

<b>Delegated Report</b>		<b>Analysis sheet</b>	<b>Expiry Date:</b>	22/09/2020
		N/A	<b>Consultation Expiry Date:</b>	13/09/2020
<b>Officer</b>			<b>Application Number(s)</b>	
Laura Hazelton			2020/3350/HS2	
<b>Application Address</b>			<b>Drawing Numbers</b>	
HS2 Melton Street LU Sub Station Compound Land to the South of Euston Station London NW1 2BT			Please refer to decision notice	
<b>PO 3/4</b>	<b>Area Team Signature</b>	<b>C&amp;UD</b>	<b>Authorised Officer Signature</b>	
<b>Proposals</b>				
Application for approval under Schedule 17 of High Speed Rail (London - West Midlands) Act 2017 of lorry routes to and from the Melton Street LU Sub Station associated with works for HS2. Main works activities include: 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. Incorporating lorry routes via: Transport for London Road Network (TLRN), Melton Street, Cardington Street, Albany Street, Osnaburgh Terrace, Osnaburgh Street and Great Portland Street.				
<b>Recommendations:</b>		Grant consent		
<b>Application Type:</b>		Schedule 17 Application		

Conditions or Reasons for Refusal:	Refer to Decision Notice			
Informatives:				
Consultations				
Adjoining Occupiers:	No. of responses	0	No. of objections	0
Summary of consultation responses:	<p>The application was advertised in the local press on 20/08/2020 and multiple site notices were displayed on 10/08/2020, in the following locations:</p> <ul style="list-style-type: none"><li>• 1 on Hampstead Road close to the junction with Cardington Street</li><li>• 1 on Cardington Street</li><li>• 1 on Melton Street</li><li>• 1 on Euston Road close to the junction with Melton Street</li><li>• 1 on Albany Street close to junction with Euston Rd</li><li>• 1 on Osnaburgh Street close to junction with Euston Rd</li><li>• 1 on Osnaburgh Terrace</li></ul> <p>No third party comments were received.</p>			
Consultee comments:	<p><b><u>Transport for London (TfL):</u></b></p> <p>In line with the Mayor’s Transport Strategy and as described in the Local Traffic Management Plan, we expect that:</p> <ul style="list-style-type: none"><li>• Vehicles related to this application avoid entering central London in the AM peak. This will help to meet the Mayor’s aim to reduce freight traffic in Central London during the morning peak and contribute to the target of reducing the number of Lorries and vans entering central London during the morning peak by 10 per cent by 2026</li><li>• The routing of vehicles to and from construction sites covered by this application will be as set out in the Local Traffic Management Plan for Melton Street LU Substation</li><li>• HS2 Ltd will adopt a vehicle management strategy as set out in 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 the environmental impact from the proposed lorry routes</li><li>• HS2 Ltd will seek to comply with the Heavy Goods Vehicles (HGV) Safety Permit Scheme for London (DVS). The Scheme’s objective is to address London’s particular problem with collisions between HGVs and vulnerable road users such as pedestrians and cyclists by improving the safety standards of the HGVs coming into the capital</li><li>• Discussions continue regarding the reduction of vehicle numbers and use of alternative freight strategies such as material by rail.</li></ul> <p>To strengthen this position we would also encourage the local Planning Authority to apply the following informatives to the application:</p> <p><b><u>Adherence to the EMRs</u></b></p> <p>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.</p> <p><b><u>Construction traffic management</u></b></p> <p>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</p>			

	<p>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.</p> <p><b><u>City of Westminster:</u></b></p> <p>Did not wish to comment.</p> <p><b><u>London Borough of Brent:</u></b></p> <p>No objection.</p> <p><b><u>London Borough of Haringey:</u></b></p> <p>No objection.</p> <p><b><u>London Borough of Barnet:</u></b></p> <p>No objection.</p>
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## Site Description

The Melton Street London Underground (LU) Sub Station Works Site is bounded by Drummond Street to the north, Melton Street to the east, Stephenson Way to the south and Cobourg Street to the west. 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 Routes to support these works was previously approved on 20/04/2018 (ref: 2018/0438/P). A lorry route approval is in place to support the remaining CSJV works (Ref. 2020/1321/HS2 [Melton Street Satellite Compound], approved 24/04/2020).

