High Speed Rail (London - West Midlands) Act

High Speed Two (HS2) Ltd

London Borough of Camden

Carriageway Shed, Park Village East and Granby Terrace Overbridge Satellite Compound

Schedule 17 Lorry Route Approval
Written Statement for Information

Consent Register Ref: LBC.S111.PS.03
Document Ref: 1EW02-CSJ-TP-STA-S000-000001

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

The Act provides powers for the construction and operation of Phase One of HS2 6FKHGXOH RI WKH $FW GHVFULEHV WKH µVFKHGXOHG undertaker will be authorised to carry out.

For the routes which are the subject of this request for approval, HS2 Ltd is the nominated undertaker.

Section 20 of the Act deems planning permission to be granted for the development authorised by it, subject to the provisions of Section 20 and conditions set out in Schedule 17.

Schedule 17 to the Act includes conditions requiring various matters to be approved by the relevant local planning authority.

This is therefore a different planning regime to that which usually applies in England (i.e. the Town and Country Planning Act 1990) and is different in terms of the nature of submissions and the issues that the local planning authorities (LPAs) can have regard to in determining requests for approval.

The Planning Conditions set out in Schedule 17 of the Act requires the nominated undertaker to submit requests for approval to qualifying authorities for, including:

- matters ancillary to development (referred to as construction arrangements);
- Plans and Specifications;
- Bringing into Use;
- Site Restoration Schemes; and
- Road Transport (lorry route approval).

This document includes information in respect of the latter point above ±that is WKH DSSURYDO RI DUUDQJHPHQWV IRU PRYHPHQWV RI to and from worksites as identified in this statement and in association with enabling works activities.

Schedule 17 of the Act sets out the grounds on which the qualifying authority may impose conditions on approvals or refuse to approve the requests for approval.

1.5 High Speed 2 Code of Construction Practice

The nominated undertaker is contractually bound to comply with the controls set out in the Environmental Minimum Requirements (EMRs). The scope of the EMRs encompasses the High Speed 2 Code of Construction Practice (CoCP). The package-specific Local Traffic Management Plan (LTMP) provides further details on managing construction movements, having regard to the CoCP.

2 Lorry Routes for Approval

2.1 Description of Lorry Routes for Approval

Approval is sought in respect of the arrangements for movements of large goods vehicles (LGVs) to and from the worksites as identified in this statement and in association with enabling works activities comprising demolitions, site clearance (including exhumations), ground investigations, utility works/diversions and associated works.

Large Goods Vehicles (LGVs) are defined as being goods vehicles exceeding 7.5 tonnes in gross weight. Lorry route approval is only required where there will be in excess of 24 LGV movements per day ±whether to or from the site.

Approval is therefore sought for the following lorry routes associated with the above listed enabling works and corresponding to each named worksite:-

Routes
Carriageway Shed, Park Village East and Granby Terrace Overbridge Satellite Compound: Transport for London Road Network (TLRN) in full, A4201/Great Portland Street (between A501/Euston Road and B506 junctions), A4201/ Albany Street (between A501/ Euston Road and A4201/ Osnaburgh Terrace junctions), A4201/ Osnaburgh Terrace (between A4201/ Albany Street and A4201 Osnaburgh Street junctions), A4201 Osnaburgh Street (between A4201/Osnaburgh Terrace and A501/Euston Road junctions), Varndell Street (between A400 Hampstead Road and Harrington Street), Harrington Street (between Varndell Street and the compound entrance gates), Harrington Square (between A400 Hampstead Road and Lidlington Place junctions).

These routes are also formally SURHVHQWHG LQ WKH Strategic Road Network and Local Road Network for APPROVAL. They are also detailed on the plan entitled µOverall Lorry Routes-CSG-TA-SK01-000001¶ (001) which is submitted for information.

2.2 Transport for London Road Network

The Transport for London Road Network (TLRN) is a 580km network of main roads within Greater London. Known DOWHUQDWLYHO\ DV µ5HG 5RXWHV¶ identifiable by red road markings and signage, the TLRN is equivalent to the trunk road network within Greater London.

Lorry route approval applies in respect of routes between worksites/compounds and the special/trunk road network. However, in Greater London, approval is also required for the use of the TLRN. As such, this submission seeks Lorry route approval for the use of the whole TLRN.

TfL have provided their general approval for the use of the TLRN for HS2 enabling works in Camden (see Appendix B). However, TfL are not the approving body for such requests for the approval of lorry routes and the

decision, ultimately, rests with the local authorities (in this case London Borough of Camden).

