

## Schedule 17 Lorry Route Written Statement

Document no: **1CP01-MDS-TP-STA-SS08\_SL41-000001**

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C01	V. Ward	R. Ward	A. Laban	09 September 2021	Sch17 Supporting Information

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**Handling Instructions:** None applicable

# HS2

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

HS2 Ltd

London Borough of Camden

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

**LBC.LR.10007**

Document Reference: 1CP01-MDS-TP-STA-SS08\_SL41-000001

# Contents

1	Introduction	2
1.1	Background Information	2
1.2	Terms of Reference	2
1.3	Introduction to High Speed 2	3
1.4	High Speed Rail (London – West Midlands) Act 2017	3
1.5	High Speed Two: Code of Construction Practice	4
1.6	Structure of Written Statement	5
2	Background Information	6
2.1	Route Description	6
2.2	Route Rationale and Options Considered	8
2.3	Site Description	9
2.4	Route-Wide Traffic Management Plan	9
2.5	Local Traffic Management Plan	10
2.6	Estimated LGV Numbers	10
2.7	Transport for London Road Network (TLRN)	12
2.8	Route Management, Improvement and Safety Plan (ROMIS)	12
3	Lorry Routes For Approval	13
3.1	Plans and documents for approval	13
3.2	Document for information	13
4	Pre-Submission Consultation	14
5	Indicative Construction Programme	15
6	Other Consents	15

# 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> Ryan Ward Mace Dragados Joint Venture (MDJV) HS2 Euston Project Office The Podium, Level 2, 1 Eversholt Street London NW1 2DN
Site Address	Replacement London Underground Traction Substation and Vent Shaft. Address (nearest): Wolfson House, 2-10 Stephenson WAY, NW1 2HE Easting – 529465 Northing - 182532
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"><li>• Capping beam, propping and excavation of the piled box;</li><li>• Below and above ground reinforced concrete structure;</li><li>• Headhouse fit out and envelope;</li><li>• Mechanical, Electrical, Plumbing and Heating (MEPH); power fit out and commissioning; and</li><li>• Associated 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 The London Borough of Camden please refer to the Planning Context Report for The 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.

- 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

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

submissions and the issues that the Local Planning Authorities 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 Local Planning Authority 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 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 Schedule 17 Statutory Guidance

1.6.1 The Schedule 17 Statutory Guidance issued by the Secretary of State (April 2021)<sup>3</sup> provides guidance to all planning authorities determining requests for approval under Schedule 17 to the Act. Paragraph 20 of the Statutory Guidance states that planning authorities should not through the exercise of Schedule 17 seek to modify controls already in place such as the Environmental Minimum Requirements, other controls in the Act such as those under Schedule 4 or 33, or existing legislation.

1.6.2 As set out in the Statutory Guidance, Local Planning Authorities may request additional information it considers is necessary to make a decision on the application. Planning authorities must only address relevant considerations when making a determination under Schedule 17. Therefore, any information requested should be relevant to the limited specified grounds of refusal. Annex 1 to PFN 17, Information for Decision Making, sets out further guidance on what information could be required to make Schedule 17 decisions on lorry route applications. The

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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)

<sup>3</sup> <https://www.gov.uk/government/publications/high-speed-rail-london-to-west-midlands-act-2017-schedule-17-statutory-guidance/high-speed-rail-london-west-midlands-act-2017-schedule-17-statutory-guidance>

need for any further information should be identified during the pre-application stage.

- 1.6.3 When making decisions, Local Planning Authorities (LPAs) should have regard to the grounds set out in paragraph 6(5) of Schedule 17. LPAs should clearly identify both the planning matter and the specific grounds under which an approval is being conditioned or refused. The planning authority should also explain and give reasons as to why and how the submitted routes ought to be modified relevant to the grounds.