The main highway network in the vicinity of the worksite comprises the A400 Hampstead Road, which runs in a north-south direction to the west of the worksite. Further to the south, the A400 Hampstead Road connects to the A501 Euston Road, which runs in an east-west direction. Both roads form part of the Transport for London Road Network (TLRN). Both the A400 Hampstead Road and A501 Euston Road provide connections further afield to the Trunk / Special Road Network.

The construction compound will benefit from 1 no. access and 1 no. egress point, located to the north and south (not part of the current application; applications for points of access are made under a separate schedule of the act). Vehicles will access the site from the north via Cardington Street and egress the site via Melton Street to the south. There is currently an interim taxi rank operating from Melton Street which is expected to be in that location until around Spring 2021.

No part of the site is located within a conservation area, nor does it include any listed buildings or Scheduled Ancient Monuments. To the east and south of the site is the Royal College of General Practitioners (RCGP) which is Grade II\* Listed. To the south east of the worksite, is a pair of lodges demarking the entrance to the original Euston Station, which are Grade II listed. The railings surrounding Euston Square Gardens are also Grade II listed.

## Relevant Planning History

### Euston Station Main Works - Early Works Worksite

**2020/2355/HS2** - Application for approval under Schedule 17 of High Speed Rail (London - West Midlands) Act 2017 of lorry routes to and from the Euston Station Main Works - Early Works Worksite associated with works for HS2. Main works activities include: logistics, enabling works, piling and surveying works. Incorporating lorry routes via: Transport for London Road Network (TLRN), Melton Street, Cardington Street, Albany Street, Osnaburgh Terrace, Osnaburgh Street and Great Portland Street. **Consent granted 20/07/2020.**

### Melton Street Satellite Compound:

**2020/1321/HS2** - Application for approval under Schedule 17 of High Speed Rail (London - West Midlands) Act 2017 of lorry routes to and from the Melton Street Satellite Compound associated with works for HS2. Main works activities include: Demolition, site clearance, ground investigations, utility works/diversions, and other associated enabling works. Incorporating lorry routes via Transport for London Road Network (TLRN), Melton Street and Cardington Street. **Consent granted 24/04/2020**

### Euston approaches and Adelaide Road worksites

**2019/4700/HS2** - Lorry routes to and from the Euston Approaches and Adelaide Road worksites associated with works for HS2. Main works activities include: Construction of the Park Village East retaining wall, portal and high-speed dive unders including the installation of ground anchors; Removal of excavated material from the station approach, tunnel portal and headhouse works; Construction of the decks over the high-speed dive under and railway south of Mornington Street Bridge; Construction of the west and east side retaining wall around Hampstead Road Bridge; Extension of Hampstead Road Bridge as well as associated utilities and highway works; Support the movement of plant and material down into the Euston approach railway cutting; Support the removal of excavated material generated in the railway cutting; Construction of Adelaide Road vent shaft and single storey headhouse building; and all other activities for the purposes and in connection with the scheduled and ancillary works. Incorporating lorry routes detailed in 'List of Roads for Approval' document. **Recommended for refusal. Decision appealed and allowed 25/08/2020.**

### Carriageway Shed, Park Village East and Granby Terrace Overbridge Satellite Compound

**2018/3241/HS2** - Lorry routes associated with demolition, site clearance and other enabling works for HS2 at the Carriageway Shed, Park Village East and Granby Terrace Overbridge Satellite Compound. Incorporating routes via Transport for London Road Network (TLRN), Great Portland Street, Albany Street, Osnaburgh Terrace and Osnaburgh Street, Granby Terrace, Varndell Street and Harrington Street, Harrington Square.  
**Consent granted 21/11/2018.**

National Temperance Hospital (North and South) and Cobourg Street worksites:

**2018/0438/HS2** - 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: Transport for London Road Network (TLRN). Great Portland Street, Albany Street, Osnaburgh Terrace and Osnaburgh Street Melton Street, Euston Street, Cobourg Street and Drummond Street Cardington Street -  
**Consent granted 20/04/2018**

## Relevant policies

### The HS2 Act

- High Speed Rail (London - West Midlands) Act 2017, in particular Schedule 17 paragraph 6

### Statutory Guidance

- High Speed Rail (London - West Midlands) Act 2017 - Schedule 17 Statutory Guidance

