

<b>Delegated Report</b>		<b>Analysis sheet</b>	<b>Expiry Date:</b>	22/03/2018
		N/A / attached	<b>Consultation Expiry Date:</b>	01/03/2018
<b>Officer</b>			<b>Application Number(s)</b>	
Gideon Whittingham			2018/0438/HS2	
<b>Application Address</b>			<b>Drawing Numbers</b>	
National Temperance Hospital (NTH) and Cobourg Street Worksites London NW1 & W1A				
<b>PO 3/4</b>	<b>Area Team Signature</b>	<b>C&amp;UD</b>	<b>Authorised Officer Signature</b>	
<b>Proposal(s)</b>				
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:				
<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>• Melton Street, Euston Street, Cobourg Street and Drummond Street</li> <li>• Cardington Street</li> </ul>				
<b>Recommendation(s):</b>	Grant			
<b>Application Type:</b>	Schedule 17 - Conditions of Deemed Planning Permission			

Conditions or Reasons for Refusal:	Refer to Decision Notice					
Informatives:						
<b>Consultations</b>						
Adjoining Occupiers:			No. of responses	00	No. of objections	00
Summary of consultation responses:	<p>Multiple site notes were erected on the 07/02/2018 (expiring on 28/02/2018) at the following locations:</p> <ul style="list-style-type: none"> <li>Gower Street, Grafton Way, Tottenham Court Road, Great Portland Street, Albany Street, Osnaburgh Terrace and Osnaburgh Street, Melton Street, Euston Street, Cobourg Street and Drummond Street and Cardington Street.</li> </ul> <p>A press notice was publicised on 08/02/2018 (expiring on 01/03/2018).</p> <p>In accordance with the Statement of Community Involvement (SCI), Camden no longer sends neighbour notification letters about planning applications. As a matter of courtesy however, the following groups were notified via email of this application directly and did not comment:</p> <ul style="list-style-type: none"> <li>The Camden Cutting Group</li> <li>C.H.A.R.G.E (Camden HS2 Association of Residents Groups for Engagement)</li> </ul>					
CAAC/Local groups comments:	<ul style="list-style-type: none"> <li><b>Transport for London (TfL):</b> <i>Based on the information contained within this application and from the Local Traffic Management Plan (LTMP) for Camden we understand lorry movements relating to the works in the application will be significantly less than assessed in the HS2 Environmental Statement (ES).</i></li> </ul> <p><i>We also acknowledge that the nominated undertaker will adopt a vehicle management strategy in line with HS2's Route Wide Traffic Management Plan (RTMP). These measures, plus other control mechanisms outlined in the Environmental Minimum Requirements (EMRs) and Cod of Construction Practice (CoCP), seek to reduce the risk to vulnerable road users and environmental impact from the proposed lorry routes.</i></p> <p><i>Therefore whilst we accept that the TLRM has a role in facilitating access to and from the site during the enabling works described in this application, we wish to continue working closely with HS2, their designated undertaker and the London Borough of Camden to encourage the use of alternative freight strategies, co-ordinate vehicle movements with other network activities, and minimise the impact of the works on road users and local residents.</i></p> <ul style="list-style-type: none"> <li><b>London Borough of Brent:</b> <i>Raise no objection</i></li> <li><b>London Borough of Haringey:</b></li> </ul>					

*Raise no objection*

- **London Borough of Islington:**

*Any lorry routes, especially relating to abnormal loads, impacting on the LBI Highways network, will need to be agreed with Islington Council's Streetworks Division.*

- **City of Westminster:**

*Raise no objection*

**University College London Hospitals (UCLH) NHS Foundation Trust (19/02/2018):**

UCLH Initially raised comment on 19/02/2018, following additional engagement with HS2 however, a superseding comment was provided on 12/03/2018:

*Just to advise you that following our meeting today with Tim Burr of CSJV I confirm that I am content that the Hospitals concerns relating to use of the Grafton Way loop can be addressed via active engagement with CSJV/HS2 Enabling Works Team and the Local Traffic Management Plan so I am willing to withdraw our objection to the use of the loop on this basis. I would add that we accept that HS2 is a nationally significant project and we will therefore work together with HS2 to mitigate impacts on our operations, staff and patients.*

The following Authorities were notified via email of the application and did not comment:

- **London Borough of Barnet**
- **Corporation of London**

❖ NB. No comments were provided in regard to the revised scheme

## Site Description

The construction works for the expansion and remodelling of Euston station and widening of the station approach require construction compounds located at 'The Podium' No.1 Eversholt Street and on the site of the National Temperance Hospital along with a number of other construction compounds at various times and locations during the construction period.

