



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

HS2 Ltd

London Borough of Camden

**Schedule 17 Construction Lorry Route Statement
for Information**

Submission Ref. LBC.LR.04

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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> Simon Williams Costain Skanska Joint Venture (CSjv), 1 Eversholt Street, London, NW1 2DN
Site Address	Melton Street Satellite Compound, Melton Street, London, NW1 2EP. X (Easting): 529561; Y (Northing): 182567
Description	Submission under Schedule 17 (6) of the High Speed Rail (London-West Midlands) Act 2017 for approval of lorry routes to/ from the above site for works comprising. <ul style="list-style-type: none"> • Demolition; • Site clearance; • Ground investigations; • Utility works / diversions; and • Other associated enabling works.

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)¹ 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 Vehicles over 7.5 tonnes.

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 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 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 (LPA):
- 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 LPAs 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 LPA 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 Principles².

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 Structure of Written Statement

1.6.1 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 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/618074/General_principles.pdf

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 1EW02-CSJ-TP-PLN-S000-000002.

Table 2: route for approval Vehicle

Worksite / Sites where materials will be reused / waste disposal sites.	Routes to be used.
Melton Street Satellite Compound	<ul style="list-style-type: none"> - Transport for London Road Network (TLRN) in full; - Melton Street (between A501/Euston Road and worksite gate); - Cardington Street (between A400/Hampstead Road and worksite gate).

2.1.2 The site is found to the east of Melton Street and to the north of Euston Road (A501). Euston Station is found to the north of the site, along with the route of the mainline railway.

2.1.3 To the west and north west are the National Temperance Hospital (NTH) and Cobourg Street worksites, within which HS2 enabling works are underway. A lorry route approval is in place to support such works (London Borough of Camden application ref. 2018/0438/HS2).

2.1.4 At present, the worksite includes two buildings comprising Grant Thornton House and One Euston Square – each a multi-storey office block – together with collection of single storey retail units found within Euston Station forecourt. No part of the site is located within a conservation area designation, nor does it include any listed buildings or Scheduled Ancient Monuments.

2.1.5 Immediately to the south is a temporary taxi rank serving Euston Station which became operational in January 2019. Access to the new taxi rank is obtained to and from Melton Street connecting to Euston Road. The site of this temporary taxi rank is located within the Bloomsbury Conservation Area. To the south east of the worksite, are a pair of lodges demarking the entrance to the original Euston Station are Grade II listed (ref. 1342042). In addition, the railings surrounding Euston Square Gardens are Grade II Listed (ref. 1342039).

2.1.6 Access/egress to the site will be obtained through gates in the wider hoarding line that includes the NTH North and South, Cobourg Street worksites and also now the Melton Street Satellite Compound. However, the position of the site access/egress is not for approval under Schedule 17. If approval is required for the site access, then this will be secured separately under Schedule 4 of the Act. The location of any access points is

therefore presented on the accompanying plan for context and information purposes together with the extent of the wider hoarding line and other adjacent worksites.

2.2 Route Rationale and Options Considered

- 2.2.1 It is envisaged that routes to/from the site will connect with destinations to the west of London, and the extent of the roads presented for approval is informed by this assumption. LGV movements will follow the TLRN which, in terms of the closest parts to the site, is represented by the A501/Euston Road to the south of the site and the A400/Hampstead Road to the west. Local routes will be utilised to connect from the TLRN to the identified Melton Street Satellite Compound.
- 2.2.2 Whilst the submission proposes and presents a list of roads for approval – that is the TLRN in full and Camden local roads, as specified, without directional specifications - the default, unless internal traffic management matters dictate otherwise, is that a one-way system/loop will be followed by vehicles. This is described below.
- 2.2.3 To access the worksite, vehicles will travel along the A501/Euston Road (eastbound) before heading north along the A400/Hampstead Road. By turning right into Cardington Street, vehicles will travel through the NTH South worksite (a route already used for HS2 traffic) before connecting with Melton Street and heading southwards and then turning left into the site at the relevant site gate.
- 2.2.4 LGV egress will be directly onto Melton Street, before heading south towards the A501/Euston Road, representing the nearest part of the TLRN Network which will in turn provide connection to the special / trunk road network.
- 2.2.5 The proposed lorry routes as detailed in this submission represents the most direct route to / from the Melton Street Satellite Compound, and in doing so minimise the amount (and length) of roads controlled by London Borough of Camden. These routes have already been endorsed as part of lorry route approval ref. 2018/0438/HS2 and are therefore considered to suitable to accommodate HS2 construction traffic.

