

<b>Address:</b>	<b>Carriageway Shed, Park Village East and Granby Terrace Overbridge Satellite Compound London NW1 3SB</b>		<b>2</b>
<b>Application Number(s):</b>	2018/3241/HS2	<b>Officer: Gideon Whittingham</b>	
<b>Ward:</b>	Regents Park		
<b>Date Received:</b>	<b>09/07/2018</b>		
<p><b>Proposal: Lorry routes associated with demolition, site clearance and other enabling works for HS2 at the Carriageway Shed, Park Village East and Granby Terrace Overbridge Satellite Compound.</b></p> <p><b>Incorporating routes via:</b></p> <ul style="list-style-type: none"> <li>-Transport for London Road Network (TLRN)</li> <li>-Great Portland Street, Albany Street, Osnaburgh Terrace and Osnaburgh Street</li> <li>-Granby Terrace</li> <li>-Vardell Street and Harrington Street</li> <li>-Harrington Square</li> </ul>			
<p><b>Background Papers, Supporting Documents and Drawing Numbers:</b></p> <p>Schedule 17 Lorry Route Approval - List of Roads for Approval (Document Ref: 1EW02-CSJ-TP-APP-S000-000004); 1EW02 Enabling Works – Area South - Document number: 1EW02-CSJ-CL-PLN-S000-000010, dated 02/07/18; Overall Lorry Route Plan, Dated May 2018; Schedule 17 Lorry Route Approval - Written Statement for Information (Document Ref: 1EW02-CSJ-TP-STA-S000-000001); The Dales Local Traffic Management Plan (Document number: 1EW02-CSJ-CL-PLN-S000-000010).</p>			
<b>RECOMMENDATION SUMMARY: Grants permission subject to condition</b>			
<b>Applicant:</b>		<b>Agent:</b>	
High Speed Two (HS2) Limited The Podium 1 Eversholt Street London NW1 2DN		Costain Skanska Joint Venture (CSJV) The Podium 1 Evesholt Street London NW1 2DN	

## OFFICERS' REPORT

**Reason for Referral to Committee:** (4) Consideration of any other application which, in the view of the Director of Regeneration and Planning, should be considered by the Committee.

### 1. BACKGROUND

#### *Legislation and policy context*

- 1.1 This application is submitted under Schedule 17 of the High Speed Rail (London to West Midlands) Act 2017 ("the HS2 Act") and relates to proposed lorry routes for servicing one of the main works sites for Euston Station, known as the Carriageway Shed, Park Village East and Granby Terrace Overbridge Satellite Compound, forming part of the Phase One construction of HS2.
- 1.2 On 23rd February 2017, Royal Assent was granted for the HS2 Act which provides powers for the construction and operation of Phase One of HS2.
- 1.3 High Speed Two (HS2) Limited is the company responsible for developing and promoting the UK's new high speed rail network. It is funded by grant-in-aid from the government.
- 1.4 In order to carry out HS2 works in Camden, HS2 Ltd (a nominated undertaker) are submitting a series of lorry route applications under Schedule 17 of the High Speed Rail (London to West Midlands) Act 2017 ("the Act"), to govern the transportation of materials to and from construction sites.
- 1.5 Schedule 17 sets out the approvals required to be obtained by HS2 Ltd. These approvals include lorry route applications:
  - Plans and specifications of certain works;
  - Matters ancillary to development ("construction arrangements");
  - Road Transport (lorry routes);
  - Bringing into use; and
  - Site restoration schemes.
- 1.6 Paragraph 4.4 of the Department of Transport's Schedule 17 Guidance notes states; 'These approvals have been carefully defined to provide an appropriate level of local planning control over the works while not unduly delaying or adding cost to the project.'
- 1.7 The Council can only consider these S17 applications within the constraints of the HS2 Act, rather than planning policies set out in the Development Plan. The grounds for determination under the HS2 Act which the Council can base its decision to approve the application and attach reasonable conditions, or to refuse the application are set out as follows:
  - preserve the local environment or amenity;

- prevent or reduce prejudicial effects on road safety or on the free flow of traffic in the local area; or
  - to preserve a site of archaeological or historic interest or nature conservation value.
- 1.8 Any representations received from the public and any other third parties, shall be considered by the Council but within the context of the HS2 Act.
- 1.9 It is important to note that the HS2 Act states that all such applications must be determined within eight weeks of submission (unless HS2 Ltd agree an extension of time for determination), or they are deemed to be refused.

*Framework of assessment*

- 1.10 If Schedule 17 lorry route applications are considered to be acceptable, then the Council, as a qualifying authority, would only have discretion to attach conditions for any approval on the basis of the three grounds set out in paragraph 1.7 above. Importantly, conditions can only be attached with prior agreement from HS2 Ltd.
- 1.11 The DfT's Schedule 17 Guidance notes states; 'The purpose of this is to allow the nominated undertaker and the planning authority the opportunity to agree whether the condition is necessary and appropriate, and would not unreasonably impede the building and operation of the railway, prior to the planning authority issuing its decision. It also avoids the potential for delay that would result from decisions being issued with inappropriate conditions'.
- 1.12 Similarly, the reasons for any refusal can only be made on the same three grounds. In addition, if an application for a lorry route were to be refused, the Council would need to stipulate an alternative route(s) that it would find acceptable.

*Additional environmental and community protection measures*

- 1.13 The High Speed Two (HS2) Phase One Environmental Statement (ES) was produced to accompany the HS2 Act. The ES includes the likely significant environmental impacts along the route in addition to the measures to manage and reduce these impacts. In order to ensure that the environmental impacts of the project do not significantly exceed those assessed in the ES, Environmental Minimum Requirements (EMRs) (a group of documents setting out measures to be adopted to reduce adverse environmental impacts), which sit alongside the statutory environmental controls included in the HS2 Act. Throughout the construction and operation of Phase One of the project, HS2 Ltd and its contractors will be required to comply with both the EMRs and those statutory environmental controls. HS2 Ltd. is also required, in addition to the EMRs, to use reasonable endeavours to adopt measures that will further reduce adverse environmental impacts caused by the HS2 scheme. The qualification to that is that the cost of doing so does not add unreasonable costs to the project or delay to the construction programme.

- 1.14 The Code of Construction Practice (CoCP) is Annex 1 of the EMRs. It sets out specific details and working practices in relation to site preparation (including site investigation and remediation, where appropriate), demolition, material delivery, excavated material disposal, waste removal and all related engineering and construction activities. The CoCP sets out the measures that the nominated undertaker and contractors are required to implement in order to limit disturbance from construction activities, as far as reasonably practicable, including traffic and transport.
- 1.15 Local Environmental Management Plans (LEMPs) have been prepared for each local authority, area which set out site specific control measures to be adopted by HS2 Ltd.'s Contractors.
- 1.16 HS2 Ltd. is required to prepare Local Traffic Management Plans (LTMP) for areas such as Camden that are impacted by HS2. The LTMPs build on the general environmental requirements contained in the CoCP and a route wide traffic management plan and sets out how the project will adapt and deliver the required traffic management measures.
- 1.17 The purpose of the enabling works LTMP is to set out information regarding the traffic management of HS2 construction in Camden and how HS2 Ltd. will engage with stakeholders such as Camden upon this.
- 1.18 The enabling works LTMP is a 'live' document that will be added to and revised as further details of the proposals, works packages and associated traffic management arrangements are worked up and implemented. The current enabling works LTMP structure, details matters including highway/traffic management and the cumulative traffic impacts of the combined HS2 programme of enabling works, plus appended details of works packages, as they come forward. It should be noted however, that the LTMP is a supporting document only, and is not up for approval as part of this lorry route application. However, attention is drawn to HS2's commitment to Parliament to comply with the Environmental Minimum Requirements (EMR's). The Code of Construction Practice for HS2 arises from the EMR's and requires HS2 Ltd. to prepare Local Traffic Management Plans for areas such as Camden that are significantly impacted by HS2 construction works. HS2 Ltd. and its contractors are therefore effectively committed to complying with the contents of the enabling works LTMP.
- 1.19 In considering applications for lorry route applications, Camden as a qualifying authority, should have due regard to the system of controls available under the HS2 Act and shall not therefore seek to duplicate controls that The LTMP (as an EMR) already contains.
- 1.20 The LTMP document provides some context under which lorry route applications would be considered, e.g. it provides information of the movement of HS2 construction traffic to construction sites, building on that set out in the Environmental Statement, and provides further information on its traffic management and refers to undertakings and assurances provided during the Parliamentary process of consideration of Phase 1 of HS2.

- 1.21 Council officers have made extensive comments on the draft (Camden wide) Enabling Works LTMP and the specific work site LTMP relating to the enabling works associated with this application (“the dales LTMP”). The comments and the draft LTMP are currently under review by officers from HS2 Ltd. and CSJV. Camden has recommended that both the Camden wide Enabling Works LTMP and “dales LTMP” specifically relating to the work site(s) associated with this application are progressed with Camden officers in line with these comments and recommendations and will remain an on-going process.
- 1.22 It is worth noting that HS2 Ltd. has indicated that it does not currently intend to undertake further assessments (such as modelling) on impacts on the local road network, including at junctions, impacts on highway safety, other highway users, pedestrian severance for example to those already provided in the Environmental Statement, unless anticipated impacts significantly exceed those in the Environmental Statement.
- 1.23 Due to the very specific and significant impact HS2 Ltd. and its construction would have upon Camden, Camden Council, petitioners and affected parties, such as Camden Cutting Group, secured additional assurances on key measures such as amenity controls and community working groups, that will help protect the lives and livelihoods of its residents and businesses. Assurance is the term used to describe any other commitments. These are unilateral commitments given directly to petitioners or affected parties, which do not have the status of legally binding contracts enforceable by the courts, but are made binding on the project and ultimately enforced through the Secretary of State for Transport.

## **2. SITE**

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

- 2.1 The site is an irregular shape bounded by Park Village East and Stanhope Street to the west and by the existing mainline railway serving Euston Station and residential flats to the east.
- 2.2 The northern end of the site is bounded by Mornington Street, whilst the southern extreme is bounded by Harrington Street and further blocks of residential flats on the Regents Park Estate.
- 2.3 The site is currently occupied by the following buildings:
- Silverdale (Regent’s Park Estate) - 7 storey residential building - 69 dwellings
  - Ainsdale (Regent’s Park Estate) - 4 storey residential building and garages - 39 dwellings
  - Eskdale (Regent’s Park Estate) - 9 storey residential building - 60 dwellings
  - Single storey community hall Old Harrington Street, Regent’s Park Estate

- Stalbridge House, 231 Hampstead Road - 5 storey brick residential building 20 dwellings
  - Granby House, Granby Terrace - 5 residential flats over ground floor offices
  - Train shed with steel truss roof Carriage Shed (adjacent to Park Village East) (all to be demolished)
  - 4 span pre stressed concrete highway bridge Granby Terrace Bridge (to be extended)
- 2.4 The site itself is not located within a conservation area, however to the east of the site is the Camden Conservation Area, and to the west is the Regents Park Conservation Area.
- 2.5 The site does not include any listed or locally listed buildings
- 2.6 The site has been identified with the following constraints:
- Hydro Constraint - Slope Stability
  - Viewing Corridor - Primrose Hill summit to St Paul's Cathedral
  - Euston Area Plan - Regent's Park Estate housing renewal and infill
- 2.7 The sites function relates to enabling works comprising demolitions, site clearance (including exhumations), ground investigations, utility works/diversions and associated works.

#### *Highway Network*

- 2.8 The Transport for London Road Network (TLRN) is a network of main roads within Greater London. Also known as 'Red Routes' and 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, such submissions seek lorry route approval for the use of the whole TLRN. Whilst not the approving body for such requests for the approval of lorry routes, Transport for London (TfL) provide comment.
- 2.9 The site is located to the east of the Hampstead Road (A400), which runs north/south up to Camden High Street and other major Roads, whilst to the south, Hampstead Road connects to Euston Road (A501), which runs east/west. Both Hampstead Road, Euston Road and Camden High Street) form part of the Transport for London Road Network (TLRN).
- 2.10 Due to restrictions at key junctions along important elements of the TLRN, namely movements turning left onto Euston Road heading east or movements turning right onto Hampstead Road when heading west along Euston Road, alternative 'loops' are utilised. The loop forming part of permission (2018/0438/HS2 – see relevant history) for example, affords traffic to head east off Hampstead Road, via a right turn heading west onto 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).