For the purpose of this application, the work site areas are grouped as follows:

- NTH North:
  - Occupied by Nos.132, 140 and 142 Hampstead Road (bounded by Hampstead Road and Cardington Street).
  - Located to the east of A400 Hampstead Road and to the north of Cardington Street. Euston Station is found further to the south east, with the route of the mainline railway found further to the east.
- NTH South:
  - Occupied by National Temperance Hospital and No.42 Cardington Street, Nos. 1-3 Cobourg Street and the St James' Gardens.
  - The site is located to the east of A400 Hampstead Road and to the south and west of Cardington Street. Drummond Street and Cobourg Street North are found to the south. Euston Station is found further to the south east, beyond Cardington Street, with the route of the mainline railway found to the east.
- Coburg Street North:
  - Occupied by Nos 54-56, 58, 60, 62, 64 Euston Street, 11-13 and 14-15 Melton Street, 93-103 Drummond Street (Calumet), 59, 61 (Flats A-C), 65 (Flats A&B), 67 and 69 (Bree Louise Public House) Cobourg Street.
  - The site is bounded by Drummond Street to the north, Melton Street to the east, Euston Street to the south and Cobourg Street to the west. Euston Station is found on the eastern flank of Melton Street.
- Coburg Street South 1:
  - Occupied by Nos 67-75 and 77-79 Euston Street together with Wolfson House, 4 Stephenson Way.
  - Bounded by Regnart Buildings to the west, Stephenson Way to the south (and east) and Euston Street to the north. Euston Station is found further to the east.
- Coburg Street South 2:
  - Occupied by Walkden House, 10 Melton Street.
  - Bounded by Stephenson Way to the west, Melton Street to the east and Euston Street to the north. Euston Station is found beyond the eastern flank of Melton Street east.

The above sites have been identified within the LDF Growth and Central London Area.

The above sites are not located within a Conservation Area but do comprise a number of heritage assets including Listed and locally listed buildings, trees covered by Tree Protection Order (TPOs) and the St James Garden, which itself is designated Open Space.

## Relevant History

No relevant planning history

## Relevant policies

### National and Regional Policy

- National Planning Policy Framework (NPPF) 2012
- Town and Country Planning Act 1990 (as amended)
- London Plan 2016
- 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
- HS2 Context Report October 2017
- London-West Midlands Environmental Statement 2013
- Supplementary Environmental Statement 4 and Additional Provision 5 (Supplementary Environmental Information) 2015

## Assessment

### 1. BACKGROUND

#### *Legislation and policy context*

- 1.1 Phase One of High Speed 2 (HS2) is the first phase of a new high speed railway network proposed by the Government to connect major cities in Britain. It will bring significant benefits for inter-urban rail travellers through increased capacity and improved connectivity between London, the Midlands and the North.
- 1.2 On 23rd February 2017, Royal Assent was granted, namely the High Speed (London-West Midlands) Act 2017, for Phase One of HS2. The High Speed (London-West Midlands) Act 2017 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 Paragraph 4.4 of the DfT'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.'
- 1.6 Schedule 17 sets out the approvals required to be obtained by the nominated undertaker. These approvals are:
- Plans and specifications of certain works;
  - Matters ancillary to development ("construction arrangements");
  - Road Transport (lorry routes);
  - Bringing into use; and
  - Site restoration schemes.
- 1.7 The Council can only consider the application within the constraints of the HS2 Act, rather than planning policies set out in the Local Plan. The grounds for determination under the HS2 Act which 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, will be considered by the Council but within context of HS2 Act.

1.9 It is important to note that the HS2 Act states that all applications must be determined within eight weeks of submission (notwithstanding the applicants agreement for an extension of time for determination), or they are deemed approval.