It is recognised that where an existing supplier/business is located between the VSHFLDO WUXQN URDG QHWZRUN DQG D FRPSRXQG /D from that supplier/business to the site will be required to take the most appropriate route to join the main route. As such, in the event that there are suppliers/businesses located between the special /trunk road network and the HS2 sites the subject of this submission, they will use the most appropriate route from the supplier/business in accordance with Planning Forum Note 6.

The full extent of the TLRN is shown on the plan within Appendix C.

2.3 Consultation and Engagement

The lorry route submission has been the subject of 1 no. pre-application meeting with officers of London Borough of Camden. Prior to this meeting, 2 no. workshops were held with Camden officers and Transport for London (TfL representatives ±the first to discuss the route options and the second to present the details of the preferred option.

The submission has also been discussed and presented at the monthly Camden Traffic Liaison Group meetings on 6th June 2018. This meeting was again attended by Camden officers and TfL representatives.

Please refer to Appendix A for a summary of all consultation and engagement undertaken in respect of the lorry routes.

2.4 Structure of the Statement

Section 3 provides further information in respect of the site location, the surrounding highway network, site access positions and estimated LGV numbers. Such information is for background context only and is not for approval. The package-specific LTMP provides further details of associated lorry movements.

Section 4 provides a summary table for the named worksite, detailing the predicted levels of lorry movements and the timeframes. A summary table is also provided at the end of the section. Section 5 outlines the other main consents associated with the works and Section 6 lists the plans that are submitted for information.

3 Location and Characteristics of the Area

3.1 Carriageway Shed, Park Village East and Granby Terrace Overbridge Satellite Compound

3.1.1 Description of the Site

The site is of an irregular shape and runs in a general north west to south east direction. It is bounded by the Park Village East and Stanhope Street to the west and by a combination of the existing mainline railway and blocks of residential flats to the east. The northern extreme of the compound is bounded by Mornington Street; the southern extreme of the compound is bounded by Harrington Street and further blocks of residential flats.

At present, the worksite includes 7 no. significant buildings comprising Ainsdale, Eskdale, Silverdale, Old Tenants Hall, Stalbridge House, Granby House and DB Cargo Shed. In addition, the worksite will include part of the extent of the Granby Terrace highway.

3.1.2 Highway Network

The main highway network near the site comprises of the A400 Hampstead Road, which runs in a north-south direction to the east of the worksite. To the north, Hampstead Road connects to Camden High Street and to other major roads. Further to the south, Hampstead Road connects to Euston Road (A501), which runs in an east-west direction. Both roads (and Camden High Street to the north) form part of the Transport for London Road Network (TLRN) providing connections further afield to the Trunk/Special road network.

The junction between Hampstead Road and Euston Road is characterised by an overpass over the latter, with slip roads providing connections to this main west-east route. The junction is characterised by restrictions in movements in particular directions. For example, in heading south along Hampstead Road it is not possible to turn left onto Euston Road heading east. Similarly, movements north and onto Hampstead Road are restricted when heading west along Euston Road.

To allow for such movements between important elements of the TLRN, 2 no. clockwise loops are currently utilised. The first sees traffic heading south west from Euston Road onto Great Portland Street before bearing north and continuing onto Albany Street, then heading east on A4201/Osnaburgh Terrace and south onto A4201 Osnaburgh Street to join the A501 Euston Road heading east. From here, it is possible to follow routes north (Hampstead Road) or continue east (Euston Road). This loop is clearly signposted with green highways signage.

The second such loop is found to the south of Euston Road and incorporates A400/Gower Street, Grafton Way and A400/Tottenham Court Road. Again, this loop is clearly signposted with green highways signage. Please note that this is

mentioned here for completeness, but it does form part of the list of roads for approval as will be shown later in this section.

A series of local roads are accessed to the west off A400/Hampstead Road. These include Robert Street, Varndell Street, Mackworth Street and Granby Terrace (all running in a west-east direction), together with Harrington Street, Stanhope Street and Park Village East (generally running in a north-south direction). Also noteworthy of mention is Harrington Square, which is found to the east of A400/Hampstead Road (and further to the east of the worksite). This road in particular has a one-way restriction running from north west (at its junction with A400/Hampstead Road) to south east (at the junction with Lidlington Place). It allows for connections to A400/Hampstead Road southbound. All of these named local roads are controlled by London Borough of Camden.