2.3 Site Description

- 2.3.1 The main highway network near the site comprises of the A501 / Euston Road, which runs in a west-east direction to the south of the worksite. This road forms part of the Transport for London Road Network (TLRN) and provides connections further afield to the Trunk/Special road network. A further important component of the TLRN is the A400 / Hampstead Road which is found further to the west of the site.
- 2.3.2 Melton Street is found immediately to the south-west of the worksite. Following this road in a south-easterly direction, it connects to the A501/Euston Road and therefore the TLRN Network. Upon exiting Melton Street at the signalised junction, traffic can turn both left and right, thereby allowing direct access to A501/Euston Road west and east bound.

By contrast, Melton Street can only be accessed from the A501/Euston Road via a left turn heading east; there is no right turn capability into Melton Street for traffic heading west bound.

2.3.3 The northern extreme of Melton Street is demarcated by a worksite gate immediately to the north of access to the taxi rank. Further north beyond Melton Street is the former route of Cardington Street, which is now stopped up to public traffic and used for HS2 activities (as the NTH South worksite). The junction at the opposite end of Cardington Street connects directly onto the A400 / Hampstead Road. Access into Cardington Street at this junction is restricted to HS2 vehicles and National Rail vehicles associated with the parcel deck facility.

2.3.4 It is envisaged that the main enabling works activity taking place within the worksite will be demolition and site clearance, principally in respect of the two towers. Additional anticipated activities include ground investigations, utility works/diversions and other associated enabling works.

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 Plan³ (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 have been set out in the Melton Street Satellite Compound Mini Local Traffic Management Plan (LTMP) (ref. 1EW02-CSJ-DL-PLN-S003-000034). The LTMP does not form part of this application for LGV route approval.

2.5.2 The measures contained in the LTMP 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 Costain Skanska Joint Venture (CSjv) with input from HS2, Camden Council, the emergency services and Transport for London (TfL). The LTMPs has been consulted on through the Camden Local Traffic Liaison Group which has been established in accordance with the CoCP and the RTMP.

2.5.4 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

³

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/637988/hs2_phase_one_traffic_management_plan.pdf

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.

- 2.5.5 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 is expected to be 36 movements/ day. The peak number of LGVs using the route is expected to be 46 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. As detailed in the LTMP, expected working hours will be 08:00 – 18:00 Monday-Friday and 08:00 – 13:00 on Saturdays. Start up and close down periods will be in accordance with the CoCP.
- 2.6.3 Of the enabling works activities detailed for the worksite, it is likely that the demolition works associated with the 2 no. towers (in particular, the basement level) will be the most intense, thereby influencing the peak figure noted above.
- 2.6.4 In accordance with Planning Forum Note 6, the above information is taken from the relevant Melton Street Satellite Compound Mini Local Traffic Management Plan Ref. 1EW02-CSJ-DL-PLN-S003-000034) and is provided for information. Updates to predicted LGV numbers and timings will be provided through updates to the LTMP, as necessary.
- 2.6.5 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 This application seeks approval for use of the Transport for London Road Network (TLRN). A letter response from TfL dated 26th September 2018 confirms no objection to the use of the TLRN in conjunction with the lorry route proposals (please refer to Appendix A). It should be noted that London Borough of Camden remains the determining authority for the proposed route, including the TLRN, under Schedule 17 to the HS2 Act.