#### *Framework of assessment*

1.10 If Schedule 17 lorry route applications are assessed to be approvable, then the Council, as determining planning authority, would only have discretion to attach reasonable conditions for any approval on the three grounds raised 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.

1.13 In addition to the planning regime described above, the HS2 Act contains provisions setting out the protections to be provided for various bodies with statutory responsibilities, likely to be affected by the works that impact upon accesses to highways affecting traffic, stopping up, diversion and interference with the highway, highways, water and Listed Buildings.

#### *Additional environmental and community protection measures*

1.14 The High Speed Two (HS2) Phase One environmental statement (ES) was produced to accompany the High Speed Rail (London - West Midlands) Act. The ES includes the likely significant environmental impacts along the route along with the measures to manage and reduce these impacts. In order to ensure that the environmental effects of the project do not significantly exceed those assessed in the ES, Environmental Minimum Requirements (EMRs) sit alongside the statutory environmental controls included in the HS2 Act. Throughout the construction and operation of the project (Phase One), HS2 Ltd and its contractors will be required to comply with both the EMRs and those statutory environmental controls.

1.15 The EMRs are a group of documents that have been developed in consultation with local authorities and other relevant stakeholders. The EMRs will require HS2 Ltd and its contractors to adopt measures to reduce the adverse environmental effects reported in the ES, provided that such measures are reasonably practicable and do not add unreasonable cost or delay to the construction or operation of the project.

1.16 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.

- 1.17 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 Contractors.
- 1.18 HS2 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 set out how the project will adapt and deliver the required traffic management measures. HS2 has predicted an initial draft of an LTMP for the enabling works period in Camden upon which Camden and other stakeholders have commented upon.
- 1.19 The purpose of the enabling works LTMP is to set out information regarding the traffic management of HS2 construction in Camden and how HS2 will engage with stakeholders such as Camden upon this.
- 1.20 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 to prepare Local Traffic Management Plans for areas such as Camden that are significantly impacted by HS2 construction works. HS2 and its contractors are therefore effectively committed to complying with the contents of the enabling works LTMP. 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 should not seek to duplicate controls that it already contains.
- 1.21 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. Camden officers provided feedback comments on the first draft of the enabling works LTMP at the start of the year and have been in discussion regarding revisions to this live document (which will be an on-going process), though HS2 has yet to issue a new draft.
- 1.22 It is worth noting that HS2 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 provided in the Environmental Statement, unless the HS2 the anticipated impacts are significantly exceed to those in the Environmental Statement.

