

# HS2

## **High Speed Rail (London – West Midlands) Act 2017**

HS2 Ltd

London Borough of Camden

Adelaide Road Vent Shaft

Schedule 17 Lorry Routes

Written Statement for Information

LBC.LR.10008

Document Reference: 1MC03-SCJ-TP-STA-SS02\_SL01-000001

## Contents

1	Introduction	3
1.1	Background Information	3
1.2	Terms of Reference	3
1.3	Introduction to High Speed 2	3
1.4	High Speed Rail (London – West Midlands) Act 2017	4
1.5	High Speed Two: Code of Construction Practice	5
1.6	Structure of Written Statement	6
2	Background Information	7
2.1	Route Description	7
2.2	Route Rationale and Options Considered	7
2.3	Site Description	8
2.4	Route-Wide Traffic Management Plan	9
2.5	Local Traffic Management Plan	9
2.6	Estimated LGV Numbers	10
2.7	Transport for London Road Network (TLRN)	11
2.8	Route Management, Improvement and Safety Plan (ROMIS)	11
3	Lorry Routes For Approval	12
3.1	Plans and documents for approval	12
3.2	Document for information	12
4	Pre-Submission Consultation	13
5	Indicative Construction Programme	14
6	Other Consents	15

# 1 Introduction

## 1.1 Background Information

Table 1: Schedule 17 Address Details and Description of Works

Site	Details
Scheme	High Speed Two
Applicant	High Speed Two (HS2) Limited
Applicant Address	<i>c/o Agent:</i> Skanska Costain Strabag (SCS) Joint Venture Braitrim House 98 Victoria Road London NW10 6NB
Site Address	Adelaide Road Vent Shaft Worksite (easting 527663; northing 184337)
Description	Submission under Schedule 17 (6) of the High Speed Rail (London-West Midlands) Act 2017 for approval of lorry routes from the above site, insofar as left turn egress to connect to the Special/Trunk Road Network, in association with main works activities.

## 1.2 Terms of Reference

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

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

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

## 1.3 Introduction to High Speed 2

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

<sup>1</sup> Vehicles over 7.5 tonnes.

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

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

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

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

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

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

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

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

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

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

with paragraph 1.1.3 (bullet point 2) of the HS2 Phase 1 Environmental Minimum Requirements General Principles<sup>2</sup>.

## 1.5 High Speed Two: Code of Construction Practice

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

## 1.6 Schedule 17 Statutory Guidance

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

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

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

---

<sup>2</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/618074/General\\_principles.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/618074/General_principles.pdf)

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

## 1.7 Structure of Written Statement

1.7.1 This Written Statement is structured as follows:

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

## 2 Background Information

### 2.1 Route Description

2.1.1 The routes submitted for approval are listed in Table 2 below and shown on drawing 1MC03-SCJ-TP-PLN-SS02\_SL01-000001.

Table 2: Route for Approval

Worksite / Sites where materials will be reused / waste disposal sites.	Routes to be used.
Adelaide Road Worksite	B509 Adelaide Road (westwards), connecting to A41 and Transport for London Network (TLRN)

2.1.2 Approval is sought for the left turn egress from the Adelaide Road Worksite, to enable connection to the Transport for London Network (TLRN) at the intersection of the B509 (Adelaide Road) with the A41 at Swiss Cottage.

2.1.3 For the avoidance of doubt, access to the Adelaide Road worksite, together with right turn egress, are already approved under consent ref. 2019/4700/HS2. This request for lorry route approval is separate and does not propose any changes to the existing approval. Further details of the context for this submission are presented in Section 2.2 which follows. .

### 2.2 Route Rationale and Options Considered

2.2.1 The current Camden-wide lorry route approval directs LGVs to access the Adelaide Road worksite heading west to east along B509 Adelaide Road and turning right across the highway; egress movements from the worksite are restricted to a right over the carriageway to follow B509 Adelaide Road in an easterly direction and connecting to other approved roads and then the TLRN.

2.2.2 Since the commencement of activities associated with the vent shaft construction at the Adelaide Road worksite, it has been established that LGVs will also need to turn left out of the worksite to connect to the TLRN as quickly as possible. To the west, the closest component of the TLRN is represented by the A41 at the Swiss Cottage gyratory.

