



High Speed Rail (London – West Midlands) Act 2017

High Speed Two (HS2) Ltd

London Borough of Camden

Melton Street – LU Sub Station

Schedule 17 Lorry Route Approval
List of Roads for Approval

Consent Register Ref: LBC.LR.05
Document Ref: 1EW02-CSJ-TP-APP-S003-000013

1. ROAD TRANSPORT

1.1 Request for approval of Construction Arrangements relating to road transport

In accordance with the requirements of Schedule 17 (6) to the High Speed Rail (London – West Midlands) Act 2017, the nominated undertaker hereby requests approval of lorry routes (conditions relating to road transport) associated with demolition, site clearance, construction of a shaft, construction of a utility tunnel, the provision of an adit, site investigations, piling of the proposed sub-station and other associated enabling works corresponding to the Melton Street – LU Sub Station works.

1.2 Matters to which the arrangements relate

'Routes by which anything is to be transported on a highway by a large goods vehicle to:

- (a) a working or storage site,*
- (b) a site where it will be re-used, or*
- (c) a waste disposal site.'*

The following routes will be used by construction traffic, which comprises of large goods vehicles (LGVs) and are illustrated on the accompanying plan (ref. 1EW02-CSJ-TP-DGA-S003_SL11-000001 REV CO2). All proposed routes are detailed from the Strategic Road Network (SRN):

Routes
Melton Street – LU Sub-Station: <ul style="list-style-type: none"> - Transport for London Road Network (TLRN) in full; - Great Portland Street – Albany Street, Osnaburgh Terrace, and Osnaburgh Street; - Melton Street (between A501/Euston Road and Drummond Street junctions); - Cardington Street (between A400/Hampstead Road and Drummond Street junctions).

It is recognised that where an existing supplier/business is located between the special/trunk road network and a compound, LGVs from that supplier/business to the site will be required to take the most appropriate route to join the main route. As such, in the event that there are suppliers/businesses located between the special /trunk road network and the HS2 sites the subject of this submission, they will use the most appropriate route from the supplier/business in accordance with Planning Forum Note 6.