### Environmental Minimum Requirements and related documents

- High Speed Rail (London - West Midlands) Environmental Minimum Requirements (the EMRs) General Principles February 2017
- High Speed Rail (London-West Midlands) Environmental Minimum Requirements Annex 1: Code of Construction Practice High Speed Rail (London-West Midlands) Environmental Minimum Requirements Annex 1: Code of Construction Practice
- High Speed Rail (London-West Midlands) Environmental Minimum Requirements Annex 2: Planning Memorandum
- High Speed Rail (London-West Midlands) Environmental Minimum Requirements Annex 3: Heritage Memorandum
- High Speed Rail (London-West Midlands) Environmental Minimum Requirements Annex 4: Environmental Memorandum
- HS2 Context Report October 2017
- London - West Midlands Environmental Statement 2013
- Supplementary Environmental Statement 4 and Additional Provision 5 (Supplementary Environmental Information) 2015
- HS2 Phase One information papers: environment (series E)
- Local Environmental Management Plan London Borough of Camden (LEMP) December 2017
- Camden Local Traffic Management Plan
- Local Traffic Management Plan (S3 Main Works - Early Works Packages)
- The Dales Local Traffic Management Plan
- High Speed Two Phase One: Route-wide Traffic Management Plan

### Planning Forum Note 6: Lorry Route Approvals

## 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.
- 1.2 On 23rd February 2017, Royal Assent was granted, namely the High Speed (London-West Midlands) Act 2017 ("the HS2 Act"), for Phase One of HS2. The HS2 Act 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) is submitting a series of lorry route applications under Schedule 17 of the HS2 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 of the HS2 Act sets out the approvals required to be obtained by the nominated undertaker. These approvals include lorry route applications under Paragraph 6 of Schedule 17.
- 1.7 The Council can only consider the application within the constraints of the HS2 Act, rather than planning policies set out in the Development Plan. The grounds for determination under the HS2 Act which the Council can base its decision to approve the application and attach reasonable conditions, or to refuse the application, are where the arrangements ought to be modified:
- to preserve the local environment or amenity;
  - to 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;
- and are reasonably capable of being so modified.
- 1.8 Any representations received from the public or third parties will be considered by the Council but within context of the 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 (unless the Council and the Nominated Undertaker agree an extension of time for determination), or the application is deemed to have been refused.

#### Framework of assessment

- 1.10 If Schedule 17 lorry route applications are assessed to be acceptable, then the Council, as determining planning authority, would only have discretion to attach conditions for any approval on the 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 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 accesses to highways affecting traffic, stopping up, diversion and interference with the highways, water and listed buildings.

#### Additional environmental and community protection measures

- 1.13 The High Speed Two (HS2) Phase One Environmental Statement (ES) was produced to accompany the HS2 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.
- 1.14 The EMRs are a group of documents that have been developed in consultation with local authorities and other relevant stakeholders. Paragraph 1.1.5 of the EMR General Principles document states that

the nominated undertaker is to use reasonable endeavours to adopt mitigation measures to further 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.