3 Lorry Routes For Approval

3.1 Plans and documents for approval

3.1.1 The following documents are submitted for approval.

Document Ref:	Title:
1EW02-CSJ-TP-PLN-S000-000002	Melton Street Satellite Compound – Overall Lorry Route Plan
1EW02-CSJ-TP-APP-S000-000005	List of Roads for Approval

3.2 Document for information

3.2.1 The following documents are provided for information.

Document Ref:	Title:
1EW02-CSJ-CRO-S000-000002	Covering letter
1EW02-CSJ-TP-STA-S000-000002	Written Statement

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 Officer)	24 th May 2018	Email response	Email containing feedback from LBC head of Development Management on the applicability of a Non-Material Amendment (NMA) to the existing lorry route approval. LBC would not be willing to accept a NMA.
Transport for London	26 th September 2018	Letter response	Letter detailing no objection to the use of the TLRN as detailed in the proposals
London Borough of Camden (Planning Officer)	6 th December 2018	Meeting	Presentation of proposals and feedback from LBC.
London Borough of Camden (Planning Officer)	16 th October 2019	Meeting	Presentation of proposals to new case officer and feedback from LBC

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)
03/2018	Site Establishment	04/2018
01/2019	Enabling works not requiring lorry route approval (i.e. below 24 movements / day threshold)	03/2020
03/2020	Enabling works requiring lorry route approval (i.e. above 24 movements / day threshold)	02/2021
02/2021	Demobilisation	02/2021

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 4, Part 1	Site accesses (if required)
HS2 Act, Schedule 17	Approval of compound site restoration scheme (if required)

Appendix A

Transport for London (TfL) letter response (Dated 26th September 2018)



Our ref: LBC.LR.04

Transport for London
Surface Transport
Network Management

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

Palestra House
197 Blackfriars Road
London
SE1 8NJ

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

26th September 2018

Dear Sirs,

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

London Borough of Camden: Melton Street Satellite Compound

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

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

Planning context

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

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

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

Site context

This application relates to the lorry routes associated with enabling works, primarily demolition activities associated with Grant Thornton House, One Euston Square and single-storey retail units within the Euston Station forecourt / plaza. Other enabling works activities are proposed for the site including ground investigations, utility works/diversions and other associated works to, what is called Melton Street Satellite Compound within the London Borough of Camden that will generate more than 24 large goods vehicle movements per day.