## 1.7 Structure of Written Statement

1.7.1 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 Background Information

### 2.1 Route Description

- 2.1.1 The worksite for the replacement London Underground Traction Substation and Shaft is 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 Melton Street worksites, within which HS2 enabling works are currently taking place.
- 2.1.2 The worksite is not located within a Conservation Area nor contains 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 II\* listed building.
- 2.1.3 Schedule 17 Lorry Routes to support the initial phases of construction for the Replacement London Underground Traction Substation were previously approved by London Borough of Camden (ref:2018/0438/HS2 and 2020/3350/HS2). This application relates to the balance of construction work for the Replacement LU Traction Substation and proposes to make use of the same lorry routes as previously approved.
- 2.1.4 The routes submitted for approval are listed in Table 2 below and shown on drawing 1CP01-MDS-CL-DGA-SS08\_SL20-000005.

Table 2: Routes for Approval

Worksite	Routes to be used.
Replacement London Underground Traction Substation and Vent Shaft:	<ul style="list-style-type: none"><li>• Transport for London Road Network (TLRN) (in full);</li><li>• A4201 Great Portland Street (between A501 Euston Road and B506 junctions);</li><li>• A4201 Albany Street (between A501 Euston Road and A4201 Osnaburgh Terrace junctions);</li><li>• A4201 Osnaburgh Terrace (between A4201 Albany Street and A4201 Osnaburgh Street junctions);</li><li>• A4201 Osnaburgh Street (between A4201 Osnaburg Terrace and A501 Euston Road junction);</li><li>• Cardington Street (between A400 Hampstead Road and Drummond Street junctions); and</li><li>• Melton Street (between A501 Euston Road and worksite gate).</li></ul>

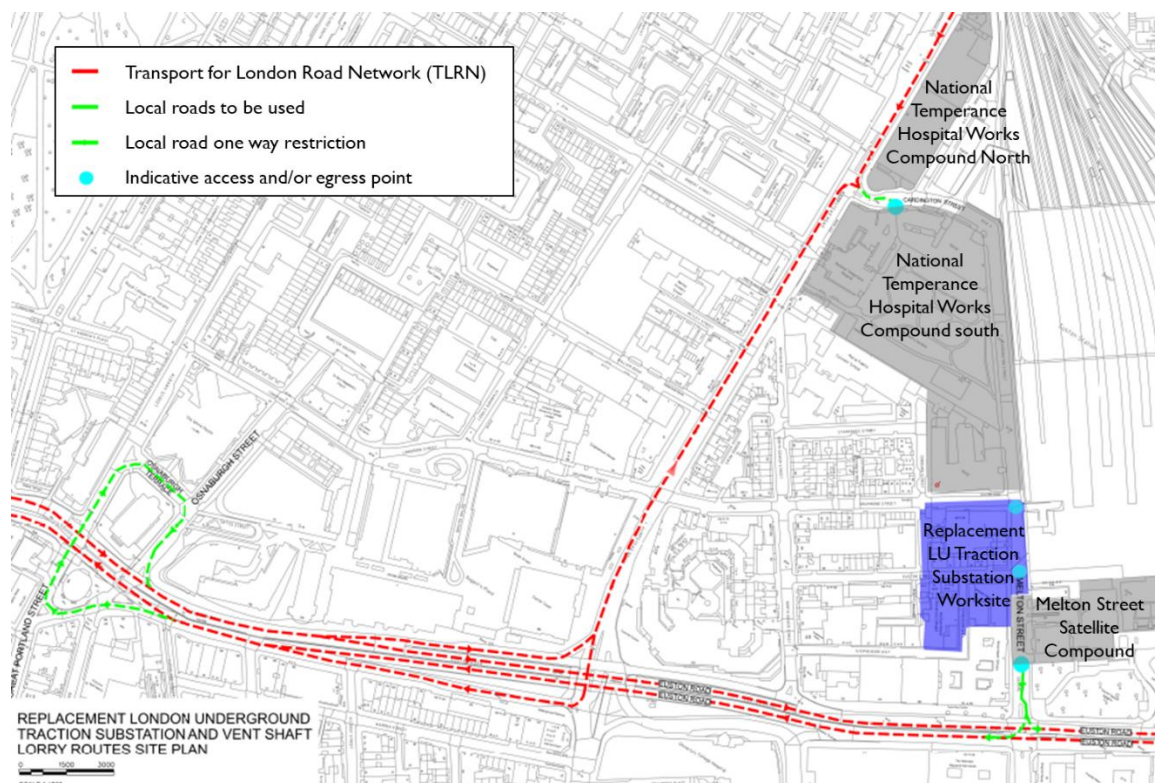
- 2.1.5 The main highway network in the vicinity of the site comprises of the A501/Euston Road, which runs in a west to east direction to the south of the worksite. This road

forms part of the TLRN and provides connections further afield to the Trunk/Special road network.