3.1.3 Description of Works

The proposed works relate to enabling works activities and primarily to demolition, excavation and construction within the immediate vicinity. Such works will require the demolition and clearance of above ground structures and buildings including Ainsdale, Eskdale, Silverdale, Old Tenants Hall, Stalbridge House, Granby House, and DB Cargo Shed. Excavation and construction works are associated with the extension of Granby Terrace Bridge.

3.1.4 Site Access and Proposed Lorry Routes

In summary, it is intended that the worksite will benefit from 2 no. access/egress point for LGVs - found to the south and east. The southern access/egress will be the main point serving the site, with use of the eastern access/egress being restricted to the first 3 months of the enabling works activities associated with the worksite.

It is stressed that the positions of the site access/egress gates are neither required nor integral to this Schedule 17 request for approval. If approval is required for the site access/egress point then this will be secured separately under Schedule 4 of the Act. The location of these points are therefore presented for context and information purposes and is not for approval.

<u>South Access/Egress Point</u>
Access to the worksite from the special/trunk road network will utilise the Transport for London Road Network (TLRN) in the first instance. And on the assumption that LGVs will be heading from a destination to the east of London, movements will need follow the A501/Euston Road in a westerly direction, requiring connection to the A400/Hampstead Road running in a northerly direction. However, due to a right turn restriction at the junction, LGVs will need to utilise the Great Portland Street/Osnaburgh Terrace loop as described in section 3.1.2 which will enable left turn movements onto A400/Hampstead Road for eastbound vehicles on the A501/Euston Road. LGVs will then turn left off the A400/Hampstead Road, heading west along Varndell Street, followed by

a right turn onto Harrington Street and continue north towards the compound access gates.

LGV egress from the compound will be achieved heading south along Harrington Street, before turning left and heading east along Varndell Street towards the A400/Hampstead Road, representing the nearest part of the TLRN Network which will in turn provide connection to the special / trunk road network. Vehicles will turn left onto A400/Hampstead Road heading north before turning right and heading in a south easterly direction along Harrington Square. At the junction with Lidlington Place, vehicles will turn right and continue to re-join A400/Hampstead Road heading south towards the junction with A501/Euston Road. Here, vehicles will turn right and head westwards, using the Great Portland Street/Osnaburgh loop to re-join A501/Euston Road heading eastwards.

East Access/Egress Point

Schedule 4 approval will be sought for the temporary closure of Granby Terrace to allow for the bridge extension works. This will mean that the road will be closed for public traffic. Nevertheless, the route is included in the scope of the lorry route submission, with details of the LGV routing to and from this access/egress point are provided below for completeness.

Access to the worksite from the special/trunk road network will utilise the Transport for London Road Network (TLRN) in the first instance. And on the assumption that LGVs will be heading from a destination to the east of London, movements will need follow the A501/Euston Road in a westerly direction, requiring connection to the A400/Hampstead Road running in a northerly direction. However, due to a right turn restriction at the junction, LGVs will need to utilise the Great Portland Street/Osnaburgh Terrace loop as described in section 3.1.2 which will enable left turn movements onto A400/Hampstead Road for eastbound vehicles on the A501/Euston Road. LGVs will then turn left off the A400/Hampstead Road onto Granby Terrace and continue towards the compound access gates.

LGV egress from the compound will be achieved heading along Granby Terrace towards A400/Hampstead Road, representing the nearest part of the TLRN Network which will in turn provide connection to the special / trunk road network. From Granby Terrace, vehicles will turn left onto A400/Hampstead Road heading north before turning right and heading in a south easterly direction along Harrington Square. At the junction with Lidlington Place, vehicles will turn right and continue to re-join A400/Hampstead Road heading south towards the junction with A501/Euston Road. Here, vehicles will turn right and head westwards, using the Great Portland Street/Osnaburgh loop to re-join A501/Euston Road heading eastwards.

Any traffic management associated with the routes serving each access/egress point will be presented in the package-specific LTMP and also the overall Camden LTMP.

3.1.5 Predicted LGV Numbers

Demolition and site clearance activities are scheduled to take place between Q3 2018 and Q4 2019.

The package-specific LTMP provides further information in respect of the predicted level of lorry movements required per identified demolition/site clearance activity. Aggregated together, the activities equate to an average of 98 / * 9 ¶ V S H U Z H H N H 1 76 Y H Q W V S H U Z H H N Based on a 5-day working week, this equates to an average of circa 40 LGV movements per day I R U W K H R Y H U D O O Z R U N V L W H G H V L J Q H G Carriageway Shed Q W K L V V X Park Village East and Granby Terrace Overbridge Satellite Compound ¶

The package-specific LTMP also shows that the predicted peak daily LGV movement figure is anticipated to be 70 ±equivalent to 35 LGV movements in and 35 movements out of the worksite every day. However, it is stressed that this maximum movement figure will be experienced for no more than 3 months whereupon levels will be reduced. This peak figure will coincide with ground lowering/excavation works in respect of Granby Terrace Bridge and is anticipated to occur 5 months after site establishment.

