



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

**HS2 Ltd**

**London Borough of Camden**

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

**Consent Register Reference Number: LBC.LR.05**

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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>  <i>Christiaan Robinson</i> Costain Skanska Joint Venture (CSjv) 1 Eversholt Street, London, NW1 2DN
Site Address	<b><u>Melton Street LU Sub-Station</u></b> Address (nearest): Melton Street, London NW1 2EP X (Easting): 529561, Y (Northing): 182567
Description	<p>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.</p> <p>The principal works taking place within the Calumet works compound will be:</p> <ul style="list-style-type: none"> <li>• site clearance;</li> <li>• construction of a shaft;</li> <li>• a utility tunnel;</li> <li>• an adit; and</li> <li>• site investigations.</li> </ul> <p>The principal works taking place within the Wolfson works compound will be:</p> <ul style="list-style-type: none"> <li>• piling for the proposed sub-station box; and</li> <li>• other associated or ancillary enabling works.</li> </ul>

## 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 the 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 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 (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 LPAs may impose conditions on approvals, or refuse requests for approval.

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

- 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 re 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 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.

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<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)

## 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-DGA-S003\_SL11-000001 REV CO2.

Table 2: route for approval Vehicle

Worksite / Sites where materials will be reused / waste disposal sites.	Routes to be used.
Melton Street – LU Sub-Station:	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)

- 2.1.2 The compound sites are located to the west of Melton Street and to the north of Euston Road (A501). To the north-west, are the National Temperance Hospital (NTH) and Cobourg Street worksites, within which HS2 enabling works are currently taking place. A Schedule 17 Lorry Route to support these enabling works was previously approved by London Borough of Camden (ref: 2018/0438/HS2).
- 2.1.3 The compound sites are not located within a conservation area nor Scheduled Ancient Monuments, however, to the east and south of the site is the Royal College of General Practitioners (RCGP), otherwise known as 30 Euston Square which is a Grade 2\* listed building.
- 2.1.4 The main highway network in the vicinity of 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 TLRN and provides connections further afield to the Trunk/Special road network.
- 2.1.5 Melton Street is found immediately to the east of the worksite, it connects to A501/Euston Road in a south-easterly direction. Upon exiting Melton Street at the signalised junction, traffic can turn both left or right, thereby allowing direct access to A501/Euston Road both for west bound and east-bound destinations. 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.
- 2.1.6 The principal works taking place within the Calumet works compound will be site clearance, construction of a shaft, a utility tunnel, an adit, and site investigations, whilst at the Wolfson works compound, piling for the proposed sub-station box and other associated enabling works will be undertaken.
- 2.1.7 Two access/ egress points are proposed on the western boundary of the work site. The position of the site access/egress are not for approval, under Schedule 17 of the Act. If approval is required for the site access then this will be secured separately under Schedule 4 of the Act. The location of the access points is therefore presented only for context and information purposes.

- 2.1.8 It is envisaged that routes to the site will follow the TLRN, which is represented by the A501/Euston Road (westbound) closest to the site. There will be a one-way access loop operating in a clockwise direction between the entry point on Hampstead Road, through the NTH South site (and S3 main works), and exiting on to Melton Street between the Cobourg Street and Melton Street LU Substation work compounds.
- 2.1.9 LGV egress from all gates 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 Route Rationale and Options Considered**

- 2.1.1 It is envisaged that routes to/from the site will connect with destinations to the east and 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.
- 2.1.2 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.
- 2.1.3 To access the worksite from an eastbound direction, vehicles will travel along the A501/Euston Road (eastbound) turning into Great Portland Street via Albany Street, Osnaburgh Terrace, and Osnaburgh Street; before heading north along the A400/Hampstead Road. The vehicles will then turn right into Cardington Street, then turning into the site at the relevant site gate.
- 2.1.4 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.
- 2.1.5 The proposed lorry routes as detailed in this submission represents the most direct route to / from the Melton Street LU Compounds, and in doing so minimise the amount (and length) of roads controlled by London Borough of Camden. As these routes have already been endorsed as part of lorry route approval ref. 2018/0438/HS2 and were therefore considered to suitable to accommodate HS2 construction traffic in terms of safety and capacity, no alternative routes were considered.