## **2. Proposal:**

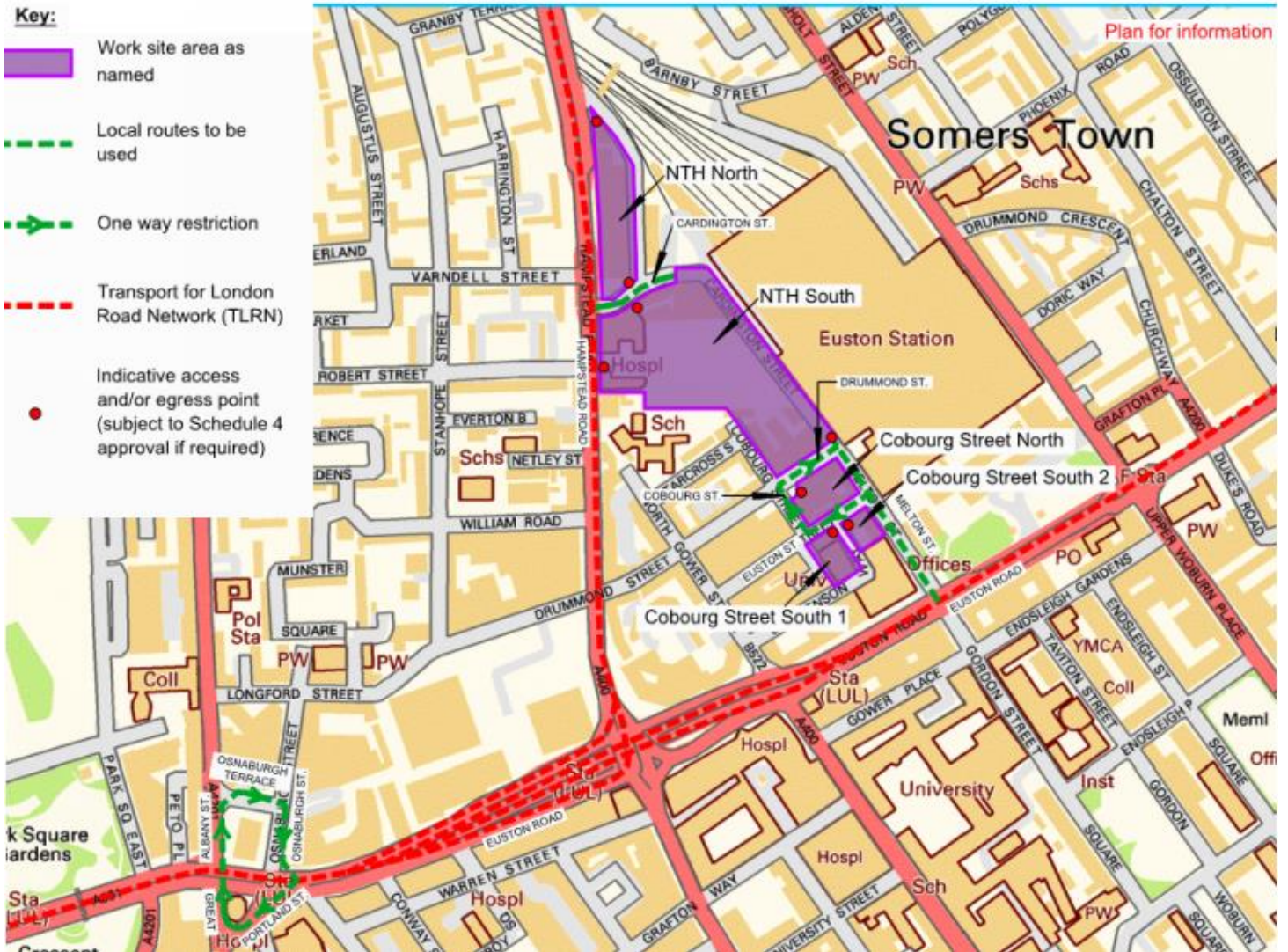
- 2.1 The request for approval of Construction Arrangements has been made under paragraph 6 of Schedule 17 of the High Speed Rail (London - West Midlands) Act 2017.
- 2.2 Costain Skanska Joint Venture (CSJV) has sought consent on behalf of HS2 for the following:



2.3 The use of 'specific routes' for movements of large goods vehicles (LGVs) required to facilitate enabling works at the National Temperance Hospital (North and South) and Cobourg Street worksites are listed in the 'Site Description' section above.

2.4 The 'specific routes' are as follows and set within the plan below:

- Transport for London Road Network (TLRN)
- Great Portland Street, Albany Street, Osnaburgh Terrace and Osnaburgh Street (to be known as the 'Osnaburgh Loop')
- Melton Street, Euston Street, Cobourg Street and Drummond Street
- Cardington Street



2.5 With regard to the access points and routes to the worksites:

- Cardington Street  
Cardington Street shall be used to access two access/egress points, one at each of NTH North and NTH South worksites. Vehicles approaching Cardington Street would use Hampstead Road (TLRN) from the north and the south
- Melton Street, Euston Street, Cobourg Street and Drummond Street  
The routes would be used to access the southern access point to the NTH South worksite and the Cobourg Street worksites. All of these access points would require lorries to perform a left turn from Euston Road (TLRN) on to Melton Street. Vehicles leaving these worksites and access/egress points will be required to use Melton Street, turning left (eastward) or right (westward) on to Euston Road (TLRN).



- Hampstead Road (TLRN)  
The NTH North and NTH South sites both would have one proposed entry/egress point each, accessed directly off Hampstead Road.
- ‘Osnaburgh Loop’  
Due to traffic restrictions at the junctions of Hampstead Road-Euston Road and Euston Road-Melton Street, vehicles approaching/leaving certain worksites 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.

The restrictions at the junctions of Hampstead Road-Euston Road and Euston Road-Melton Street, resulting in the need for these loops 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
- no right turn from Euston Road (heading west) on to Melton Street

As a result, all vehicles approaching any of the worksites and access points from the east along Euston Road will be required to use the loops in order to access the worksites.