- 2.11 A series of local roads are accessed to the west off 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). Harrington Square 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.
- 2.12 A complete list of main works site for the Phase One construction of HS2 within Camden are as follows:
- The Podium main construction compound;
  - National Temperance Hospital main construction compound
  - Adelaide Road Shaft main construction compound
  - Gordon Street satellite construction compound
  - Euston Square Gardens east and west satellite construction compounds
  - Euston Forecourt satellite construction compound
  - Lancing Street satellite construction compound
  - Melton Street satellite construction compound
  - Cobourg Street satellite construction compound
  - Euston Station satellite construction compound
  - Royal Mail NW1 Delivery Office satellite construction compound
  - Regent's Park Estate LPA satellite construction compound
  - Granby terrace overbridge satellite construction compound
  - Hampstead Road Overbridge south and north satellite construction compounds
  - Carriage shed and Park Village East satellite construction compound
  - Mornington Street overbridge and Mornington Terrace (East Side) satellite construction compound
  - Park Village East North satellite construction compound
  - Juniper Crescent satellite construction compound
  - Camden Carriage Sidings satellite construction compound

### **3. PROPOSAL**

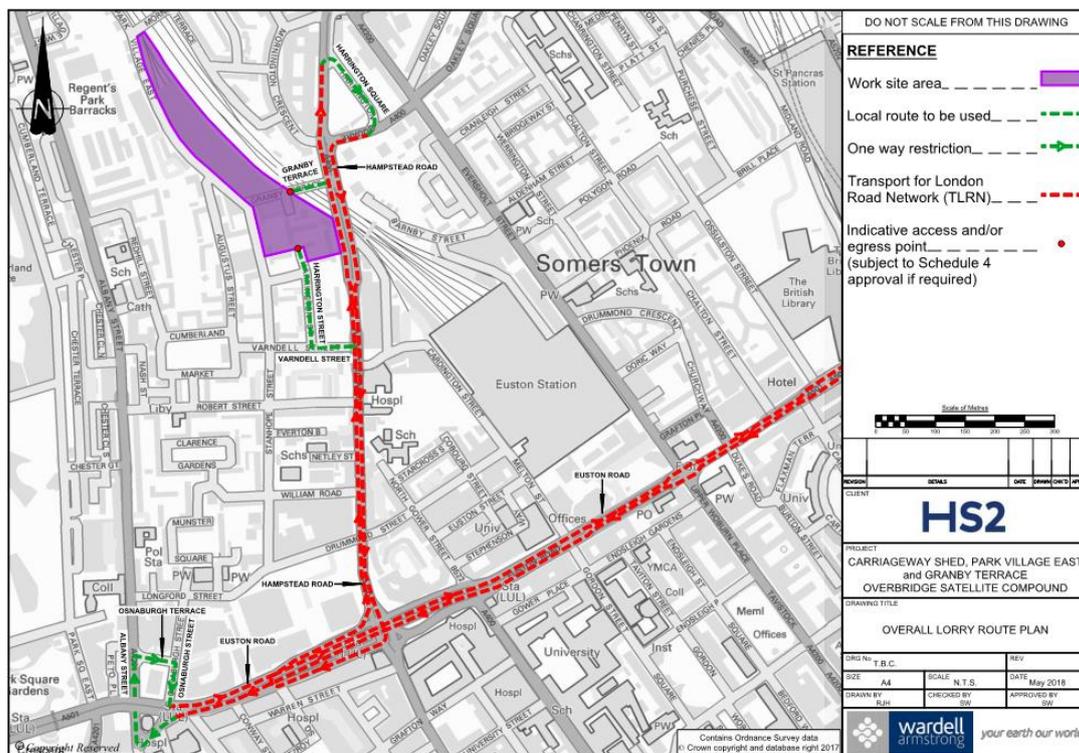
- 3.1 The request for approval of Construction Arrangements has been made under paragraph 6 of Schedule 17 of the HS2 Act 2017.
- 3.2 Costain Skanska Joint Venture (CSJV) has sought consent on behalf of HS2 Ltd. for the following:

The use of 'specific routes' for movements of large goods vehicles (LGVs) required to facilitate enabling works at the Carriageway Shed, Park Village East and Granby Terrace Overbridge Satellite Compound described in 3.10 below.

3.3 The 'specific routes' are as follows and set within the Overall Lorry Route plan below:

- Transport for London Road Network (TLRN)
- Great Portland Street, Albany Street, Osnaburgh Terrace and Osnaburgh Street
- Granby Terrace
- Vardell Street and Harrington Street
- Harrington Square

Plan: Overall Lorry Route



3.4 With regard to the access points and routes, set within the Compound and Access Plan below:

- Harrington Street (Primary Access)

The primary site access will be from the northern point of Harrington Street, located on the southern boundary of the site. Vehicles approaching Harrington Street would use Hampstead Road (TLRN) from the south turning left onto Vardell Street. Vehicles exiting the site would turn left onto Hampstead Road (TLRN) traveling north, until taking a right turn onto Harrington Square

heading south, right at the junction with Lidlington Place and then south onto Hampstead Road (TLRN).

- Granby Terrace (Secondary Access)

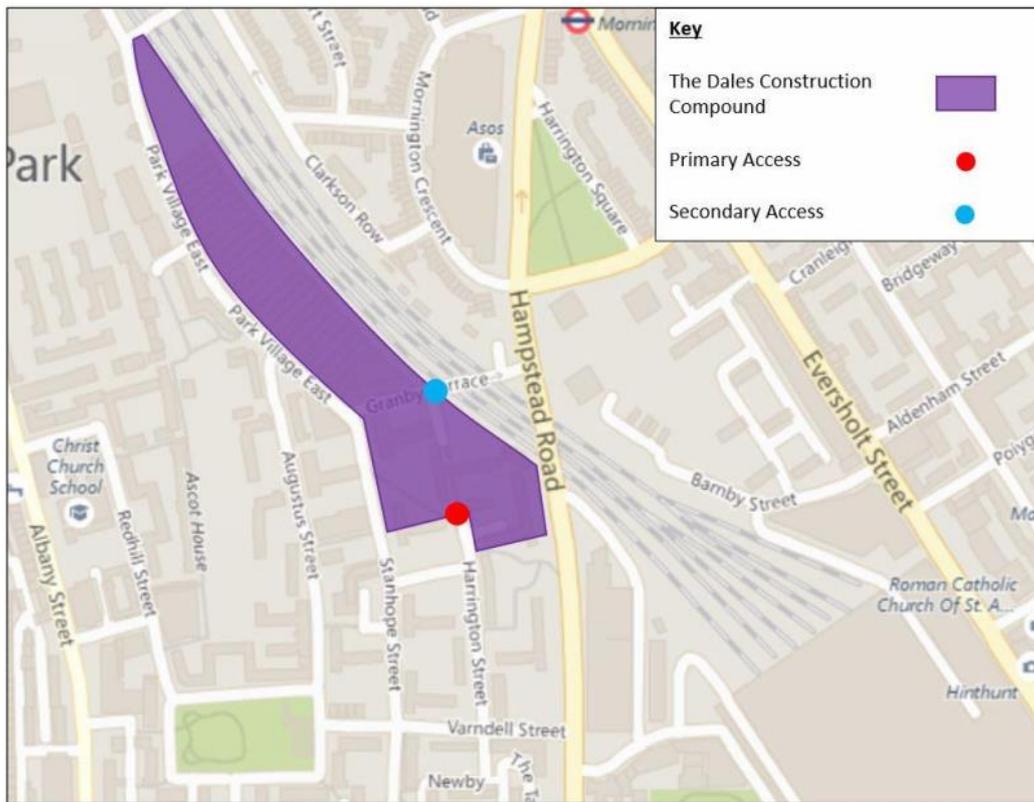
The secondary site access will be from Granby Terrace, located on the eastern boundary of the site. Its accessibility is dependent upon the progression of utility works / bridge extension works upon Granby Terrace itself which will limit the use of this junction.

Vehicles approaching Granby Terrace would use Hampstead Road (TLRN) from the south turning left onto Granby Terrace. Vehicles exiting the site would turn left onto Hampstead Road (TLRN) traveling north, until taking a right turn onto Harrington Square heading south, right at the junction with Lidlington Place and then south onto Hampstead Road (TLRN).

*'Osnaburgh Loop'*

- 3.5 Due to traffic restrictions at the junctions of Hampstead Road / Euston Road, vehicles approaching/leaving the worksite and access points require the use of the Great Portland Street / Albany Street / Osnaburgh Terrace / Osnaburgh Street (referred to from now as the 'Osnaburgh Loop') route.
- 3.6 The normal traffic restrictions (applicable to all non HS2 and non-HS2 vehicles alike) at the junctions of Hampstead Road / Euston Road result in the need for this loop can be summarised as:
  - no left from Hampstead Road (heading south) onto Euston Road
  - no right turn from Euston Road (heading west) on to Hampstead Road
- 3.7 As a result, all vehicles approaching the worksite and access points from the east along Euston Road will require the use of the loops in order to access the worksites.
- 3.8 Vehicles approaching the worksite from the west along Euston Road will not be required to use the loop in order to reach the worksite and access points as they will be able to turn left directly off Euston Road on to Hampstead Road.

## Compound and Access Plan



- 3.9 The proposal is specifically related to the use of 'specific routes' for movements of large goods vehicles (LGVs) required to facilitate enabling works, rather than any specific approval for the enabling works themselves and their control.
- 3.10 The enabling works have been confirmed by HS2 Ltd. specifically as activities comprising demolitions, site clearance (including exhumations), ground investigations, utility works/diversions and associated works. In this instance, such works will include but are not exclusive to:
- Demolition and clearance of above ground structures and buildings
  - Demolition of the carriage sheds and sidings
  - Conventional railway enabling works
  - Demolition and reconstruction of Mornington Street Bridge
  - Construction of the Park Village East retaining wall
  - Conventional dive under remedial works
  - Removal of excavated material from the station and station approach
  - Tunnel portal and headhouse works, including installation of the autotransformer station
  - Construction of the decks over the high speed dive under and railway, south of Mornington Street Bridge; and High speed railway systems fit out
- 3.11 Large Goods Vehicles (LGVs) are stated as being goods vehicles exceeding 7.5 tonnes in gross weight, as defined by the HS2 Act. It should be noted that supporting documents typically list such vehicles as Heavy Goods Vehicles (HGVs) and will therefore be used interchangeably as part of this assessment.

#### **4. RELEVANT HISTORY**

4.1 No relevant planning history relates to the application site.

4.2 Similar Schedule 17 applications have however been submitted:

Ref: 2018/0438/HS2 [Granted permission subject to condition dated 20/04/2018] - Lorry routes associated with demolition, site clearance and other enabling works for HS2 at the National Temperance Hospital (North and South) and Cobourg Street worksites.

Incorporating routes via:

- Transport for London Road Network (TLRN)
- Great Portland Street, Albany Street, Osnaburgh Terrace and Osnaburgh Street
- Melton Street, Euston Street, Cobourg Street and Drummond Street
- Cardington Street

4.3 An example of a mitigation works application related to amenity and discussed in section *Control of Construction Noise and Vibration*:

- Ref: 2017/6942/L [Granted permission subject to conditions dated 20/03/2018] - Installation of secondary internal glazing on seven windows on the front elevation for the duration of HS2 construction works.