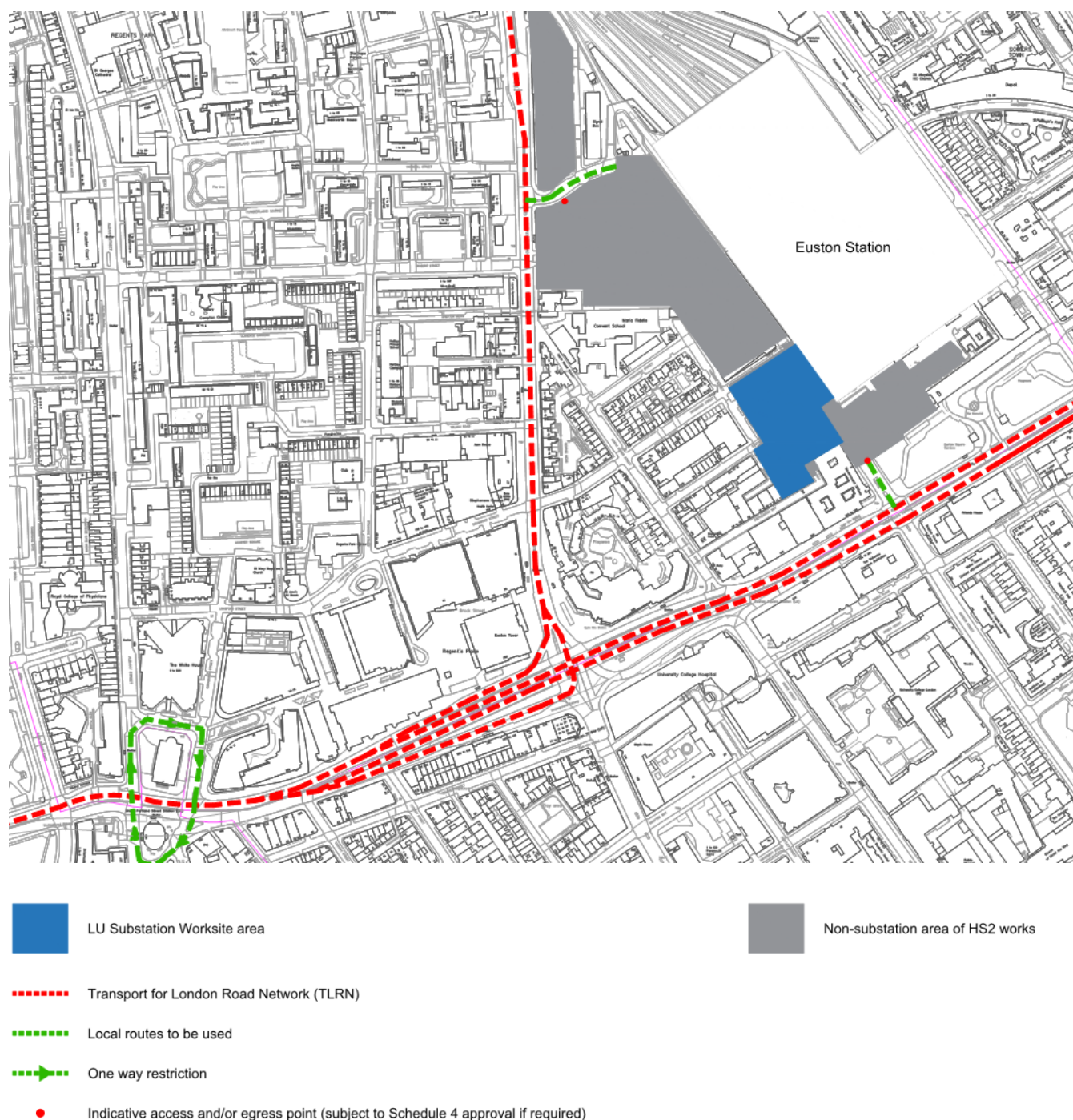
- 1.15 The Code of Construction Practice (CoCP) is Annex 1 of the EMRs. It sets out specific details and working practices in relation to site preparation (including site investigation and remediation, where appropriate), demolition, material delivery, excavated material disposal, waste removal and all 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.
- 1.16 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 Ltd.'s Contractors.
- 1.17 HS2 Ltd. 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 Ltd. has produced a Mini LTMP which sets out how Costain Skanska Joint Venture (CSJV) will deliver the Logistics and Traffic Management requirements for the HS2 Melton Street LU Substation worksite within the London Borough of Camden.
- 1.18 The LTMP has been developed by CSJV with input from HS2, London Borough of Camden, the emergency services and TfL. The LTMP has been consulted on through the Camden Traffic Liaison Group which have been established in accordance with the CoCP and the RTMP.
- 1.19 The 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 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 for approval as part of this lorry route application; however, attention is drawn to HS2 Ltd.'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 Ltd. to prepare Local Traffic Management Plans for areas such as Camden that are significantly impacted by HS2 construction works. HS2 Ltd. and its contractors are therefore effectively committed to complying with the contents of the Melton Street LU Substation Mini LTMP. In considering applications for lorry routes, 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.
- 1.20 The LTMP document provides some context under which lorry route applications would be considered. As such, it provides information on 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.
- 1.21 It is worth noting that HS2 Ltd. 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 ES, unless the anticipated impacts significantly exceed those in the ES.