- 2.2.3 For LGVs accessing the site to load, the route remains unaltered to that shown in the approval - that is, LGVs will follow the A41 Transport for London Network (TLRN) and join the B509 Adelaide Road eastbound before turning right into the worksite.
- 2.2.4 At present, to get to the TLRN at the Swiss Cottage gyratory egress from the site involves a right turn onto Adelaide Road eastbound connecting with Haverstock Hill, Chalk Farm Road, Castlehaven Road, Hawley Road, Camden Street and finally the TLRN network in the guise of A400 Hampstead Road, A501 Euston Road/Marylebone Road, A5 Edgware Road, A5205 St Johns Wood, Finchley Road and finally onto the A41 TLRN. This is in accordance with the approved lorry routes and the sequence of roads as detailed under condition 2 of the above referenced decision. It is estimated that LGV's will take 40 minutes from egressing the worksite to reaching this junction along the TLRN.
- 2.2.5 SCS are constantly examining the efficiency of logistical arrangements and identifying improvements wherever possible. In this instance, a potential solution to the 40-minute travel time for LGVs along the lorry route loop has been identified. This will ensure that the length of road travelled within the Camden network is significantly reduced.
- 2.2.6 SCS's proposal entails egress movements turning left turn out of the worksite and following the B509 Adelaide Road westbound to connect to the A41 TLRN t the Swiss Cottage gyratory. This distance would equate to approximately 0.6 miles, compared to the alternative (existing route) representing 7.5 miles.

## 2.3 Site Description

- 2.3.1 The Adelaide Road worksite is of a trapezoidal shape, located within the Chalk Farm Embankment runs in a general east to west direction. It is bounded by the B509 / Adelaide Road to the north and the existing railway corridor (WCML) to the south. The narrowing eastern extreme of the worksite is adjacent to the Adelaide Local Nature reserve whilst the wider western extreme is adjacent to the Adelaide Road Medical Centre.
- 2.3.2 The worksite does not lie within a conservation area; however, the Eton Conservation Area is in close proximity to the north.
- 2.3.3 The area is mainly urban in character. The north of the site is lined with predominantly Victorian housing, some of which are Grade II listed. Adelaide Local Nature reserve lies adjacent to the vent shaft site south of the B509 Adelaide Road. The existing WCML railway corridor bounds the south of the worksite.



- 2.3.4 The densely developed townscape is dominated by rail and road infrastructure, with limited open space. The principal open space area in the vicinity of the worksite includes Primrose Hill Park, and Regents Park.
- 2.3.5 There are no designated footpaths and bridleways in the area although there are public rights of way (PRoW2) on pavements alongside public highways.
- 2.3.6 The works to be undertaken at Adelaide Road worksite comprise the construction of a single storey vent shaft headhouse building and associated development. Schedule 17 Plans and Specifications approval is being sought for the above ground permanent works associated with this development; below ground works do not require plans and specifications approval and these are already underway.

## 2.4 Route-Wide Traffic Management Plan

- 2.4.1 In accordance with the Phase 1 Code of Construction Practice, generic construction traffic control measures are set out in the Phase 1 Route-wide Traffic Management Plan<sup>4</sup> (RTMP) produced in consultation with the highway and traffic authorities, the emergency services and other relevant key stakeholders.

## 2.5 Local Traffic Management Plan

- 2.5.1 Local traffic control measures are set out in the Local Traffic Management Plan (LTMP) [Ref. 1CP01-MDS-CL-PLN-SS08\_SL20\_GF-000004 – Camden Wide Local Traffic Management Plan for HS2]. The LTMP does not form part of this application for LGV route approval.
- 2.5.2 The measures contained in the Local Traffic Management Plan will be kept under review during the execution of the works, in consultation with London Borough of Camden and other relevant stakeholders.
- 2.5.3 The LTMP has been developed by Mace Dragados Joint Venture (MDJV) with input from SCS, HS2, London Borough of Camden, Transport for London and the emergency services. The LTMP has been consulted on through the Camden Traffic Liaison Group (TLG) meetings which have been established in accordance with the CoCP and the RTMP.

---

4

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/637988/hs2\\_phase\\_one\\_traffic\\_management\\_plan.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/637988/hs2_phase_one_traffic_management_plan.pdf)

- 2.5.4 It is envisaged that left turn egress movements from the worksite may require traffic control via ‘Stop Works’ manned signage. This is reflective of the short time periods associated with the left turn movement itself and that the risk is deemed to be relatively low. Further details are included in the LTMP.
- 2.5.5 The construction traffic management measures contained in the LTMP may change in response to different phases of work, or if new or altered management measures are identified as the works progress. Any revisions to an LTMP will be made following consultation with the highway and traffic authorities, the emergency services and other relevant key stakeholders. Updates to LTMPs will be prepared in accordance with the Route-wide Traffic Management Plan. Updates may be provided through supplements or addenda.
- 2.5.6 The RTMP and LTMP are part of the HS2 Phase 1 Environmental Minimum Requirements, which HS2 (as nominated undertaker) and its contractors are required to comply with.