#### **5. CONSULTATION SUMMARY**

5.1 Transport for London (TfL):  
Raise no objection

5.2 London Borough of Barnet:  
No response provided

5.3 London Borough of Brent:  
No response provided

5.4 London Borough of Haringey:  
Raise no objection

5.5 London Borough of Islington:  
No response provided

5.6 City of London:  
No response provided

5.7 City of Westminster:  
No objection but notify of Committee Date

## 5.8 **Local groups/stakeholders**

5.9 The **Regent's Park Conservation Area Advisory Committee** commented (summary):

- *Fundamentally opposed to the removal of any construction spoil by road, especially through residential streets, like Harrington Square and Harrington Street. Rail should be used for spoil removal.*
- *Hours of operation should be restricted to prevent further loss of amenity to residents; the number of lorry movements per hour should be agreed and enforced. Air pollution should be monitored, and if excessive, lorry movements stopped. A rolling study should monitor the effect on bus travel times, and again, movement stopped if adverse results found.'*

5.10 The **CHARGE - Camden HS2 Association of Residents' Groups for Engagement**) commented:

*1. The proposed lorry route using Harrington Street and Varndell St is clearly unacceptable. These are estate roads with 400 Council flats having direct entrances onto them. These house an estimated 750 people - not including the red blocks to be demolished. The management of the route using barriers along its length and an exit/entry barrier on Varndell St to prevent all traffic other than HS2 vehicles renders this part of the estate within the HS2 works compound. 750 people living inside a construction compound with 400 of those surrounded on all sides by HGV traffic was not the intention of parliament when passing the HS2 Bill.*

*2. The Regent's Park Estate TRA obtained an assurance that Granby Terrace would be examined for use at every opportunity. Your proposals make no effort to do this.*

*3. You said you wanted lorries to reach the main road network (TLRN) as soon as possible. The proposed route is not the shortest route available. Lorries will tour the local area for 3km before they finally pass Euston Square Station heading east and out of the area, producing unnecessary road risk and pollution to local people, and extra financial cost to yourselves.*

*4. All this to-ing and fro-ing up and down Hampstead Road and Euston Road means HGV flows along these roads are double that presented to parliament. As Harrington Street has no HGV traffic and barely any regular traffic your proposed route creates an extraordinary increase in traffic with consequences for structural integrity for the road and adjacent flats. There was no mention in your presentation on how HS2 was going to mitigate this or whether a S.59 agreement (Highways Act) was being considered for Camden to recover extra highway maintenance costs.*

*5. Harrington Square is a short residential road with 100 residents fronting directly onto it. It also contains a well used public garden. There was no*

mention in your presentation to parliament for using this road as major construction route carrying 70 HGV's a day. The older properties around the Square may well contain cellars similar to properties in the Arlington Road area. Your extra HGV traffic will introduce vehicles with twice the weight of existing normal traffic. Your presentation made no mention of results of studies to examine the impact of your proposals on these.

6. We expect Granby Terrace to be used to access the TLRN. When Granby Terrace cannot be used we expect a proper dedicated haul slip road across the redundant Hampstead Rd garden between Harrington St and Hampstead Road to be put in place. This is in line with basic logistics planning for major construction projects. To reduce casualty risk and pollution and save yourselves 2km worth of unnecessary fuel use per lorry we expect a western spoil site to be used.

6. You cited the recent presentation on 10mph by the community as somehow supporting your proposals, it does not. It took your original proposals and put them through a safety audit. The result was that HGVs cannot do more than 10mph. This is to enable safe breaking distances and maintain the existing road casualty rate. To that end the report examined in detail research on the interactions between vulnerable pedestrians crossing in the path of oncoming HGV's. It looked at research on HGV interactions with road humps and showed that the current humps would need to be redesigned to bring noise levels down to below your own noise insulation and relocation trigger levels. All this government and academic research was clearly referenced and simply demonstrates the foundations from which 10mph is the speed limit of choice up and down the country where pedestrians and high volume HGV's are likely to interact – construction compounds, bus stations, etc, (the existing 10mph limit which ruins for 150m on Huntley Street in Camden has now been in place for over a year). At the end of the presentation Stanhope Street was shown cleared of all parking and lined with barriers. This was shown to demonstrate the unacceptable impact of your proposals - a road train requires measures akin to railway line protection. Your proposals are inconsistent with highway engineering first principles of keeping HGV's and vulnerable road users completely separate.

7. In your presentation you said you could not accept a 10mph limit and gave the reason that it will cause problems from traffic trying to overtake HGV's. This is a red herring that has now been repeated more than once and needs addressing. The response to this is simply 'what traffic?' The only traffic is the immediate resident's own parking manoeuvres. With the clearance of all on street parking on Harrington Street, that leaves 10 or so cars parked off street in courtyards. These 10 residents will have all of 100m of Harrington St with which to engage in their 'overtaking manoeuvre' – with the added disincentive of the Varndell St route out of the estate being closed off.

8. The parliamentary process produced many assurances regarding spoil by rail. Again your proposals fail to even consider these.

9. Your presentation refers throughout to LGV's. This is normally a reference to Light Goods Vehicles with HGV being used to refer to Heavy Goods Vehicles. Our comments are based on the assumption that the presentation was about Heavy Goods Vehicles and not large vans.

5.11 The **Camden Civic Society** commented:

*I am responding on behalf of the Camden Civic Society, which is the amenity society for the borough charity no. 276262.*

*Almost all of this consultation has been conducted during the school summer holidays, and the information has not been adequately communicated on street notices. As far as we can ascertain, the households who will be most affected are largely unaware of proposals to use Harrington Street as a Haul road for 16 months. These are clear grounds for extending the consultation, as not only are the blocks fronting on Harrington Street affected: Coniston, Kirkstone and Newlands, but also those that back onto it: Langdale, Harrington, Hawkshead, and Cartmel, and blocks in Varndell St such as Scafell. All of these blocks will be affected by increased pollution, danger to children and all pedestrians, lack of parking for access for families, workmen and deliveries, emergency access and constant noise from the demolition traffic. This impacts on not only their amenity but also quality of life and right to quiet enjoyment of their homes.*

*These are all significant issues against the proposal to use Harrington Street as a demolition haul road for a year and a half. Camden needs to look after the interests of the Residents and refuse this application.*

*The Environmental Statement that went with the hybrid bill permitting the construction of HS2 only identified occasional use of quiet residential streets like Harrington St, and maxima of 24 lorries a day. This application proposes up to 70 HGV trips back and forth a day for up to a year and a half.*

*A new environmental impact assessment must be made as this would be a massive new imposition on around 600 households.*

*It is difficult to understand why they have changed from using Granby Terrace which would have the additional benefit of providing an immediate right hand turn onto Hampstead Rd instead of travelling down to Varndell St and up looping around Harrington Sq in order to travel southwards.*

*In addition, HS2 are seeking to cut down trees in advance of receiving planning permission for this proposed change, which further damages the community, "making where we live ugly" as the children say.*

*HS2 should keep their demolition heavy good vehicles to the periphery of the Estate, not schedule them through the Estate every five minutes.*

*This proposal will worsen pollution significantly and make life even more dangerous for pedestrians. Camden needs to protect Residents from these*

*significant adverse impacts, for which mitigation does not compensate -where is the noise insulation for anyone let alone the residents of Coniston, Kirkstone and Newlands.*

5.12 The **Netley School Governing** Body commented:

*Firstly I want to make the point that almost all of this consultation has been conducted during the school summer holidays. The children returned to school on Wednesday 3rd and as far as we can ascertain, their families are largely unaware of proposals to use Harrington Street as a Haul road for 16 months. These are clear grounds for extending the consultation, as not only are the blocks fronting on Harrington Street affected: Coniston, Kirkstone and Newlands, but also those that back onto it: Langdale, Harrington, Hawkshead, and Cartmel. All of these blocks will be affected by increased pollution, danger to children and all pedestrians, lack of parking for access for families, workmen and deliveries, emergency access and constant noise from the demolition traffic.*

*These are all significant issues with the proposal to use Harrington Street as a demolition haul road for a year and a half. Camden needs to look after the interests of the Residents and refuse this application.*

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*In addition, HS2 are seeking to cut down trees in advance of receiving planning permission for this proposed change, which further damages the community, "making where we live ugly" as the Netley children say.*

*HS2 should keep their demolition heavy good vehicles to the periphery of the Estate, not schedule them through the Estate every five minutes.*

*This proposal will worsen pollution significantly and make life even more dangerous for pedestrians. Camden needs to protect Residents from these significant adverse impacts, for which mitigation does not compensate -where is the noise insulation for anyone let alone the residents of Coniston, Kirkstone and Newlands.*

5.13 **Adjoining Occupiers**

5.14 Multiple site notices were erected on the 10/08/2018 (expiring on 31/08/2018) at the following locations:

- Great Portland Street, Albany Street, Osnaburgh Terrace, Osnaburgh Street, Granby Terrace, Vardell Street, Harrington Street and Harrington Square.

5.15 A press notice was publicised on 16/08/2018 (expiring on 09/09/2018).

5.16 In accordance with the Statement of Community Involvement (SCI), Camden no longer sends neighbour notification letters about planning related applications. As a matter of courtesy however, the following groups were notified via email of this application directly:

- The Camden Cutting Group
- C.H.A.R.G.E (Camden HS2 Association of Residents Groups for Engagement)

5.17 **Representations summary**

5.18 At the time of writing, 28 different addresses had made comment:

- Arlington Road
- Ampthill Square
- Drummond Street
- Grafton Way
- Harrington Street
- Harrington Square
- Hampstead Road
- Manley Street
- Mornington Street
- Mornington Crescent
- Mornington Terrace
- Park Village East
- Phoenix Road
- Robert Street
- Redhill Street
- Vardell Street

5.19 The matters raised related to:

Local environment or amenity:

➤ Noise:

- *Residents will be in between noise from demolition works to the north of the buildings and Harrington Street a lorry run*

*Officer's response: see section on local environment or amenity*

➤ **Pollution:**

- *Further pollution for residents of Harrington Street*
- *Approximately 400 homes are impacted (around 750 persons) all with direct access on to the route proposed*
- *Health is put at risk by HS2's proposed lorries route*

*Officer's response: see section on local environment or amenity*

Traffic in the local area:

➤ **General Transport:**

- *Unsuitable for lorries to use residential streets.*
- *Tight turns.*
- *The environmental statement described a much lower usage level, and so no mitigation was offered to residents contrary to what was agreed at Select Committee. Lorry numbers were provided at a street level so HS2 should be held to these now, at street level.*
- *Circular traffic up and down Hampstead Road and Euston Road will double the number of lorries using the local network compared with figures presented to parliament.*
- *Identified within the HS2 bill as a minor construction route, the proposal will transform it into a major route with the possibility of up to 70 HGV per day.*
- *Currently Harrington Street has no HGV traffic and barely any regular traffic so that the proposed route creates an extraordinary increase in traffic volume.*
- *Double the number of lorries using the local network compared with figures presented to parliament.*
- *Use of residential roads were not identified for this level of use in the ES/SES being proposed as major construction routes in this LTMP.*

*Officer's response: see section on effects on road safety or on the free flow of traffic*

➤ **Parking:**

- *Displacement of parking vehicles – where will residents park?*
- *HS2 are proposing to paint double yellow lines on the road, stopping all the residents parking outside their homes for well over a year.*

*Officer's response: see section on effects on road safety or on the free flow of traffic*

➤ **Alternatives:**

- *Granby Terrace should be used by construction traffic to reach the TLRN.*
- *When it is impossible to use Granby Terrace for HGV transit we argue strenuously that a purpose-built dedicated haul slip road be constructed from the construction site to Hampstead Road across the soon to be redundant Hampstead Road Open Space. This would be in line with basic logistic planning for major construction projects.*

- *This site can be serviced by Granby Terrace leading to Hampstead Road only - there will be no more residents living along there - it leads onto a main London artery road and able to turn both ways onto Hampstead road – or build another entrance to the site from where Silverdale currently is leading straight on Hampstead Road.*
- *I believe current junctions on Hampstead Road should be altered to allow right turns (to head south) rather than needing to use Harrington Square to do this.*
- *Regents Park Estate TRA obtained an assurance that Granby Terrace would be examined for use at every opportunity and no evidence has been supplied that this assurance is being delivered.*
- *The demolition firm can find a suitable way of getting all waste materials to the Granby Terrace part of the building site.*
- *Are they fully utilising the train tracks for disposing of waste?*
- *The proposed route is not the shortest route available since HGVs will ‘tour the area’ adding approximately 2km to each HGV journey before finally passing Euston Square Tube Station heading east out of the area.*
- *Costain-Skanska Joint Venture (CSJV) should be required to share compound entrance/exits with SCS JV (Skanska Construction UK) in order to minimise the use of quiet residential roads, and should be required to reschedule/re-programme their work to enable a haul route to be used instead.*
- *A purpose built haul road could and should be constructed from Granby Terrace Bridge on a north-west-south-east diagonal to meet Hampstead Road with the junction approximately at the current site of the Hampstead Road Open Space - A clear date should be determined as early as possible by which time a suitable haul road as discussed will be completed.*

*Officer’s response: see section on effects on road safety or on the free flow of traffic*

➤ *Structural integrity on route:*

- *Vibration of lorries going down roads (have they done any testing?).*
- *There is no reference to studies assessing the potential negative impacts on the structural integrity of roadways and adjacent homes.*
- *Use of Harrington Street and Varndell Street should not be permitted until such times as surveys are carried out and available to the public that can provide reassurance that no structural damage will result from the passage of proposed HGV traffic on road or adjacent properties.*
- *Weight on roads from vehicles causes damage to road and houses.*

