

Application ref: 2022/3712/HS2  
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Skanska Costain Strabag (SCS) Joint Venture  
Braitrim House  
98 Victoria Road  
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Dear Sir/Madam

## **DECISION**

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

#### **Schedule 17 - Conditions of Deemed Planning Permission Approval**

Address:

**Adelaide Road Vent Shaft Worksite**  
**Adelaide Road**  
**London**  
**NW3 3PX**

Proposal:

Lorry routes to and from the Adelaide Road Vent Shaft Worksite for a left turn egress from the worksite to enable connection to the Transport for London Network at the intersection of the B509 (Adelaide Road) with the A41 at Swiss Cottage, in association with main HS2 works.

Drawing Nos: Drawing Nos: Adelaide Road Worksite Lorry Route Plan (ref: 1MC03-SCJ-TP-PLN-SS02\_SL01-00001) dated 18/07/22; Schedule 17 Lorry Route Written Statement for Information (ref: 1MC03-SCJ-TP-STA-SS02\_SL01-000001; Schedule 17 Lorry Route List of Routes for Approval (ref: 1MC03-SJC-TP-FRM-SS02\_SL01-000001).

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

Condition(s) and Reason(s):

- 1 Drawing Nos: Adelaide Road Worksite Lorry Route Plan (ref: 1MC03-SCJ-TP-PLN-SS02\_SL01-00001) dated 18/07/22; Schedule 17 Lorry Route Written Statement for Information (ref: 1MC03-SCJ-TP-STA-SS02\_SL01-000001; Schedule 17 Lorry Route List of Routes for Approval (ref: 1MC03-SJC-TP-FRM-

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

Informative(s):

- 1 The proposal is for a lorry route from Adelaide Road Vent Shaft Worksite to connect to the Special/Trunk Road Network, in association with main works activities. The proposed works which necessitate the proposed lorry routes relate to the construction of a single storey vent shaft headhouse building and associated development, at the Adelaide Road worksite, which is currently under consideration.

The specific lorry route would allow lorries exiting the Adelaide Road worksite, to access the Transport for London Road Network (TLRN) via a left turn exit onto Adelaide Road, westbound to Avenue Road (TLRN). The existing consent allows lorries to access the TLRN via a right turn only exit onto Adelaide Road and no change is proposed to this.

The proposed lorry route will not increase lorry movements at the site, but instead will allow an alternative route for vehicles to exit the site. It is envisaged that left turn egress movements from the worksite may require traffic control via 'Stop Works' manned signage, in conjunction with any other necessary construction traffic management measures. 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.

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

No concerns have been raised from stakeholders with regard to the proposed access route, in particular TfL have raised no concerns. TfL consider the proposed route to be a more direct route to get vehicles onto the TLRN. In particular, the proposed lorry route does not involve vehicles crossing into the east bound lane on Adelaide Road, in contrast to the existing consent.

As detailed in the LTMP, working hours are 08:00 - 18:00. Start up and close down periods would be in compliance with the Code of Construction Practice (CoCP) which permits vehicles to arrive onto site between 07:00 and 08:00 for site set up and from 18:00 to 19:00 for site shut down. Movements on Saturdays are permitted from 07:00 to 08:00 for site set up and 13:00 to 14:00 for site shut down.

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

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

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

The proposed left hand turn and additional lorry route is therefore considered acceptable.

- 2 In accordance with assurances given by the Secretary of State, the applicant is reminded that HS2 Phase 1 Environmental Minimum Requirements must at all times be fully complied within undertaking the works.
- 3 In accordance with the Phase 1 Code of Construction Practice, the applicant must adhere to the control measures set out in the HS2 Phase 1 Route-wide Traffic Management Plan and the Camden Local Traffic Management Plan. The measures contained in the Local Traffic Management Plan must be kept under review during the execution of the works, in consultation with TfL, London Borough of Camden and other relevant stakeholders.
- 4 The applicant is reminded the routing must comply with TfL's guidance on lorry safety: <https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely>

Yours faithfully

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

Daniel Pope  
Chief Planning Officer