## **2.6 Estimated LGV Numbers and Timings**

- 2.6.1 The average number of LGVs using the route (that is, turning left on exiting the Adelaide Road worksite) is expected to be 20 movements/ day. The peak number of LGVs using the route is expected to be 40 movements/day.
- 2.6.2 A high-level programme for the works to which this LGV route application relates and how they fit into the overall programme for other works in the area is contained in Section 5. Working hours at the Adelaide Road worksite are between 08:00hrs and 18:00hrs (with an hour either side for set-up/shut down) and therefore it is anticipated that LGVs will travel along the proposed lorry route within these hours.
- 2.6.3 In accordance with Planning Forum Note 6, the above information is taken from the relevant Local Traffic Management Plan (Ref. 1CP01-MDS-CL-PLN-SS08\_SL20\_GF-000004 – Camden Wide Local Traffic Management Plan for HS2) and is provided for information. Updates to predicted LGV numbers and timings will be provided through updates to the LTMP, as necessary.
- 2.6.4 Where a supplier/business supporting these HS2 works are located between the Strategic Road Network and the site, LGV's from that supplier/business to the site will be required to take the most appropriate route to join the approved route.

## **2.7 Transport for London Road Network (TLRN)**

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

## **2.8 Route Management, Improvement and Safety Plan (ROMIS)**

2.8.1 In accordance with Planning Forum Note 6, a ROMIS (Document ref. 1MC03-SCJ-HW-PLN-S001-000001) has been provided to London Borough of Camden for information. The contents of the ROMIS is as described in section 4.3 of the Route Wide Traffic Management Plan. The ROMIS includes:

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

## 3 Lorry Routes For Approval

### 3.1 Plans and documents for approval

3.1.1 The following documents are submitted for approval.

<b>Document Ref:</b>	<b>Title:</b>
1MC03-SCJ-TP-FRM-SS02_SL01-000001	List of Routes for Approval

### 3.2 Documents for information

3.2.1 The following documents are provided for information.

<b>Document Ref:</b>	<b>Title:</b>
1MC03-SCJ-TP-CRO-SS02_SL01-000001	Covering Letter
1MC03-SCJ-TP-STA-SS02_SL01-000001	Written Statement
1MC03-SCJ-TP-PLN-SS02_SL01-000001	Lorry Route Plan

## 4 Pre-Submission Consultation

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

Table 3: Pre-submission Consultation

Consultee Name	Consultation / Engagement Date	Method of Consultation / Attendees	Summary of Consultation
London Borough of Camden – planning and highways officers	10 <sup>th</sup> February 2022	Email and attachment	Email containing note presenting the merits of the left turn egress route from the worksite to officers for consideration
London Borough of Camden – planning officers	1 <sup>st</sup> April 2022	Email	Officer views regarding the type and scope of application that would be considered. Confirmation that officers welcome the proposals and the intention to take LGVs off the wider network.c
London Borough of Camden – planning officers	11 <sup>th</sup> April 2022	Email	Confirmation of type and scope of lorry route application to be submitted for consideration.
London Borough of Camden – planning and highways officers	8 <sup>th</sup> July 2022	Teams Meeting	Final review of draft submission plans and documents. Receipt of verbal feedback on clarity of documents. Clarification of in principle support for the proposals.

## 5 Indicative Construction Programme

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

Table 4: Indicative Programme and Sequence of Works

Anticipated Start on Site Date (quarter/year)	Activity	Estimated Completion of Works (quarter/year)
Q3 2020	Site set up/ mobilisation	-
Q4 2021	Sheet piling, bulk excavation and base slab	Q2 2023
Q2 2023	Shaft construction	Q3 2024
Q4 2022	Construction of above ground permanent development	Q1 2026
Q3 2025	Planting and landscaping	Q3 2026
-	Demobilisation	Q3 2026

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

## 6 Other Consents

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

Table 5: Other Consent Requirements

Consent	Works Requiring Consent
HS2 Act, Schedule 17	Approval of lorry routes <b>(already approved under ref. 2019/4700/HS2 insofar as LGV access to, and right turn egress from, the worksite).</b>
HS2 Act, Schedule 17	Plans and specification relating to the above ground permanent works associated with the headhouse and associated features.
HS2 Act, Schedule 17	Site restoration details relating to the Adelaide Road worksite, including soft and hard landscaping.
HS2 Act, Schedule 17	Bringing into Use for the Adelaide Road Vent Shaft
HS2 Act, Schedule 4	Temporary accesses to the worksite <b>(already approved under ref TA011-THW-LBC-SCS-6021)</b>
HS2 Act, Schedule 4	New permanent access to the headhouse