2.6 All other vehicle routes and worksite access points requiring the use of the loop are detailed as follows:

- NTH North access points and NTH South, northern access points:
  - Vehicles approaching/leaving these access points and coming from, and heading to the east along Euston Road.
- NTH South, southern access point:
  - Vehicles approaching the worksite from the north along Hampstead Road
  - Vehicles leaving this access point, heading north along Hampstead Road
- Coburg Street work sites, all access points:
  - Vehicles approaching/leaving these access points and coming from, and heading to the east along Euston Road.
  - Vehicles approaching/leaving these access points, coming from and heading to the North along Hampstead Road.

2.7 Vehicles approaching the worksites from the west along Euston Road will not be required to use the loop in order to reach any of the worksites and entry/egress points as they will be able to turn left directly off Euston Road on to Hampstead Road and Melton Street.

2.8 Enabling works have been confirmed by HS2 specifically as activities comprising demolitions, site clearance (including exhumations), ground investigations, utility works/diversions and associated works. In particular, such works will include the demolition and clearance of above ground structures and buildings including 132-140 Hampstead Road, the petrol station at 142 Hampstead Road and also the Euston Power Signal Box, the former Thistle and Ibis Hotels, together with the Insull Wing of the National Temperance Hospital (NTH) and Nos. 1-3 Cobourg Street and the exhumation of human remains from St James’ Gardens.

2.9 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 with therefore be use interchangeably as part of this assessment.

#### *Revision*

2.10 The application initially proposed the use of an additional route along Gower Street, Grafton

Way, Tottenham Court Road. Following Camden officer advice in regard to road safety and the free flow of traffic, this element was removed by HS2 and a revised set of documents were submitted for assessment on the 17/04/2018 for only those routes within the description above.

2.11 As per Schedule 17 of the High Speed Rail (London - West Midlands) Act 2017, the Schedule specifies the grounds that are relevant for determination include:

- preserving 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;

### 3. Local environment or amenity

3.1 Under the EMRs, LTMPs, CoCPs and LEMPs specific to Camden outlined above and alongside the other statutory environmental controls included in the HS2 Act and the assurance that HS2 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.

### 4. Road safety or on the free flow of traffic

#### *Construction Lorry Numbers*

4.1 Forming part of the submission, HS2 has provided a Written Statement for Information, noted as being submitted for information purposes only and not for approval. This statement, whilst indicative, includes details of lorry movements yet to be verified/confirmed for each route. This information matches the total number of lorry movements provided in the Supplementary ES and the LTMP.

4.2 The table on Page 25 of the Written Statement for Information (see below – to be known as Table 1) indicates the worksites and associated peak daily lorry movements:

Worksite Name	Duration of activity requiring lorry route approval	Predicted daily movements	peak LGV
NTH North	April 2018 – March 2019	30	
NTH South	March 2018 – June 2020	164	
Cobourg Street North	May 2018 – Jan 2019	52	
Cobourg Street South 1	June 2018 – Jan 2019	30	
Cobourg Street South 2	June 2018 – Jan 2019	30	

4.3 The information in the above table suggests that a predicted maximum of up to 306 daily LGV movements across all sites, if the peak daily movements for each worksite were to coincide. This number of lorry movements is similar to those already listed in the LTMP for the same period.

4.4 It should be noted however that the Supplementary ES states that the average daily combined two-way vehicle trips during the busiest period and within peak (27 months between 2016-2033) of activity for the NTH site will be 300-450 HGVs. However the busiest period referenced in the Supplementary ES is likely to be outside the enabling works period for which this application applies.

4.5 Within the current LTMP, CSJV have forecasted 150-220 average daily combined two-way movements. The LTMP is currently under review by all relevant officers from CSJV, HS2, TfL and Camden Council. The Council has requested that the next revision provides further detailed information on predicted lorry numbers per route, and how potential traffic

management issues relating to the free flow of traffic will be monitored and addressed.