Demolition and excavation materials will be re-used on site where possible. The predicted LGV movement figures as presented in this section represent the level of LGV movements where re-use of materials cannot take place. The package-specific LTMP provides further details in respect of the reduction of total movements as a result of this re-use of materials on site.

4 Programme and Sequence of Works

The indicative high-level construction programme for the compound insofar as it relates to the enabling works stage is set out below:

Carriageway Shed, Park Village East and Granby Terrace Overbridge Satellite Compound	
Activity	**Indicative Timescale**
Site establishment ±up to 24 LGV movements per day (12 in, 12 out)	August 2018 (approx. 1 month)
Demolition and site clearance works ±up to 70 LGV movements per day (35 in, 35 out)	August 2018 to December 2019 (16 months)
De-mobilisation ± up to 24 LGV movements per day (12 in, 12 out)	January 2020 (1 month)

An overall summary table is provided below.

Compound Name	**Duration of activity requiring lorry route approval**	**Average daily LGV movements**	**Predicted peak daily LGV movements**
Carriageway Shed, Park Village East and Granby Terrace Overbridge Satellite Compound	August 2018 ± December 2019	40	70

As mentioned in Section 3.1.5, the predicted peak daily LGV movement figure that appears in the table above will be experienced for no more than 3 consecutive months of the anticipated 16-month period for which lorry route approval is required.

It is stressed that the dynamic nature of the HS2 project as a whole means that programme dates and milestones are subject to change. As such, the reader is advised to treat these dates as accurate at the time of submission, but it is stressed that they may be subject to change.

5 Other Main Consents Associated with the Works

In addition to the lorry route approval discussed in this statement, a number of other approvals will be required and sought by the nominated undertaker under the appropriate statutory and legal framework.

These include highways consents under Schedule 4 for the temporary stopping up of Granby Terrace, the creation of the temporary accesses to sites and/or kerbline changes to the roads surrounding worksites (if required), a Schedule 17 Plans & Specifications approval for the above ground permanent works associated with the extension to Granby Terrace Bridge and Schedule 17 approval of compound site restoration scheme (again, if required). Site setup will be undertaken in accordance with the class approvals for construction activities.

6 Plans for Information

The following plans are submitted for information.

Drawing Ref:	***Title:***
1EW02-CSJ-TP-STA-S000-000001	Overall Lorry Route Plan
(refer to Appendix C)	TLRN Overall Plan

Appendix A:
Summary of Consultation and Engagement

Name of Consultee / Stakeholder	Date(s) of Meeting
Development Management – LB Camden	22nd May 2018
Camden Traffic Liaison Group	6th June 2018
Camden Community Traffic Working Group	11th June 2018
Camden Officer/TfL Workshop to discuss lorry route options	27th March 2018
	15th May 2018

Appendix B:
TfL letter in respect of use of TLRN (dated 27th June)

Transport for London

Our ref: LBC.LR.03

Transport for London
Surface Transport
Network Management

Palestra House
197 Blackfriars Road
London
SE1 8NJ

Phone 020 7222 5600
Fax 020 7126 4275
www.TfL.gov.uk

HS2
High Speed Two (HS2) Limited
1 Eversholt Street
London
NW1 2DN

27th June 2018

Dear Sirs,

High Speed 2 (HS2) Phase 1 Act - Schedule 17 – Lorry Route Application

London Borough of Camden: Carriageway Shed, Park Village East and Granby Terrace Overbridge Satellite Compound (The Dales)

Thank you for including Transport for London (TfL) in the planning application process, the aim of which is to ensure that the application is successful in transport terms and in accordance with the HS2 Phase 1 Act.

We understand that the proposal is to designate the entire TfL Road Network (TLRN) as a main HS2 lorry route. Our following response is based on that understanding and information provided to us by HS2 to date.

Planning context

HS2 Ltd is seeking consent for "Lorry Route" approval in line with paragraph 6 of schedule 17 of the High Speed 2 Rail Act 2017, 'Conditions relating to road transport' and Planning Forum Note 6: Lorry Route Approvals.