*Officer’s response: see section on effects on road safety or on the free flow of traffic*

➤ *Safety:*

- *There are no safe crossings across Harrington Street or on the north side of Stanhope Street*

- *There is no suitable / safe crossing for children or older residents getting across Harrington street, this also applies to the northern parts of Stanhope street for those residents wanting to get to the shops on Stanhope parade*

*Officer's response: see section on effects on road safety or on the free flow of traffic*

➤ Potential Conditions:

- *Approve with strict provisions regarding speed limits for the lorries*
- *HS2 resurface the roads at their cost and not Camden*
- *Strict hours to be adhered to for these lorries to driving through the estate*
- *Wherever HGVs have to use roads with speed humps there must be a condition to the planning application to ensure that speeds are restricted to a level where no additional noise and vibration is caused when going over the humps, or alternatively these should be removed and cameras used in lieu to ensure speed restrictions are enforced.*
- *Will there be a strict speed limit imposed onto the lorries and would they have a system in place to check so being adhered to?*
- *Will there be strict hours to be adhered to for these lorries to driving through the estate?*

*Officer's response: see section on effects on road safety or on the free flow of traffic*

➤ Consultation:

- *Nothing from HS2 or Camden*

*Officer's response: see section on **CONSULTATION SUMMARY***

## 6. LEGISLATION

6.1 The majority of the following legalisation is outlined in the 'BACKGROUND' section above; additional supplementary documents are also relevant and are outlined below for assistance:

- High Speed Rail (London - West Midlands) Act 2017
- High Speed Rail (London - West Midlands) Act 2017 - Schedule 17 Statutory Guidance
- High Speed Rail (London - West Midlands) Environmental Minimum Requirements (the EMRs) General Principles February 2017
- High Speed Rail (London - West Midlands) Environmental Minimum Requirements (the EMRs) General Principles February 2017
- High Speed Rail (London-West Midlands) Environmental Minimum Requirements Annex 1: Code of Construction Practice High Speed Rail (London-West Midlands) Environmental Minimum Requirements Annex 1: Code of Construction Practice
- High Speed Rail (London-West Midlands) Environmental Minimum Requirements Annex 2: Planning Memorandum

- High Speed Rail (London-West Midlands) Environmental Minimum Requirements Annex 3: Heritage Memorandum
- High Speed Rail (London-West Midlands) Environmental Minimum Requirements Annex 4: Environmental Memorandum
- HS2 Context Report October 2017
- London - West Midlands Environmental Statement 2013
- Supplementary Environmental Statement 4 and Additional Provision 5 (Supplementary Environmental Information) 2015
- HS2 Phase One information papers: environment (series E)
- Local Environmental Management Plan London Borough of Camden (LEMP) December 2017
- Camden Local Traffic Management Plan
- The Dales Local Traffic Management Plan
- High Speed Two Phase One: Route-wide Traffic Management Plan

## 7. ASSESSMENT

7.1 The grounds that are relevant for the determination of this application are considered in the following sections of this report:

8	<p><b>The local environment or amenity</b></p> <ul style="list-style-type: none"> <li>- Legislative context</li> <li>- Control of Construction Noise and Vibration</li> <li>- Working Hours</li> <li>- Air Quality / Highway Vehicle Emissions</li> <li>- Dust</li> <li>- Preserving the local environment or amenity – Conclusion</li> </ul>
9	<p><b>Effects on road safety or on the free flow of traffic</b></p> <ul style="list-style-type: none"> <li>- <i>Harrington Street (Primary Access) and thereafter route</i></li> <li>- <i>Granby Terrace (Secondary Access)</i></li> <li>- <i>Construction Lorry Numbers</i></li> <li>- <i>Duration of Works and Working Hours</i></li> <li>- <i>Operating during school drop off and pick-up periods</i></li> <li>- <i>Control of site traffic speed</i></li> <li>- <i>Parking suspensions</i></li> <li>- <i>Highway condition</i></li> <li>- <i>Other suggested routes</i></li> <li>- <i>Prevent or reduce prejudicial effects on road safety or on the free flow of traffic in the local area - Conclusion</i></li> </ul>
10	<p><b>Archaeological / historic interest / nature conservation value</b></p> <ul style="list-style-type: none"> <li>- Archaeological interest</li> <li>- Ground Movement / Settlement / Structural stability of buildings</li> <li>- Nature conservation value</li> <li>- To preserve a site of archaeological or historic interest or nature conservation value – Conclusion</li> </ul>

11	<b>Planning obligations</b>
12	<b>Mayor of London's Crossrail CIL</b>
13	<b>Camden CIL</b>
14	<b>Conclusion</b>
15	<b>Recommendations</b>
16	<b>Legal comments</b>
17	<b>Conditions – planning application</b>
18	<b>Informatives</b>

## **8. Preserve the local environment or amenity**

### *Legislative context*

- 8.1 The Environmental Statement (ES), founded on an Environmental Impact Assessment (EIA), includes the likely significant environmental impacts along the route and as a result of its construction, in addition to the measures to manage and reduce these impacts.
- 8.2 In order to ensure that the environmental impacts of the project do not significantly exceed those assessed in the ES, the framework of EMRs under which sit LTMPs, CoCPs and LEMPs specific to Camden outlined above and alongside the other statutory environmental controls included in the HS2 Act, contractually bind the nominated undertaker (HS2) and contractors (CSJV).
- 8.3 The CoCP and Camden's own LEMP, set out the measures that HS2 Ltd. and CSJV are required to implement in order to limit disturbance from construction activities, as far as reasonably practicable, with specific details and working practices.
- 8.4 In review of the comments raised following consultation, each heading below shall outline what controls and mitigation measures are in place as a result of the use of these specific routes.

### *Control of Construction Noise and Vibration*

- 8.5 Approximately 1300 residential buildings have been reported in the SES2 (Supplementary Environmental Statement 2) and AP3 (Additional Provision 3 Environmental Statement) in the Euston area as likely to qualify for noise insulation measures.
- 8.6 HS2 Ltd. will take all reasonable steps to design and undertake all works so that noise and vibration does not exceed the lowest observed adverse effect

levels outlined in E23: Control Of Construction Noise And Vibration and the below tables.

Table: Construction noise effect levels for permanent residential buildings (outdoor at the façade)

Day	Time (hours)	Averaging Period T	Lowest Observed Adverse Effect Level $L_{pAeq,T}$ (dB)	Significant Observed Adverse Effect Level $L_{pAeq,T}$ (dB)
Mondays to Fridays	0700 - 0800	1 hour	60	70
	0800 - 1800	10 hours	65	75
	1800 - 1900	1 hour	60	70
	1900 - 2200	1 hour	55	65
Saturdays	0700 - 0800	1 hour	60	70
	0800 - 1300	5 hours	65	75
	1300 - 1400	1 hour	60	70
	1400 - 2200	1 hour	55	65
Sundays & Public Holidays	0700 - 2200	1 hour	55	65
Any night	2200 - 0700	1 hour	45	55

Table: Ground-borne noise and vibration effect levels for permanent residential buildings (indoors near but not at the centre of any habitable room)

Ground-borne noise	Lowest Observed Adverse Effect Level	$L_{pASmax}$ [dB]	35
	Significant Observed Adverse Effect Level	$L_{pASmax}$ [dB]	45
Vibration	Lowest Observed Adverse Effect Level	$VDV_{day}[m/s^{2-75}]$	0.2
		$VDV_{night}[m/s^{2-75}]$	0.1
	Significant Observed Adverse Effect Level	$VDV_{day}[m/s^{2-75}]$	0.8
		$VDV_{night}[m/s^{2-75}]$	0.4

- 8.7 Where it is not reasonably practicable to achieve this objective, HS2 Ltd. will reduce noise and vibration from the works as far as is reasonably practicable.
- 8.8 HS2 Ltd. is required to undertake noise (and vibration) monitoring as necessary to comply with the CoCP, in addition to any monitoring requirements arising from conditions imposed through consents under section 61 of the Control of Pollution Act, 1974 or through Undertakings & Assurances given to third parties. This includes monitoring the impact of construction works and HS2 Ltd. are required to investigate complaints, incidents and exceedance of trigger levels.
- 8.9 Where noise or vibration exceeds the significant observed adverse effect levels outlined (SOAELs – seen in tables above) in E23: Control Of Construction Noise And Vibration, noise insulation or temporary re-housing will be offered with the aim that noise and vibration from the proposal does not

give rise to significant adverse effects on health and quality of life. An example of this is No. 34 Park Village East which received permission (2017/6942/L, dated 20/03/2018) for secondary internal glazing to prevent noise nuisance as a result of HS2 works.

#### *Working Hours*

- 8.10 Core working hours will be from 08:00 to 18:00 on weekdays (excluding bank holidays) and from 08:00 to 13:00 on Saturdays. A period of up to one hour before and up to one hour after core working hours will typically be required for start-up and close down activities, therefore the use of 'specific routes' for movements of large goods vehicles (LGVs) required to facilitate enabling works will likely take place within this timeframe.
- 8.11 HS2 Ltd. will require that its contractors adhere to these core working hours as far as is reasonably practicable or unless otherwise permitted under Section 61 of the Control of Pollution Act 1974.
- 8.12 Except in the case of an emergency, any work required to be undertaken outside core hours (not including repairs or maintenance) will be agreed with Camden prior to undertaking the work under Section 61 of the Control of Pollution Act 1974 within the framework set out by the LEMP and the CoCP.
- 8.13 This approach is the same as would apply for any development within Camden or elsewhere as noise from demolition and construction works is also subject to control under the Control of Pollution Act 1974. Noisy building works (that can be heard at the boundary of the site) can only take place between 08.00 and 18.00 hours Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays and Public Holidays.

#### *Air Quality / Highway Vehicle Emissions*

- 8.14 The main impacts from HS2 on air quality result from vehicles and machinery required for the construction.
- 8.15 Road vehicles with conventional engines burn diesel or petrol which emit carbon dioxide and water vapour with trace quantities of pollutants which include nitrogen oxides (NOx) and PM10 particulate matter (more generally understood as soot).
- 8.16 During construction, highway construction traffic and highway interventions will cause temporary significant effects for local air quality. These effects are mostly from changes in nitrogen dioxide concentrations, and to a much less extent from changes in PM10. This is largely due to the existing poor air quality in Camden.
- 8.17 For air quality, relevant sensitive receptors include locations where there are residential properties where there is human exposure over extended periods, including those adjacent to routes used by construction vehicles and where traffic is diverted or rerouted. There are also a number of schools in the

immediate area around Regent's Park Estate and Somers Town Street, Aloysius Infants and Juniors; Regent's Park Children's Centre, Christ Church, Maria Fidelis, St Mary and St Pancras, Netley School and Robson House PRU, Edith Neville and Northbridge House.

- 8.18 The areas surrounding construction works have been classified as 'low', 'medium' and 'high' risk (using the Institute of Air Quality Management (IAQM) methodology), in relation to emissions of dust from construction and demolition activities. The area surrounding Euston station and approaches has been assessed as high risk due to the proposed scale of works in this area and the large number of sensitive receptors.
- 8.19 The management / mitigation measures classified as 'low', 'medium' and 'high' risk are set out in the CoCP, which is based on the Local Air Quality Management provisions of Part IV of the Environment Act 1990. This requires measurements of air quality, periodic reviews of those measurements, and if necessary the development of action plans to address the significant effects, with the objective of removing them as soon as, and as far as practicable.
- 8.20 The key measures, which mirror those typically forming part of a Camden approved Construction Management Plan (CMP) and policies G1, A1, CC1 and CC4 of the Local Plan 2017 will include:
- compliance with required vehicle and Non-Road Mobile Machinery (NRMM) emission requirements
  - damping down of dust-generating equipment and vehicles within the site and the provision of dust suppression measures in all areas of the site that are likely to generate dust;
  - measures to keep roads and accesses clean; covering materials, deliveries or loads entering and leaving the construction site;
  - buildings or structures to be demolished will be sprayed with water or screened as necessary, prior to and during demolition the enclosure;
  - shielding or provision of filters on plant likely to generate dust beyond the site boundaries;
  - the use of diesel or petrol-powered generators will be reduced by using mains electricity or battery-powered equipment where reasonably practicable;
  - minimum vehicle emission standard engines
- 8.21 To hold HS2 Ltd. to account during the scheme's construction, Camden has secured a number of assurances from HS2 Ltd. related to amongst others, air quality. As a result, HS2 Ltd. is required to comply with the following key promises:

*Monitoring*

- Ongoing baseline air quality (PM10 particulate matter) and roadside (Nitrogen Oxides - NOx) monitoring, for which HS2 is above 95% compliance currently. HS2 Ltd. makes available the monitoring data on a monthly basis.