## 2.3 Site Description

- 2.3.1 The proposed works require two distinct work compounds located on cleared sites, known colloquially by the previous buildings that occupied these sites; the Calumet works compound and the Wolfson works compound.
- 2.3.2 The Calumet works compound forms part of the land surrounding the single storey London Underground building designed by Leslie Green, located on the corner of Drummond Street and Melton Street to the west of the main line station. This building was previously the underground station for Euston, however redevelopment of Euston and the addition of the Victoria line allowed all the tube lines to surface in the mainline station concourse and now the former underground station houses electrical equipment.
- 2.3.3 The Wolfson works compound is located to the north of Stephenson Way and to the south of Euston Street. To the east and south of the site is the Royal College of General Practitioners (RCGP), otherwise known as 30 Euston Square which is a Grade 2\* listed building. To the west of the Wolfson site is the Headquarters of the Magic Circle located at 12 Stephenson Way and to the north is The Wesley Hotel.
- 2.3.4 Euston Station is found to the north of the site, along with the route of the mainline railway.
- 2.3.5 The principal works taking place within the Calumet works compound will be site clearance, construction of a shaft, a utility tunnel, an adit, and site investigations, whilst at the Wolfson works compound, piling for the proposed sub-station box and other associated enabling works will be undertaken.

## 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>3</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 been set out in the Local Traffic Management Plan (LTMP) Melton Street LU Sub Station Local Traffic Management Plan Ref. 1EW02-CSJ-TP-APP-S003-000011. 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 the 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, the London Borough of Camden, Transport for London, the emergency services and Transport for

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[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)



London (TfL). The LTMPs has been consulted on through the Camden Local Traffic Liaison Group meetings, which have 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, if new or altered management measures are identified as the works progress, or if any amendments are sought due to COVID 19. Any revisions to the LTMP will be made following consultation with the appropriate local 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 also 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 50 movements / day. The peak number of LGVs using the route is expected to be 78 movements / day, equivalent to 39 LGV movements in and 39 movements out of the worksite every day. The maximum movement figure is predicted to be for 1-2 consecutive months, whereupon levels will be reduced.
- 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 In accordance with Planning Forum Note 6, the above information is taken from the relevant Melton Street LU Sub Station Local Traffic Management Plan Ref. 1EW02-CSJ-TP-APP-S003-000011 and is provided for information. Updates to predicted LGV numbers and timings, together with coordination of traffic generated by HS2 will be provided through updates to the LTMP and the Camden TLG, 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 This application seeks approval for use of the Transport for London Road Network (TLRN - 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.

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

- 2.8.1 In accordance with Planning Forum Note 6, a ROMIS document 1EW02-CSJ-TP-STA-S003-000001 Route Management, Improvement and Safety Plan – Melton Street LU Sub Station 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.

Document Ref:	Title:
1EW02-CSJ-TP-DGA-S003_SL11-000001 REV C02	Melton Street – LU Sub-Station overall lorry route plan
1EW02-CSJ-TP-APP-S003-000013	List of routes for Approval

### 3.2 Documents for information

3.2.1 The following documents are provided for information.

Document Ref:	Title:
4 1EW02-CSJ-TP-APP-S003_000015	Written Statement
1EW02-CSJ-TP-APP-S003_000012	Covering letter

## 4. Pre-Submission Consultation

4.1.1 Pre-submission consultation with the Local Highway Authority, statutory consultees and other relevant stakeholders is summarised in Table 3 below.

Table 3: Pre-submission Consultation

Consultee Name	Consultation / Engagement Date	Method of Consultation / Attendees	Summary of Consultation
London Borough of Camden (Planning Officer)	24th March 2020 27th February 2020 04th March 2020 27th May 2020	Email Email Email Meeting via MS TEAMS	Presentation of Proposals and feedback from London Borough of Camden
Transport for London	17th June 2020	Email	Email detailing no objection to the use of the TRLN as detailed in 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)
03/2020	Site establishment – up to 24 LGV movements per day (12 in, 12 out)	03/2020
04/2020	Shaft Construction, Utility Tunnel and Adit. Piling and other Works – Up to 78 LGV movements per day (39 in, 39 out)	01/2021
01/2021	Fit out and 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 restoration scheme(if required)

# **Appendix A**

## **TRLN Network Plan**