## **2. Proposal**

- 2.1 The request for approval of Construction Arrangements relating to road transport has been made under Paragraph 6 of Schedule 17 of the HS2 Act.
- 2.2 Costain Skanska Joint Venture (CSJV) has sought consent on behalf of HS2 Ltd. for the approval of lorry routes (conditions relating to road transport) associated with works for HS2 at the Melton Street LU Substation work site. The site is split into two compounds – the Calumet works compound and the Wolfson works compound. Main works taking place within the Calumet compound include: site clearance, construction of a shaft, construction of a utility tunnel, the provision of an adit, and site investigations. The main works taking place within the Wolfson compound include piling for the proposed sub-station box and other associated or ancillary enabling works.

### 2.3 The lorry routes are as follows and shown within the plan below:

- Transport for London Road Network (TLRN) (in full);
- A4201 Great Portland Street (between A501 Euston Road and B506 junctions) (NB. The Osnaburgh loop is actually TLRN, rather than a 'local route' as shown on the plan);
- A4201 Albany Street (between A501 Euston Road and A4201 Osnaburgh Terrace junctions);
- A4201 Osnaburgh Terrace (between A4201 Albany Street and A4201 Osnaburgh Street junctions);
- A4201 Osnaburgh Street (between A4201 Osnaburgh Terrace and A501 Euston Road junction);
- Cardington Street (between A400 Hampstead Road and entrance to Network Rail Power Box); and
- Melton Street (between A501 Euston Road and worksite gate).



### 2.4 The position of site access/egress is not for approval under this Schedule 17 application as, if required, this would be secured separately under Schedule 4 of the HS2 Act. Access points are therefore shown for context purposes only, and are not for consideration here. The construction compound will benefit from 1 no. access and 1 no. egress point, located to the north and south. Vehicles will access the site from the north via Cardington Street and egress the site via Melton Street to the south.



- 2.5 To access the worksite from the west, vehicles would travel eastbound along the A501/Euston Road before heading north along the A400/Hampstead Road. By turning right into Cardington Street, vehicles would travel through the NTH South worksite (a route already used for HS2 traffic) before turning right into the site at the relevant site gate.
- 2.6 The junction between the A400/Hampstead Road and A501/Euston Road is characterised by an overpass over the latter, with slip roads providing connections to this main east-west route. The junction is characterised by restrictions in movements in certain directions. For example, it is not possible to turn left onto Euston Road from Hampstead Road. Similarly, movements north and onto the A400/Hampstead Road are restricted when heading west along the A501/Euston Road.
- 2.7 To allow for such movements between the TLRN a clockwise 'loop' is currently utilised (the 'Osnaburgh Loop'). Traffic heading south west from the A501/Euston Road bears left onto the A4201/Great Portland Street before continuing north along the A4201/Albany Street, then heading east on the A4201/Osnaburgh Terrace and south onto the A4201/Osnaburgh Street to join the A501/Euston Road heading east. From here it is possible to follow routes north (A400 Hampstead Road) or continue east (A501 Euston Road). This loop is clearly signposted with green highway signage.
- 2.8 Similar proposed lorry routes have previously been approved for the National Temperance Hospital (2018/0438/HS2), Cobourg Street (2020/1321/HS2) and Euston Station Early Works (2020/2355/HS2) Worksites.

#### Revisions

- 2.9 No revisions were received during the course of this application.

### **3. Local environment or amenity**

- 3.1 The provisions of 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 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.

### **4. Road safety and impact on the free flow of traffic**

#### Construction Lorry Numbers

- 4.1 Forming part of the submission, HS2 Ltd. 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.
- 4.2 The written statement notes that the average number of LGVs using the route is expected to be 50 movements per day. A 'lorry movement' is either a trip in or out of the site, so 50 lorry movements would be 25 return trips for the vehicles. The peak number of LGVs using the route is expected to be 78 movements per day, equivalent to 39 movements in and 39 movements out of the worksite every day. The maximum movement figure is predicted to be for 1-2 consecutive months, after which levels will be reduced.
- 4.3 Consent was recently granted for lorry routes associated with the Melton Street Satellite Compound which is estimated to be needed until around February 2021 and the Euston Station Main Works Early Works site which is estimated to be needed until April / Q1 2021 (these dates may vary as a consequence of programme delays and other factors such as on-going delays caused by the Covid-19 crises) and utilise the same routes as the current application. As such, the cumulative impact of all lorry movements must be considered. The Melton Street lorry routes application expects the average number of LGVs using the route to be 36 movements per day. The peak number of LGVs using the route is expected to be 46 movements per day. The Euston Station Early Works lorry routes application expects the average number of LGVs using the route to be 60 movements a day with the peak number expected to be 80 movements a day.
- 4.4 Given that the traffic will principally be using the TLRN, which is the highest category road in London and designed to accommodate the heaviest traffic volumes, plus the relatively modest number of daily

LGV's that would be generated by this proposal, this is considered acceptable and would not result in undue disruption.