*Setting emissions criteria*

- At least 92% of HS2 related HGVs used in Camden will be powered by Euro VI or lower emitting engines. As a result, the tighter standards criteria applying to vehicles within central London from 8th April 2019, namely the Ultra Low Emission Zone (ULEZ) will be in place today for HS2 vehicles.
- Emissions from construction site equipment (known as Non Road Mobile Machinery or NRMM) are shown to be responsible for significant NOx and PM10 emissions. All HS2 construction site equipment will adhere to emission standards tighter than the best practice policy in place for other London developments. Where the majority of Camden geographically sits within the 'Greater London' zone, HS2 would be subject to the tighter emissions standard emission criteria for the Central Activity Zone (CAZ).

#### *Dust*

8.22 The conclusion of the assessment in the ES, and the Supplementary Environmental Statements, is that there will be 'no significant effect' on any receptors (residential, property-based or ecological) along the route from dust-generating activities during construction, with the provisions of the Code of Construction Practice (CoCP) applied. The CoCP forms part of the Environmental Minimum Requirements ('EMRs'), so it is a requirement under the EMRs that dust emissions during construction should be minimised as far as reasonably practicable and with the objective that there is no significant effect. This matter shall however continually be monitored by Camden Council.

#### *Preserving the local environment or amenity – Conclusion*

8.23 Where Camden Council has acknowledged the implications of HS2 and its construction will have a significant impact for more than a decade, a robust framework in which to minimise its impacts is in place.

8.24 With regard to the use of the 'specific routes' for movements of LGVs along the Transport for London Road Network (TLRN), Great Portland Street, Albany Street, Osnaburgh Terrace, Osnaburgh Street, Granby Terrace, Vardell Street, Harrington Street and Harrington Square, the framework in which the limits, monitoring and application of mitigation measures to be applied will preserve the local environment and amenity.

8.25 Under the EMRs, CoCPs, LTMPs, LEMPs and assurances specific to Camden and alongside the other statutory environmental controls included in the HS2 Act and the assurance that HS2 Ltd. 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 alone.

## **9. Effects on road safety or on the free flow of traffic**

9.1 In accordance with the CoCP, a Local Traffic Management Plan (LTMP) has been produced prior to commencement of these specific enabling works and sets out how the contractor intends to carry out the works and its likely impact upon traffic and transport.

9.2 A Camden-wide enabling works LTMP, that considers the traffic effect of all of the HS2 enabling works was commented substantially on by Council officers and as a result is currently under review by officers from HS2 Ltd. and CSJV. The LTMP remains an on-going process and remains up to date as a 'live' document.

9.3 Along with the controls set out in the EMRs, assurances have also been secured in respect of traffic management and the consideration to use Granby Terrace for construction traffic after the provision of the replacement Granby Terrace Bridge.

### *Harrington Street (Primary Access) and thereafter route*

9.4 The primary access/egress point for the sites is located on Harrington Street. This point is accessed from the TLRN by turning left off Hampstead Road onto Varndell Street, before then turning right from Varndell Street on to Harrington Street.

9.5 Due to traffic restrictions at the junction of Varndell Street and Hampstead Road (TLRN), all vehicles leaving the site via the primary access/egress point are required to turn left at this junction. Vehicles will then head north along Hampstead Road, before turning right on Harrington Square and re-joining Hampstead Road heading south to Euston Road. This route is referenced as the Harrington Square Loop.

9.6 The traffic restriction at the Varndell Street / Hampstead Road junction is created by a kerbed central island on Hampstead Road, restricting the right turn from Varndell Street on to Hampstead Road. This central island also forms part of the signal controlled junction of Cardington Street and Hampstead Road. Camden requested investigation of the feasibility of enabling this turn for HS2 construction vehicles leaving the site. Enabling a right turn from Varndell Street on to Hampstead Road would require the removal of the central island, redesign of the junction and modelling of any changes in signal timings. Hampstead Road is part of the TLRN and therefore this work would need to be signed off by TfL. This would therefore be a substantial and lengthy process to complete, and it is considered an unreasonable short-term measure to introduce for the number of lorries associated with this application (set out below). Vehicles leaving the site via Varndell Street will therefore require the use of Harrington Square as a lorry route.

9.7 The Harrington Square Loop will only be used by lorries leaving the work sites, as vehicles accessing the work site will be able to turn into Varndell Street directly from Hampstead Road. Using the lorry numbers provided by

CSJV in the LTMP, this equates to 20 lorries per day (20 movements) during the normal construction period, and 35 lorries per day (35 movements) during the peak construction period. When averaged over a 10 hour working day (8am-6pm) permitted by the Code of Construction Practice (CoCP), this equates to an average of 2 lorries per hour during the non-peak construction period and 4 lorries per hour during the peak period.

9.8 The peak period requiring 70 movements per day will occur over a period of 1-3 months, coinciding with Granby Terrace Bridge extension works, and predicted by CSJV to begin 5 months after site establishment.

9.9 In acknowledging a number of comments raised during public consultation, it is important to note that Harrington Square is currently used by five Transport for London (TfL) bus routes during the day. The frequency of each bus route using Harrington Square within the hours of operation of the HS2 worksites are shown in the below Bus frequency on Harrington Square table.

Bus frequency on Harrington Square

Bus Route	Bus arrival frequency (Mon-Fri) i.e. a bus arrives every 6-10min on route 27	Busses per hour (Mon-Fri)	Bus arrival frequency (Sat) i.e. a bus arrives every 6-10min on route 27	Busses per hour (Sat)
27	6-10min	Between 10/hr and 6/hr	7-10min	Between 9/hr and 6/hr
88	6-9min	Between 10/hr and 7/hr	6-10min	Between 10/hr and 6/hr
24	8-12min	Between 8/hr and 5/hr	7-12min	Between 9/hr and 5/hr
29	4-8min	Between 15/hr and 8/hr	5-8min	Between 12/hr and 8/hr
134	5-8min	Between 12/hr and 8/hr	7-10min	Between 9/hr and 6/hr
<b>Total</b>		<b>Between 55/hr and 34/hr</b>		<b>Between 49/hr and 32/hr</b>

9.10 The above table shows that there are between 55 and 34 busses per hour travelling south along Harrington Square on weekdays, and between 49 and 32 per hour on Saturdays. The addition of an average of 2 (non-peak) and 4 (peak period) lorries to Harrington Square will not have a prejudicial effect on road safety or the free flow of traffic.

*The use of the Osnaburgh Street loop*

9.11 Due to traffic restrictions at the junctions of Hampstead Road / Euston Road, vehicles approaching/leaving the worksites and access points require the use of the Great Portland Street / Albany Street / Osnaburgh Terrace / Osnaburgh Street. The restrictions at the junctions resulting in the need for this loop can be summarised as:

- no left from Hampstead Road (heading south) on to Euston Road
- no right turn from Euston Road (heading west) on to Hampstead Road

9.12 It is understood that the origin and destination of HS2 large goods vehicles (LGVs) associated with the sites for which this application applies is currently expected to be in east London.

- 9.13 Part of the Osnaburgh Loop includes a section of Portland Street and Great Albany Street which falls within the Borough of Westminster who have dutifully assessed the submission and raise no objection.

*Granby Terrace (Secondary Access)*

- 9.14 The secondary access to the work sites is located on Granby Terrace, to the west of the Granby Terrace Bridge. This access point, along with Granby Terrace, can only be utilised until utility works or bridge extension works are carried out on the bridge. CSJV are currently in discussions with TfL to enable a left turn into Granby Terrace from Hampstead Road (making Granby Terrace two way, as it is currently one way (west to east)), as well as a right hand turn out of Granby Terrace on to Hampstead Road. CSJV have estimated that Granby Terrace Bridge will be able to be utilised as a construction route for the first 3-5 months following the commencement of demolition/site clearance work.
- 9.15 Due to the nature of the demolition and construction works, any use of Granby Terrace as a lorry route would fall outside the peak period of lorry movements described below. This is because the peak period for activity and lorry movements is estimated to occur 5 months after vacant possession of residential blocks, which coincides with bridge extension works.

*Construction Lorry Numbers*

- 9.16 As part of the Dales LTMP which was specifically produced for the work sites and routes associated with this application, CSJV have provided proposed lorry numbers using the routes described above during non-peak and peak periods.
- 9.17 The proposed lorry numbers provided by CSJV are:
- 40 movements per day (20 in and 20 out) during non-peak period
  - 70 movements per day (35 in and 35 out) during busiest times of activity
- 9.18 As stated above, the peak period requiring 70 movements per day will occur over a period of 1-3 months, coinciding with Granby Terrace Bridge extension works, and predicted by CSJV to begin 5 months after site establishment.
- 9.19 The numbers predicted in the ES states that the average daily combined movements (cited as 'two-way vehicle trips') during the busiest period and within peak of activity of the sites to which this application applies are:
- Granby Terrace Bridge site - 260-280 LGVs movements during busy period (4 months between 2016-2026)
  - Carriageway Shed and Park Village East Ramp site – 160-250 movements during busy period (23 months between 2016-2026)
- 9.20 Therefore, the numbers predicted in the Dales LTMP are considerably lower, compared to those set out in the ES.
- 9.21 However, the busiest period referenced in the ES is likely to be outside the enabling works period for which this application applies.

*Duration of Works and Working Hours*

- 9.22 The proposed programme in the LTMP states that the proposed enabling works are envisaged to take place between 2018 and 2020, however this may be subject to change.
- 9.23 The LTMP states that working hours for the enabling works in accordance with the CoCP, will be Monday to Friday 08:00 to 18:00 and Saturday 08:00 to 13:00, with start-up and close down periods in accordance with the CoCP. This matter is also discussed in the amenity section above.

*Operating during school drop off and pick-up periods*

- 9.24 Typically forming part of a Camden approved Construction Management Plan (CMP) and the national standard for construction logistics, known as CLOCS (Construction Logistics and Community Safety), construction vehicle movements in the vicinity of schools are managed. Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time.
- 9.25 A requirement of the LTMP(s) is to include a list of roads which may be used by construction traffic in the vicinity of the site including any restrictions to construction traffic on these routes, such as the avoidance of large goods vehicles operating adjacent to schools during drop off and pick-up periods and any commitments set out in the register of Undertakings and Assurances;
- 9.26 There are also a number of schools in the immediate area around Regent's Park Estate and Somers Town Street, Aloysius Infants and Juniors; Regent's Park Children's Centre, Christ Church, Maria Fidelis, St Mary and St Pancras, Netley School and Robson House PRU, Edith Neville and Northbridge House.
- 9.27 HS2 Ltd. are therefore required to avoid large goods vehicles operating adjacent to the above named schools during drop off and pick-up periods.

*Control of site traffic speed*

- 9.28 All roads maintained by Camden Council have a 20 mph speed limit. The TLRN routes', which are managed by TfL, are not included in the borough-wide 20 mph limit and generally have a 30 mph speed limit. Some red routes (Camden High Street, part of Camden Street, part of King's Cross Road and Farringdon Road) have 20 mph limits and additional red routes may become 20 mph over time.
- 9.29 The Council regularly monitors the speed of traffic; only the Metropolitan Police are able to enforce the speed limit.
- 9.30 In review of the comments raised following consultation, an HS2 vehicle specific limit of 10 mph has been proposed.

- 9.31 HS2 Ltd. maintain that their vehicles are unlikely to reach 20mph along the specific routes due to the size/weight/engine capabilities of the LGVs and speed measures already in place (e.g. speed humps).

*Parking suspensions*

- 9.32 For the duration of the enabling works, 32 parking spaces (29No.Permit Holder and 3No.paid-for) are to be removed from Varndell and Harrington Street. HS2 Ltd. / CSJV continue to work with Camden to temporarily replace said spaces within the Controlled Parking Zone (CPZ).

*Highway condition*

- 9.33 As noted in E4:Highways and Traffic During Construction, HS2 Ltd are required to:

- make good and reinstate, to the reasonable satisfaction of the highway authority, any part of a highway that has been broken up or disturbed.
- make good, or pay compensation for, any damage to a highway caused by or resulting from constructing the authorised works or any act or omission of HS2 Ltd, its contractors, agents or employees whilst engaged upon such work.