Under paragraph 6 of Schedule 17, where large goods vehicle movements exceed 24 per day to and from a given construction site, the lorry route must be approved by the relevant Qualifying Authority, which for the purpose of this application is the London Borough of Camden.

As the TLRN was not specifically mentioned within the HS2 Act 2017, the nominated undertaker is also applying to London Borough of Camden for the entire TLRN to be designated as a main lorry route to access the trunk road network.

Site context

This application relates to the lorry routes associated with demolition, site clearance, excavation, ground investigations, utility works/diversions and other associated activities within the enabling works stage at the site identified as the Carriageway Shed, Park Village East and Granby Terrace Overbridge Satellite Compound within the London Borough of Camden that will generate more than 24 large goods vehicle movements per day.

The proposed works relate to enabling activities, construction of a new permanent access road, utility diversion works and demolition activities within the worksite.

Our position

We recognise the role of the TLRN, alongside other road networks and movement via rail, in facilitating the construction of HS2. However, use of the TLRN must reflect and take account of road safety, environmental and network impact issues, which will vary depending on specific locations and local conditions. In particular we need to acknowledge the unique challenges presented by working in London and how HS2 lorry routes will interact with Heathy Streets proposals and the Mayors Transport Strategy.

Based on the information contained within this application and from the Local Traffic Management Plan (LTMP) for 'the Dales' and the London Borough of Camden we understand lorry movements relating to the works in the application will be significantly less than assessed in the HS2 Environmental Statement (ES).

We also acknowledge that the nominated undertaker will adopt a vehicle management strategy in line with HS2's Route Wide Traffic Management Plan (RTMP). These measures, plus other control mechanisms outlined in the Environmental Minimum Requirements (EMRs) and Code of Construction Practice (CoCP), seek to reduce the risk to vulnerable roads users and environmental impact from the proposed lorry routes.

Therefore while we accept that the TLRN has a role in facilitating access to and from site during the enabling works described in this application, we wish to continue working closely with HS2, their designated undertaker, the London Borough of Camden and other relevant London Boroughs. To encourage the use of alternative freight strategies, co-ordinate vehicle movements with other network activities, and minimise the impact of the works on road users and local residents.

In addition, owing to the dynamic nature of the HS2 project, the TLRN, and London, we wish to keep the suitability of the TLRN under constant review in the lead up to and during the works, and my team will be available throughout to continue this dialogue.

