-000033, prepared by HS2 Ltd.; List of Routes for Approval, reference 1MC03-SCJ-HW-APP-SS01_SL12-000034, prepared by HS2 Ltd.; 1MC03-SCJ-HW-SKE-SS01_SL12-000013-01, rev C01; 1MC03-SCJ-HW-SKE-SS01_SL12-000014-01, rev C01; SCS response document dated August 2023

Reason: Reason: For the avoidance of doubt and in order to define the approval in accordance with Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017.

- 2 The temporary lorry hereby approved shall expire on 11/05/2024. After this date, or sooner if the temporary route hereby approved is no longer required, all lorry routes shall revert to those that previously approved for LBC application reference 2019/4700/HS2, PINS appeal reference: APP/HS2/4, dated 25 August 2020.

Reason: To preserve the local environment and amenity and prevent prejudicial effects on road safety in the local area in accordance with Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017.

- 3 The Harrington Square gyratory shall only be used by vehicles egressing the Euston Approaches Worksite in the eventuality that no right-hand turn is available to vehicles exiting the Worksite onto Hampstead Road. If a righthand turn is available, Large Goods Vehicles egressing the Euston Approaches Worksite shall only travel southbound on Hampstead Road.

Reason: To preserve the local environment and amenity and prevent prejudicial effects on road safety in the local area in accordance with Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017.

- 4 No part of Camden High Street or Camden Road (west of its junction with Camden Street) shall be used by any Large Goods Vehicles, unless otherwise agreed in writing with the local planning authority or as directed by any road or traffic diversion.

Reason: To preserve the local environment and amenity and prevent prejudicial effects on road safety in the local area in accordance with Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017.

Informative(s):

- 1 Reasons for granting permission/consent-

The proposal is for a temporary lorry route, for a period of up to six months, to the Euston Approaches Worksite (approved under appeal, LBC application reference 2019/4700/HS2, PINS appeal reference: APP/HS2/4, dated 25 August 2020).

Stanhope Street, which forms part of the approved lorry route between Mackworth Street and Varndell Street, will be temporarily closed to undertake utility works. Approval is therefore 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).

An alternative temporary route was considered, using Augustus Street, Cumberland Market and Robert Street to the TRLN (Hampstead Road), however, this was found to be unsuitable as it was not the shortest and quickest way of getting between the construction worksites and the strategic road network.

The proposal originally sought the removal of a short section of central reservation on Hampstead Road, at its junction with Varndell Street, to accommodate the swept path of left turning lorries from Varndell Street onto Hampstead Road. Having undertaken live tests, the applicant has confirmed these proposed changes to the central reservation are now not required.

The proposed temporary lorry route would generally utilise low-trafficked roads with relatively low proposed daily volumes of large goods vehicles and HS2 instruct its drivers to observe a voluntary 10mph speed limit on the Regent's Park Estate, drivers of HS2 Large Goods Vehicles undertake Safe Urban Driving instruction, direct vision vehicles are used where possible, the roads on the proposed amended route already have speed humps and are of limited length; and as an added measure, HS2 have proposed banksmen for every lorry movement at the junction of Varndell Street and Hampstead Road, accessing the Euston Approaches Worksite. It is considered, therefore, that these measures (alongside other general measures to safeguard road safety set out in the CoCP and LTMP, as referred to below) should provide reasonable mitigations in respect of safety of other users of the public highway concerned.

The proposed lorry route would not increase lorry movements at the worksite, but instead will allow a temporary alternative route for vehicles to access the site, while Stanhope Street is closed for temporary utility works.

The temporary lorry route will be limited to rigid axle vehicles (measuring no more than 11m in length) and the proposed numbers of vehicles is expected to be up to 24 per day during the peak of operations. The route is one way in a southbound direction only.

Whilst not a direct consideration of this application due to the restricted criteria for assessing a Schedule 17 application, it is noted that there will be an impact on parking bays in the area. A combined total of 17 parking bay suspensions on Mackworth, Harrington and Varndell Streets would be required while the temporary lorry route was in operation. Camden Council will notify permit holders of any temporary suspensions in advance of the works occurring, and there is considered sufficient roadside parking capacity in the area for residents to park during the period of these suspensions.

HS2 specific 10mph speed advisory signs already exist on part of the route and these will be expanded to cover the whole route where needed. Lorry route directional signage will also be implemented on the temporary lorry route.

Construction traffic management measures are outlined in a Local Traffic Management Plan (LTMP). The LTMP will be kept under review for the duration of the works and any revisions to an LTMP will be made following consultation with the highway and traffic authorities, the emergency services and other relevant key

stakeholders.

TfL raised points for clarification regarding lorries turning left from Varndell Street onto Hampstead Road. TfL later advised that the applicant had responded satisfactorily to their comments and that TfL had no objection as a result.

As detailed in the LTMP, working hours are 08:00 - 18:00. Start up and close down periods would be in compliance with the Code of Construction Practice (CoCP) which permits vehicles to arrive onto site between 07:00 and 08:00 for site set up and from 18:00 to 19:00 for site shut down. The applicant does not propose for the temporary lorry route to be used on Saturdays or Sundays.

Given the context of suitable control measures set out within the LTMP, Environmental Minimum Requirements (EMRs) and Code of Construction Practice (CoCP), it is considered that the use of the route would not have prejudicial effects on road safety or on the free flow of traffic for the purpose of the works for which this application applies.

The provisions of the EMRs, LTMPs, CoCPs and LEMPs specific to Camden and alongside the other statutory environmental controls included in the HS2 Act and the assurances that HS2 Ltd. provided to the Council, shall mitigate amenity impacts, there are no outstanding additional issues in regard to the local environment or amenity which would warrant grounds for refusal on this matter.

HS2 are required to monitor operations with regard to the use of controls captured in the Environmental Minimum Requirements (EMRs) to ensure compliance and reporting mechanisms to the Council and other stakeholders are included under HS2 Act provisions.

The proposed temporary lorry route is therefore considered acceptable.

- 2 In accordance with assurances given by the Secretary of State, the applicant is reminded that HS2 Phase 1 Environmental Minimum Requirements must at all times be fully complied within undertaking the works.
- 3 In accordance with the Phase 1 Code of Construction Practice, the applicant must adhere to the control measures set out in the HS2 Phase 1 Route-wide Traffic Management Plan and the Camden Local Traffic Management Plan. The measures contained in the Local Traffic Management Plan must be kept under review during the execution of the works, in consultation with TfL, London Borough of Camden and other relevant stakeholders.

- 4 The applicant is reminded the routing must comply with TfL's guidance on lorry safety: <https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely>

Yours faithfully

A handwritten signature in black ink, appearing to read 'DPope', is written over a light grey rectangular background.

Daniel Pope
Chief Planning Officer