*Other suggested routes*

- 9.34 Camden officers worked with HS2 Ltd. and CSJV in an optioneering exercise to establish which route option(s) provide the least impacts on the highway network, its users and upon local communities, while also providing the most direct route to the TLRN. The options also had to be considered alongside the existing traffic management constraints and the construction programme.

- 9.35 The preferred options would be a haul route through the site directly on to Hampstead Road and/or the use of Granby Terrace Bridge. HS2 Ltd and CSJV have stated that due to the sequencing of the demolition programme, and the time it would take to work with TfL to review and alter traffic management and signals on Hampstead Road, the haul route through the site directly onto Hampstead Road is unfeasible for the works to which this application applies.

- 9.36 The other routes explored were:

- Harrington Street / Varndell Street / Stanhope Street / Robert Street / Albany Street
- Harrington Street / Mackworth Street / Stanhope Street / Robert Street / Albany Street
- Haul route across site onto / Stanhope Street / Robert Street / Albany Street
- Harrington Street / Varndell Street / Robert Street / Hampstead Road / Harrington Square

- 9.37 Robert Street has a similar turning restriction (no right turn) to Varndell Street, therefore any vehicles using Robert Street heading eastward can only turn left (to head north) on to Hampstead Road, and therefore Harrington Square

would be required for these routes. Any haul route on to Hampstead Road would also likely require vehicles to turn left onto Hampstead Road and use Harrington Square.

- 9.38 It was decided that the route along Harrington Street / Varndell Street / Hampstead Road / Harrington Square provided the optimum feasible route, as it provides the shortest route to the TLRN.

*Prevent or reduce prejudicial effects on road safety or on the free flow of traffic in the local area - Conclusion*

- 9.39 Due to traffic restrictions at the Hampstead Road/Euston Road, the Osnaburgh loop is required by vehicles using the TLRN (approaching from east) in order to access the worksites. The use of the TLRN is encouraged by the Council, and the loop is necessary to allow construction vehicles to complete the movements described above without using other distributor roads within the borough. CSJV have confirmed that there will be a maximum of 70 combined two way LGV movements per day (average of 7 per hour) using the loop during the peak 1-3 months of construction activity, and 40 combined two way LGV movements per day (average of 4 per hour) outside this peak period.

- 9.40 There is an existing Schedule 17 permission (see relevant history) relating to enabling works at the National Temperance Hospital (NTH) site. CSJV have stated that a total of 150-220 two way LGV movements per day will service the NTH site during the peak period of construction, which could equate to an average of 15-22 combined two way LGV movements per hour. It should be noted however, that not all of the movements to/from the NTH site require the use of the Osnaburgh Loop. The enabling works at the NTH site and works at the site to which this application applies are likely to overlap until June 2020 (or until the end of the works for this application, whichever comes first).

- 9.41 Varndell Street and Harrington Street are used to access the primary access/egress point. While this route is acceptable in principle as a necessary access/egress route to the sites, there are traffic management measures required on both streets to enable two way lorry movements. These traffic management measures have been provided in a draft form in the LTMP. Schedule 4 (Highways) applications will be required for the proposed traffic management measures, and the details of these measures will be discussed between CSJV, HS2 Ltd. and Camden officers during the Schedule 4 application process. CSJV have estimated there will be a maximum of 70 combined two way LGV movements per day (average of 7 per hour) using the loop during the peak 1-3 months of construction activity, and 40 combined two way LGV movements per day (average of 4 per hour) outside this peak period.

- 9.42 The use of Harrington Square as a loop is required to overcome the restricted right turn from Varndell Street onto Hampstead Street. As described above, Harrington Square will only be used by vehicles leaving the work sites, and not by those entering the work sites. It is also worth noting that Harrington

Square was, contrary to comments raised during public consultation, included as a route assessed in the ES. CSJV have estimated there will be a maximum of 35 LGVs (35 one way movements) per day (average of 4 per hour) using the loop during the peak 1-3 months of construction activity, and 20 LGVs (20 one way movements) per day (average of 2 per hour) outside this peak period. There are between 34 and 55 TfL busses per hour travelling south along Harrington Square on weekdays, and between 32 and 49 per hour on Saturdays. The addition of an average of 2 (non-peak) and 4 (peak period) lorries to Harrington Square will not have a prejudicial effect on road safety or the free flow of traffic.

- 9.43 Granby Terrace will be utilised as much as possible by construction vehicles to access the secondary access/egress point. The restrictions to its use caused by the construction programme are described above (see *Other suggested routes*), and mean it will only be able to be utilised by construction vehicles during the first stages of the enabling works programme (estimated to be 3-5 months), however, the programme is subject to change and officers are in continuing dialogue with HS2 to explore opportunities to maximise the use of this route for as long as feasibly possible within the constraints of the programme.
- 9.44 TfL has indicated that it has no objection in principle to the use of the TLRN (Transport for London Road Network) by HS2 construction vehicles during the enabling works period. As stated in Camden's Network Management Plan, the TLRN holds the highest classification in the hierarchy of roads within the borough, and provides the distributor network for longer distance vehicle movements. The TLRN also forms part of the main bus network and lorry routes within the borough, and Camden considers it is most appropriate for construction traffic to use the TLRN as far as practically possible. Therefore use of the TLRN by HS2 construction traffic is considered to be acceptable for this application during the enabling works.
- 9.45 Within this context, the optimum feasible routes during the enabling works period have been proposed as part of this application, taking into consideration the traffic management and construction constraints. There are no outstanding additional issues in regard to having prejudicial effects on road safety or on the free flow of traffic for the purpose of the works for which this application applies which would warrant grounds for refusal on this matter alone.

## **10. Archaeological or historic interest or nature conservation value**

- 10.1 The remit and nature of this application seeks the use of 'specific routes' for movements of LGVs, rather than the associated enabling works itself at the Carriageway Shed, Park Village East and Granby Terrace Overbridge Satellite Compound. Therefore the implications of this application are limited with regard to archaeological or historic interest or nature conservation value.

- 10.2 Notwithstanding the above, in review of the comments raised following consultation, each header shall outline what controls and mitigation measures are in place.

*Archaeological interest*

- 10.3 With regard to cultural heritage (including archaeological or historic interest) control measures are outlined and remain within the CoCPs (Section 8), E8: Archaeology in addition to the HS2 Phase One Heritage Memorandum within the EMRs.

- 10.4 In a similar vein to paragraphs 189 - 192 (Proposals affecting heritage assets) of the National Planning Policy Framework, a route-wide Generic Written Scheme of Investigation: Historic Environment Research and Delivery Strategy (GWSI:HERDS) has been prepared which sets out the general principles for design, evaluation, mitigation, analysis, reporting and archive deposition to be adopted for the design development and construction of the HS2 scheme.

*Ground Movement / Settlement / Structural stability of buildings*

- 10.5 The CoCP (Section 10) and C3:Ground Settlement are clear as to the provisions that will be adopted to control those effects, including the use of appropriate equipment and methods to limit ground disturbance and settlement followed by monitoring, protection and remediation. A programme of settlement monitoring and the implementation of avoidance measures where appropriate shall be undertaken by the contractors.

- 10.6 Generally, construction monitoring will consist of precise surveying of studs or targets installed on the outside of the building or inside subsurface structures. Occasionally, dependent on structure size and extent of settlement, precise levelling will take place inside structures, however this largely relates to the adjacent construction and operation of the HS2 tunnel itself. Other forms of monitoring may also be employed however, which will be determined by HS2 Ltd. on a case by case basis along the specific routes.

*Nature conservation value*

- 10.7 Control measures relating to ecology are outlined within the CoCP (Section 9). The implications of this application however, by virtue of its specificity with highway routes is considered limited.

- 10.8 Notwithstanding the above, Contractors will be required to undertake appropriate monitoring of the consequences of construction works on ecological resources and of the effectiveness of the management measures designed to control ecological effects, as detailed within the CoCP.

*To preserve a site of archaeological or historic interest or nature conservation value – Conclusion*

- 10.9 The application neither seeks nor is it within its remit, the excavation, demolition, alteration or removal of land, buildings or nature assets and therefore its impact in this regard is limited.

10.10 Under the EMRs, CoCPs, LTMPs, LEMPs and assurances specific to Camden and alongside the other statutory environmental controls included in the HS2 Act and the assurance that HS2 Ltd. shall mitigate impacts, there are no outstanding additional issues in regard to the archaeological or historic interest or nature conservation value which would warrant grounds for refusal on this matter alone.

## **11. PLANNING OBLIGATIONS**

11.1 The Act does not disapply Section 106 of the Town and Country Planning Act 1990. Therefore, Section 106 agreements can potentially be entered into in relation to requests for approval under Schedule 17. This should only happen where the tests set out in paragraphs 54, 55 and 56 of the National Planning Policy Framework are met. Additionally, a Section 106 agreement must only relate to the work for approval and the relevant grounds in Schedule 17. A Section 106 therefore should not be sought to:

- Revisit matters settled through the parliamentary process;
- Seek to extend or alter the scope of the project;
- Modify or replicate controls already in place, either specific to HS2 Phase One such as the Environmental Minimum Requirements, or existing legislation such as the Control of Pollution Act or the regulatory requirements that apply to railways.

11.2 Within the context of the scope of the scheme, control mechanisms cited in the 'Additional environmental and community protection measures' and the recommended conditions to be imposed, a Section 106 Agreement shall not be sought in this instance.

## **12. MAYOR OF LONDON'S CROSSRAIL CIL**

12.1 The proposal would not be liable for the Mayor of London's Community Infrastructure Levy (CIL)

## **13. CAMDEN CIL**

13.1 The proposal would not be liable for the Camden Community Infrastructure Levy (CIL).

## **14. CONCLUSION**

14.1 The proposed routes are considered acceptable, subject to the HS2 control mechanisms cited in the 'Additional environmental and community protection measures' above.

14.2 The routes hereby approved would be used by HS2 associated LGVs to facilitate temporary enabling works at the Carriageway Shed, Park Village East and Granby Terrace Overbridge Satellite Compound. It is anticipated

that these temporary works would be complete by 2020 and any subsequent use would be subject to further Schedule 17 applications.

## **15. RECOMMENDATION**

- 15.1 The Council as the Local Planning Authority & Qualifying Authority within the meaning of the High Speed Rail (London - West Midlands) Act 2017 grants permission subject to condition(s) and informative(s) listed below.

## **16. LEGAL COMMENTS**

- 16.1 As is set out above, an application under Schedule 17 cannot be assessed under the Development Plan. Our Local Plan policies do not apply to the HS2 Scheme as it has obtained permission for development under an Act of Parliament (the HS2 Act), and all consequent applications are determined under those provisions.
- 16.2 All applications have to be determined within 8 weeks of receipt of the application, unless HS2 Ltd. agrees to an extension of time for determining the application. If the Council does not make a determination within the 8-weeks or the agreed extended time then the application is deemed to be refused by the Council. At that stage HS2 Ltd. can appeal to the “appropriate Ministers”, who are defined in the HS2 Act as the Secretary of State for Communities and Local Government and the Secretary of State for Transport.
- 16.3 The Council is only able to consider the lorry route applications because of its status as a qualifying authority. If the Council didn’t have this status, HS2 Ltd. would not be required to apply for permission for the route.
- 16.4 In May 2018 the Department for Transport (DfT) issued guidance on the removal of qualifying authority status, in which the criteria for removing a qualifying authority status is set out. The general premise of the document is that the DfT will consider removing this status from a qualifying authority if the authority repeatedly fails to expedite requests for approval within the 8-week timescale set out in the HS2 Act, or repeatedly or seriously fails to act in accordance with all the requirements of the Planning Memorandum and an insufficient attempt to rectify the situation is made by the qualifying authority.
- 16.5 The removal of the status of a qualifying authority is a five-stage process which is expected in only exceptional circumstances. However, given the HS2 scheme is only just commencing and the DfT has not established firm criteria as a benchmark, it is difficult to assess how stringent the DfT is going to be in enforcing this power. In the meantime the Council should consider the schedule 17 application in accordance with the HS2 Act and supporting guidance to ensure compliance with its qualifying authority status.
- 16.6 Members are referred to the note from the Legal Division at the start of the Agenda.