#### *Duration of Works and Working Hours*

- 4.6 The information in table 1 provides proposed duration time periods for lorry route approvals, and is estimated to be until June 2020. As stated previously however, this document has been provided for indicative purposes only and not to be assessed as part of this application. This date could be subject to change and should therefore be clarified and detailed in the next revisions of the LTMP (currently being revised) together with related estimated construction traffic numbers.
- 4.7 The current 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. In addition to these hours, vehicles would be permitted to arrive onto site between 07:00 to 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.

#### *Summary of Lorry numbers and information provided by HS2*

- 4.8 The indicative written statement, again not submitted for assessment as part of this application, shows predicted peak daily LGV movements across the NTH and Cobourg St worksites up to June 2020. Table 1 breaks the numbers down by worksite, however a predicted peak of up to 306 combined daily LGV daily traffic movements could be generated from the worksites on the basis of this information.
- 4.9 The draft Camden Enabling Works LTMP forecasts, based on CSJV contractor information, indicates an average of 150-220 average daily combined two-way vehicle trips to and from the National Temperance Hospital Compound only (there is no information regarding the Cobourg worksites in the LTMP) during the busy periods and within the peak month of activity. It is expected that the next revisions of the LTMP (currently being revised) will indicate with more specificity on the lorry numbers per route
- 4.10 Within this context and on the understanding that the associated mechanisms of control, including the LTMP, will be suitably revised and include greater specificity, the use of the routes 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.

#### *Transport for London Road Network*

- 4.11 Transport for London (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.
- 4.12 Due to the location of the worksites, and the traffic restrictions at the junctions of Hampstead Road-Euston Road, and Euston Road-Melton Street, the routes below are considered necessary for vehicles approaching the sites from the three TLRN directions (shown in the map on Appendix 1) routes to access the worksites.

#### *Melton Street, Euston Street, Cobourg Street and Drummond Street*

- 4.13 The proposed entry/egress points to the Cobourg Street worksites and the southern entry/egress point of the NTH South worksite are accessed using the Melton Street, Euston Street, Cobourg Street and Drummond Street. While these roads are classified as minor local distributors and local access roads (Camden's Network Management Plan), they are

considered essential and necessary, and there is no viable alternative in order for these worksite to be accessed. Camden will be holding more detailed discussion with HS2 regarding traffic management issues in the area through the Traffic Liaison Group and related discussions, plus the system of controls such as applications for interventions to the highways (e.g. under Schedule 4) and LTMPs will be used to provide more detailed control to manage the impact of HS2 construction traffic on these roads.

#### *Cardington Street*

- 4.14 Cardington Street is classified as a minor local distributor within Camden's Network Management Plan. The majority of its length is already closed to pedestrian, cycle and vehicle traffic, and this application relates to the northern section of the street accessed from Hampstead Road, which will be used to access the southern entry/egress point to NTH North, and one of the northern entry/egress points to NTH South. Similar to the sites accessed via Melton Street, Cardington Street is considered essential in order to access these worksites and will be controlled as described in the preceding paragraph above.

#### *Osnaburgh Loop*

- 4.15 Due to traffic restrictions at the Hampstead Road/Euston Road and Melton Street/Euston Road junctions, the Great Portland Street loop is required by vehicles using the TLRN (approaching from east and north) in order to access certain entry/egress points on 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, and therefore the Council considers the route acceptable.

#### *Routes within the City of Westminster boundary*

- 4.16 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.

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

- 5.1 Under the EMRs, LTMPs, CoCPs and LEMPs specific to Camden and alongside the other statutory environmental controls included in the HS2 Act and the assurance that HS2 shall mitigate asset 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.

### **6. Conclusion**

- 6.1 The proposed routes are considered acceptable, subject to the HS2 control mechanisms cited in the 'Additional environmental and community protection measures' above.
- 6.2 The routes hereby approved would be used by HS2 associated LGVs to facilitate temporary enabling works at the National Temperance Hospital (North and South) and Cobourg Street worksites. It is anticipated that these temporary works would be complete by June 2020 and any subsequent use would be subject to further Schedule 17 applications.
- 6.3 The operation and completion of the works shall be monitored by the Council to ensure the works shall be carried out in accordance with the details hereby approved by this application. The Council shall also monitor HS2 operations with regard to the use of controls captured in the Environmental Minimum Requirements (EMRs).
- 6.4 Recommendation: Grant