Our position

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

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

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

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

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

Yours Sincerely,



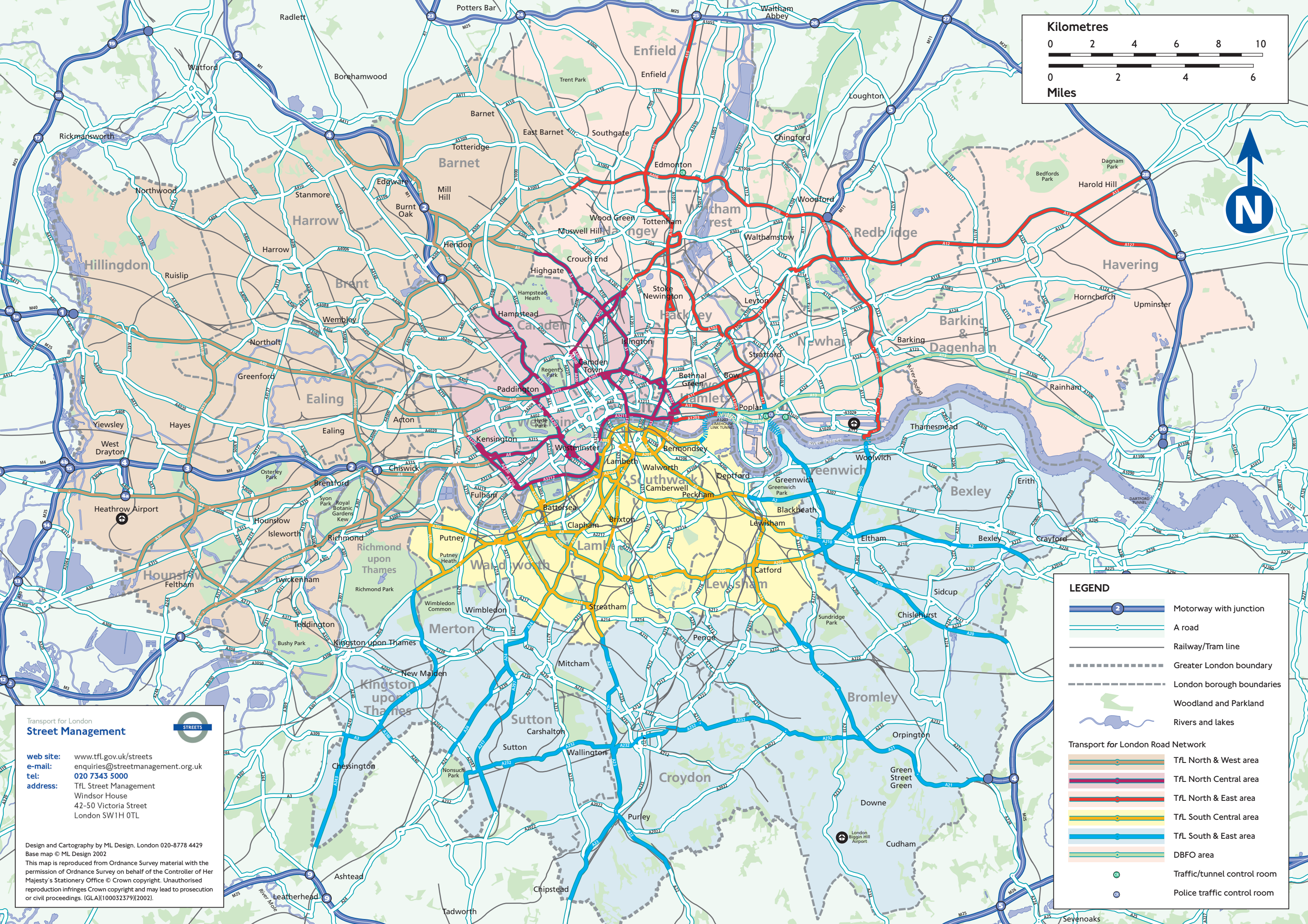
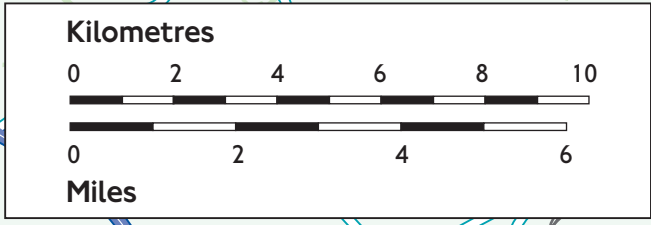
Rob Semple

**Works Master Planning Manager
Network Management Directorate
Transport for London**

Email: Robert.Semple@tfl.gov.uk

Appendix B

Extent of TLRN Map



LEGEND

- Motorway with junction
- A road
- Railway/Tram line
- Greater London boundary
- London borough boundaries
- Woodland and Parkland
- Rivers and lakes

Transport for London Road Network

- TfL North & West area
- TfL North Central area
- TfL North & East area
- TfL South Central area
- TfL South & East area
- DBFO area

- Traffic/tunnel control room
- Police traffic control room

Transport for London
Street Management

web site: www.tfl.gov.uk/streets
e-mail: enquiries@streetmanagement.org.uk
tel: 020 7343 5000
address: TFL Street Management
 Windsor House
 42-50 Victoria Street
 London SW1H 0TL

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