## **17. CONDITIONS**

17.1 Where a planning authority considers it necessary to impose a condition on an approval of matters ancillary to development or approval of road transport under the provisions of Schedule 17, it may only do so with the agreement of the nominated undertaker. Conditions should not be imposed which reserve for future approval matters which are integral to the approval being sought. When determining any request for approval, conditions should not be imposed which conflict with controls or commitments contained in the Environmental Minimum Requirements. This is because these controls would have been considered necessary or sufficient by Parliament when it approved deemed planning permission for the railway. Within this context, the following condition has been agreed by HS2 Ltd.:

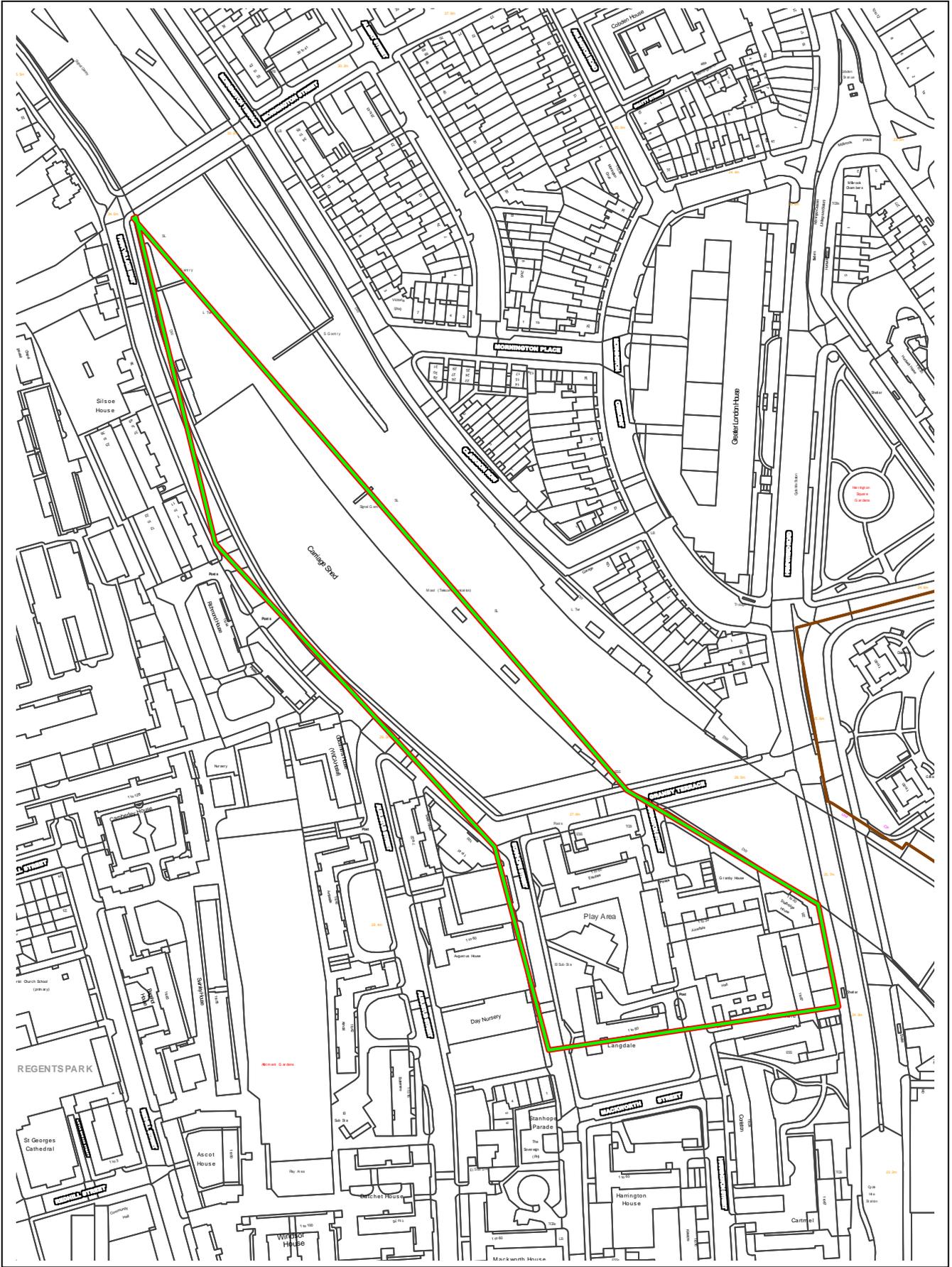
- 1 The Lorry Route(s) hereby permitted shall be carried out in accordance with the following approved plan:

Overall Lorry Route Plan, Dated May 2018;

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

## **18. INFORMATIVES**

- 1 You are advised that the Local Traffic Management Plan (LTMP) requires an update, particularly in mind of Camden Council comments provided to High Speed 2 (HS2) in January (Camden wide) and August (Dales work site) 2018. It is emphasised that HS2 Ltd. (and all relevant contractors) work with Camden Council to appropriately update the LTMP (in all formats), with particular regard to the duration of the works, construction lorry numbers and appropriate measures to monitor and address any potential traffic management issues by HS HS2 Ltd.2 (and all relevant contractors) on the proposed routes, in consultation with all relevant stakeholders including Camden Council.



**Application No: 2018/3241/HS2**

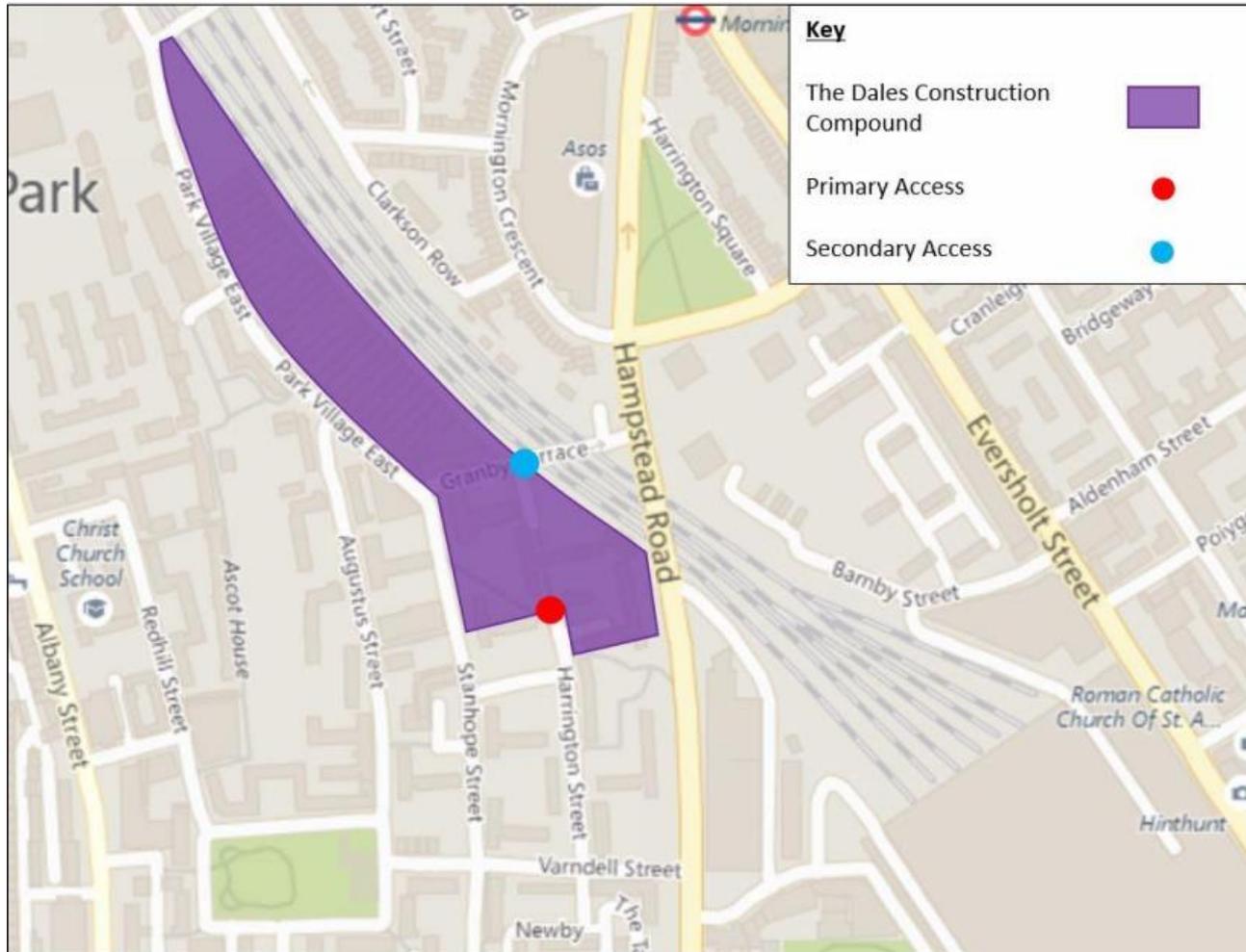
**Carriageway Shed, Park Village East and Granby Terrace Overbridge Satellite Compound  
London, NW1 3SB**

**Scale:  
1:2500  
Date:  
10-Sep-18**



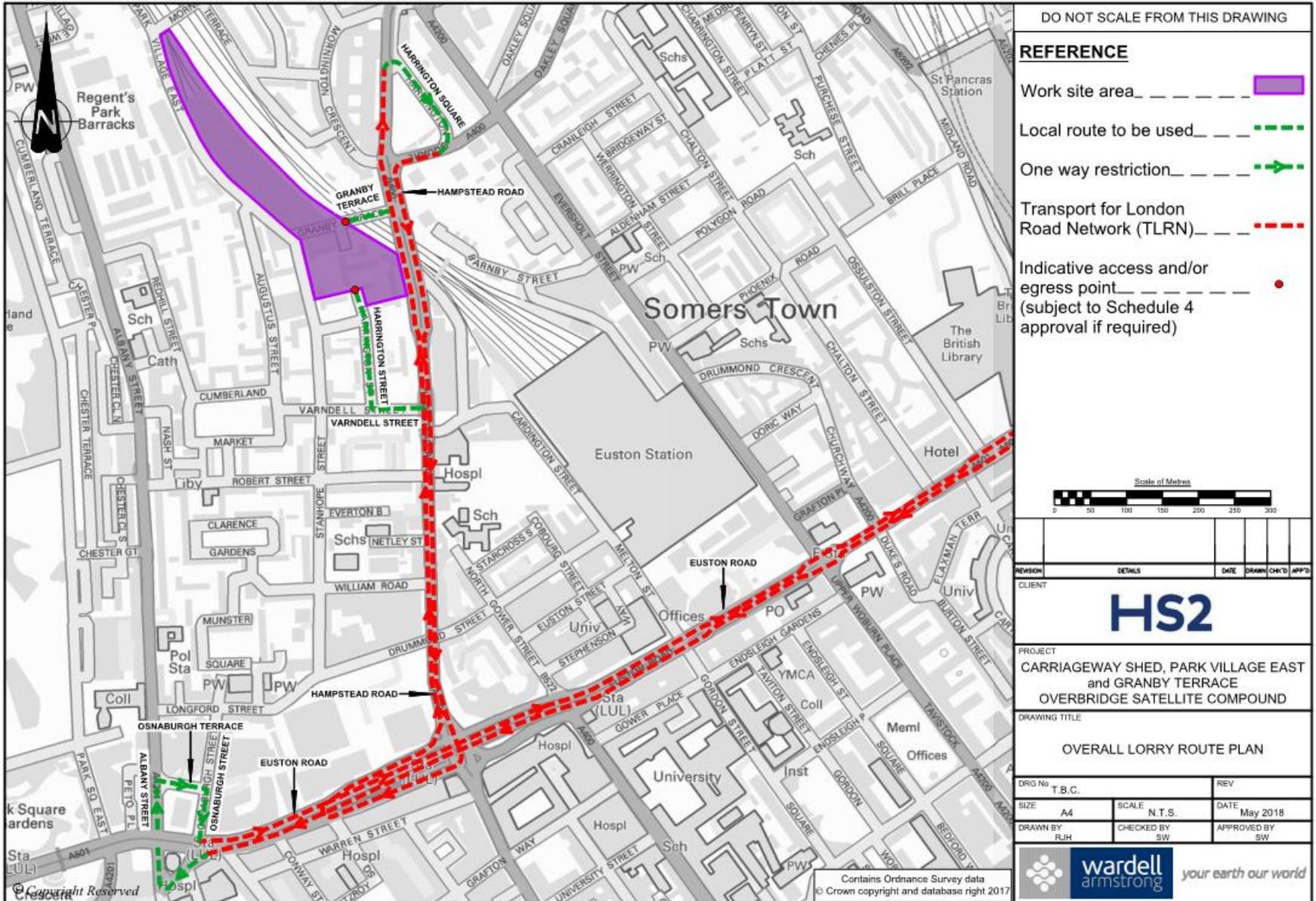
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# Carriageway Shed, Park Village East and Granby Terrace Overbridge Satellite Compound - 2018/3241/HS2