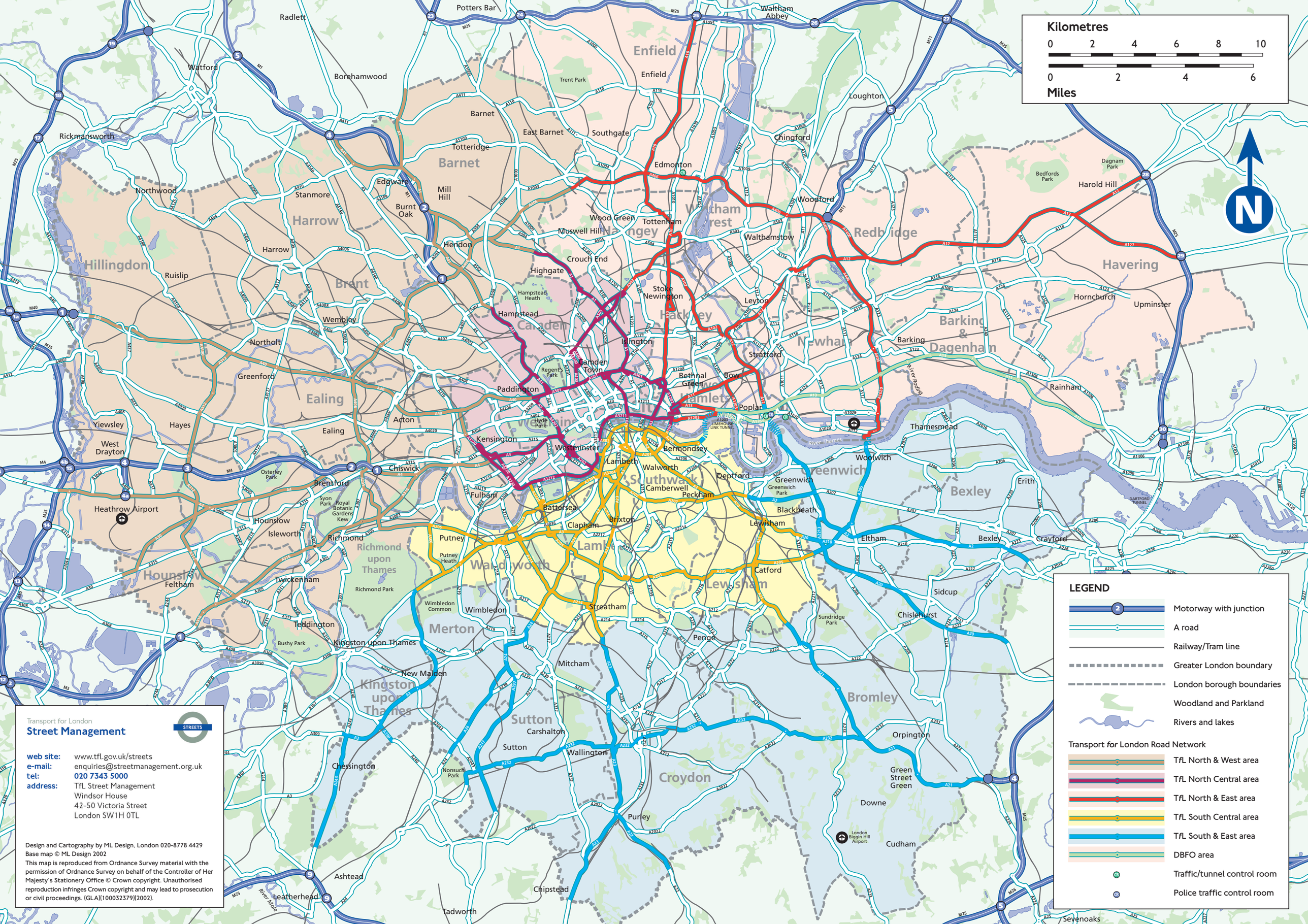
Yours Sincerely,

Rob Semple

Works Master Planning Manager
Network Management Directorate
Transport for London

Email: Robert.Semple@tfl.gov.uk

Appendix C:
TfL TLRN Network Plan


Kilometres
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Radlett
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Borehamwood
Rickmansworth
Northwood
Stanmore
Edgware
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Barnet
Totteridge
East Barnet
Southgate
Enfield
Trent Park
Waltham Abbey
Loughton
Chingford
Edmonton
Woodford
Bedfords Park
Dagnam Park
Harold Hill
Harrow
Hillingdon
Ruislip
Brent
Wembley
Northolt
Greenford
Ealing
Hayes
Yiewsley
West Drayton
Acton
Ealing
Chiswick
Brentford
Osterley Park
Syon Park
Royal Botanic Gardens Kew
Heathrow Airport
Hounslow
Isleworth
Richmond
Richmond upon Thames
Richmond Park
Twickenham
Feltham
Teddington
Bushy Park
Kingston upon Thames
New Malden
Hendon
Muswell Hill
Wood Green
Tottenham
Haringey
Crouch End
Highgate
Hampstead Heath
Hampstead
Camden
Stoke Newington
Hackney
Leyton
Walthamstow
Waltham Forest
Redbridge
Havering
Hornchurch
Upminster
Barking & Dagenham
Barking
Newham
Stratford
Islington
Regent's Park
Camden Town
Paddington
Bethnal Green
Bow
Tower Hamlets
Poplar
Rainham
Thamesmead
River Roding
River Thames
Woolwich
Greenwich
Greenwich Park
Bexley
Erith
Kensington
Hyde Park
Westminster
Bermondsey
Lambeth
Walworth
Southwark
Deptford
Camberwell
Peckham
Fulham
Battersea
Clapham
Brixton
Putney
Putney Heath
Wandsworth
Blackheath
Lewisham
Catford
Eltham
Crayford
Dartford Tunnel
Wimbledon Common
Wimbledon
Merton
Streatham
Penge
Sundridge Park
Sidcup
Chislehurst
Mitcham
Sutton
Carshalton
Wallington
Nonsuch Park
Chessington
Croydon
Bromley
Orpington
Green Street Green
Downe
Cudham
London Biggin Hill Airport
Purley
Ashtead
Leatherhead
River Mole
Chipstead
Tadworth
Sevenoaks
Transport for London
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LEGEND
Motorway with junction
A road
Railway/Tram line
Greater London boundary
London borough boundaries
Woodland and Parkland
Rivers and lakes
Transport for London Road Network
TfL North & West area
TfL North Central area
TfL North & East area
TfL South Central area
TfL South & East area
DBFO area
Traffic/tunnel control room
Police traffic control room