#### Duration of Works and Working Hours

- 4.5 Table 5 of the Written Statement outlines that movements are estimated until Q2 2021 (this date may vary as a consequence of programme delays and other factors such as on-going delays caused by the Covid-19 crises). As stated above, 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 in such an event would be clarified through the LTMP.
- 4.6 As detailed in the LTMP, expected working hours are 08:00 – 18:00 Monday-Friday, and 08:00 – 13:00 on Saturdays. Start up and close down periods would be in compliance with the 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.
- 4.7 The proposed works which necessitate the proposed lorry routes relate to the Melton Street LU Substation Worksite, which is split into the Calumet works and Wolfson works Compounds. Works will include site clearance, construction of a shaft, construction of a utility tunnel, construction of an adit, site investigations, piling, and other associated enabling works.
- 4.8 Given the context of suitable control measures set out within the LTMP, EMRs and CoCP, it is considered that 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.

#### Temporary Taxi Rank for Euston Station

- 4.9 The taxi rank and drop off facilities for Euston Station have been displaced from their previous location in the basement of the station. This is now served from Melton St to a new temporary location on the west side of Euston Square Gardens with access/egress off Melton St. The facilities are proposed to be moved to their second interim location on the east side of Euston Square Gardens in Spring 2021.
- 4.10 LGVs exiting the Melton Street LU Substation work compounds will exit onto Melton Street, adjacent to the temporary taxi rank. The taxi rank operates as a one-way loop, with a separate access and egress point on the eastern side of Melton Street. The Mini LTMP sets out that priority will be afforded to inbound taxis over egressing LGVs. Melton Street, south of the Cobourg Street compound, will operate as a two-way highway. However, northbound traffic from Euston Road to Melton Street will be restricted to taxis only, and on occasion by LGVs, when operational requirements or other local road closures may deem it necessary.
- 4.11 It is explained in the Mini LTMP that HS2 has a movement protocol for its vehicles whereby traffic marshals will hold back LGV's that need to egress HS2 Ltd.'s compounds. In the event of a queue of traffic waiting to exit from Melton Street to Euston Road, LGVs will be held back by traffic marshals so that taxis are not blocked from turning right from Melton Street in to the temporary taxi rank. These arrangements are currently in place and serving the adjacent construction compounds. The Council considers that satisfactory management arrangements are proposed by HS2 Ltd. that should prevent any significant issues arising.

#### Transport for London (TfL) Road Network

- 4.12 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. 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.
- 4.13 The use of the proposed roads is considered to be essential and necessary for access and egress to and from the site from/to the TLRN, and there is no viable alternative in order for the Melton Street LU Substation worksite to be accessed.

- 4.14 Officers considered the imposition of a condition to prevent vehicles using Camden High Street; however, given the current application does not propose the use of this route, and the low number of LGVs, it was not considered necessary in this instance.

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

- 5.1 It is noted that there are human remains under Cardington Street and HS2 Ltd. shall be exhuming them between Q3 of 2020 and Q1 of 2021. HS2 has stated that the intention is for the area of the exhumations to be kept separate from the LGV route through the worksite (NTH South).
- 5.2 Routes within a worksite are not for the Council to approve; the assessment here is purely access and egress to and from the Melton Street LU Substation worksite. The submitted plan (see para. 2.3 of this report) shows the indicative route through existing worksites, and it is described as such to ensure that this can be repositioned if necessary. As such, an alternative route through the site over land already exhumed could be provided when the road is unavailable.
- 5.3 Given the provisions within 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 Ltd. provided the Council to mitigate 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' section above.
- 6.2 The routes hereby approved would be used by HS2 associated LGVs to facilitate site clearance, construction of a shaft, a utility tunnel, an adit, site investigations, piling and other associated enabling works for the Melton Street LU Substation worksite. It is anticipated that the works would be complete by Q2 2021.
- 6.3 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.

## **7. Recommendation**

- 7.1 Grant consent