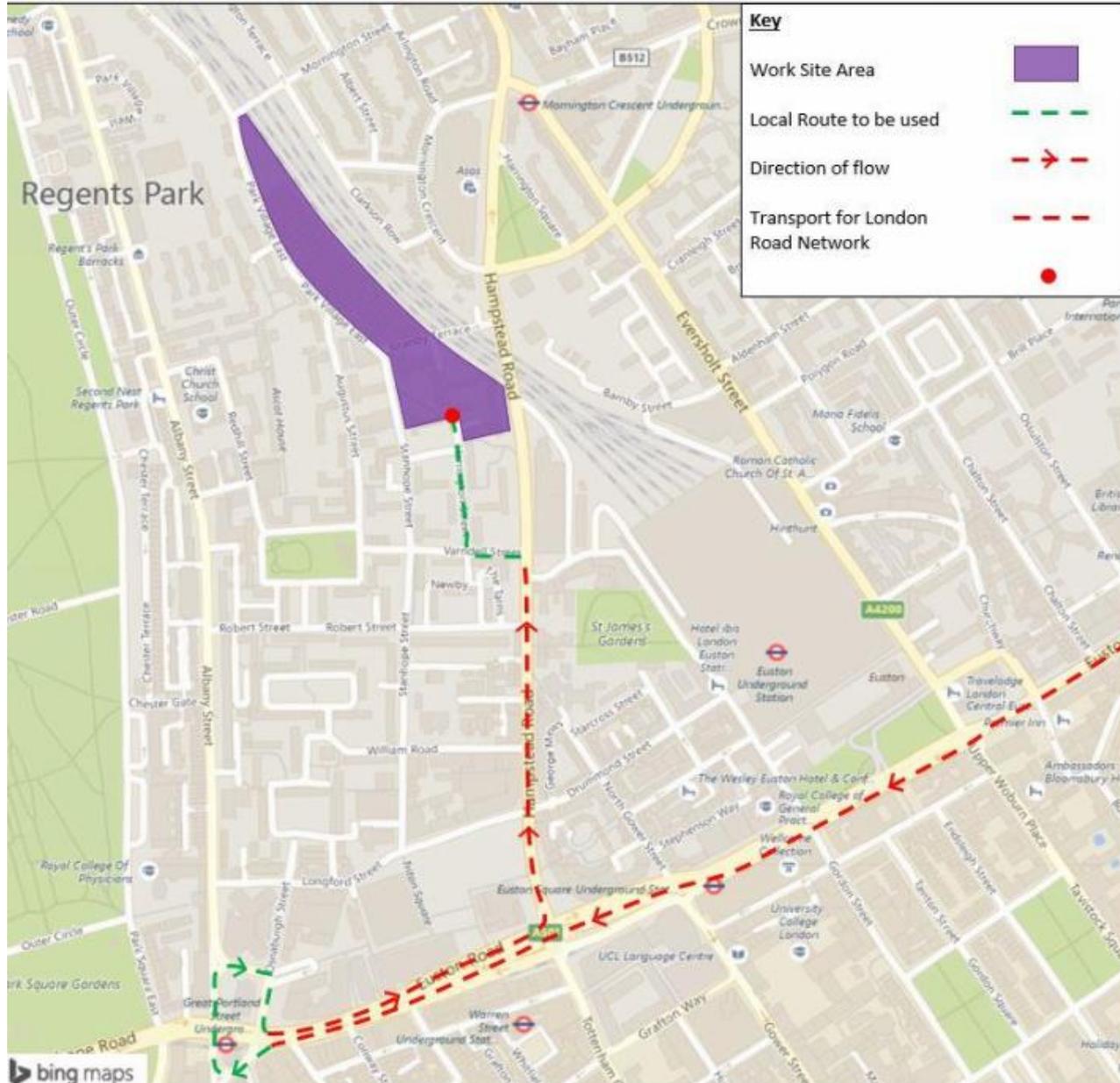


Enabling Works Area

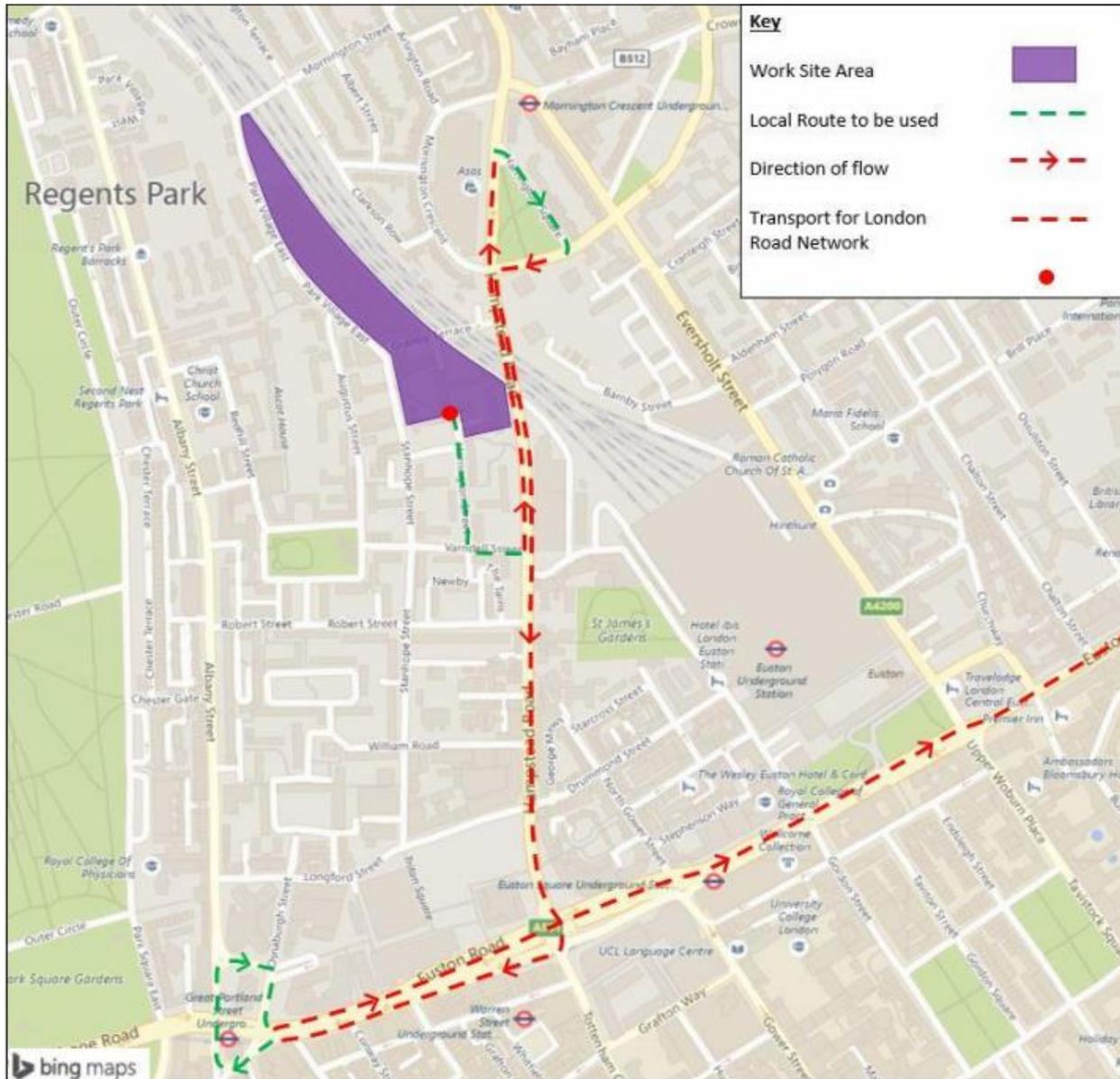
# Overall Lorry Route



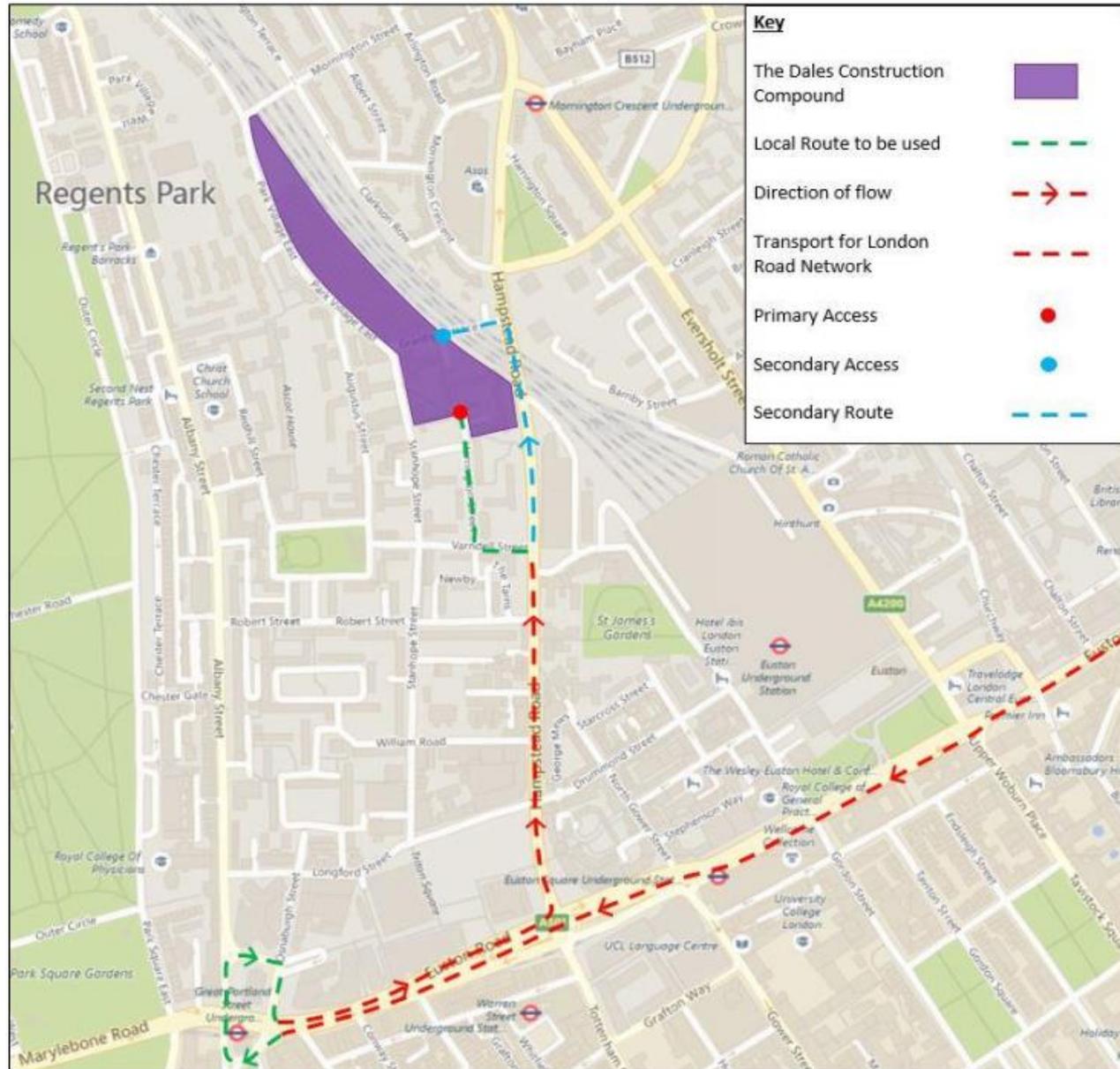
# LGV route to the enabling works area – Primary Access only



# LGV route from the enabling works area – Primary Access only



# LGV route to the enabling works area – including secondary access



# LGV route from the enabling works area – including secondary access