2.1.6 Melton Street is found immediately to the east of the worksite, which connects to the A501/Euston Road in a south-easterly direction. When exiting Melton Street at the signalled junction, traffic can turn both left or right, thereby allowing direct access to the 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 into Melton Street for traffic heading westbound.

2.1.7 It is anticipated 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 operation in a clockwise direction between the entry point on Hampstead Road, through the NTH South site (and S3 main works) and the exit point on Melton Street. The location of the worksite and proposed LGV routes are shown in Figure 1.

Figure 1: Replacement LU Traction Substation and Vent Shaft Worksite Location and Proposed Lorry Routes



2.1.8 The worksite is accessed via two access/egress points on Melton Street, which correspond with the former road junctions with Drummond Street and Euston Street. This is illustrated in Figure 1 and supersedes all previous plans that illustrate the Replacement LU Traction Substation worksite as being three separate compounds.

The position of the site access/egress are not for approval under Schedule 17 of the Act and are presented for context and information purposes only.

- 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

- 2.2.1 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 Replacement London Underground Traction Substation and Vent Shaft worksite.
- 2.2.2 Whilst the submission 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 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, turning 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 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 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 approvals refs (2018/0438/HS2 and 2020/3350/HS2 and constitute the most direct route onto and from the TLRN, no other alternative routes have been identified in support of this application.
- 2.2.6 Notwithstanding the above, in those instances 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.

## 2.3 Site Description

- 2.3.1 The northern part of the worksite forms part of the land surrounding the single storey London Underground building, located on the corner of Drummond Street and Melton Street, to the west of the main line station. The 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.
- 2.3.2 The southern part of worksite 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 II\* 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.
- 2.3.3 The worksite is bisected by Euston Street, which was stopped up under Schedule 4 of the HS2 Act between Cobourg Street and Melton Street at the site enabling phase of work to create a single worksite. A pedestrian corridor has been retained along Drummond Street to maintain local connectivity on the west side of Euston station. This corridor forms the northern boundary of the worksite.
- 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 northern part of the worksite will be the construction of a cable and ventilation tunnel, Mechanical, Plumbing and Heating (MEPH) fit out for the tunnel and adits, power fit out works and commissioning. Works at the southern part of the worksite will comprise capping beam, propping and excavation of the piled box, installation of reinforced concrete structures below and above ground, headhouse fit out and envelope works, MEPH, power fit out and commissioning, and 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

Plan<sup>4</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 have been set out in the Euston Wide Local Traffic Management Plan (LTMP) (ref: 1CP01-MDS-CL-PLN-SS08\_SL20\_GF-000004). The LTMP does not form part of this application for LGV route approval.
- 2.5.2 The current revision of the LTMP has been developed by MDJV with input from HS2, The 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.
- 2.5.3 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 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 also be provided through supplements or addenda.
- 2.5.4 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 Replacement LU Traction Substation and Shaft works, including the works previously consented, cover the period from Q2 2021 to Q1 2024. An indicative high level construction programme for the Replacement LU Traction Substation and Shaft works and forecast LGV daily traffic movements are summarised in Table 3.
- 2.6.2 As detailed in the LTMP, expected working hours for vehicle movements will be Monday to Friday 08h00 – 18h00 and Saturday 08h00 – 13h00. Start up and close down periods will be in accordance with the CoCP.
- 2.6.3 The peak period for the Replacement LU Traction Substation and Shaft works is during Q4 2021, with up to 80 two-way movements a day, equivalent to 40 LGV movements in and 40 LGV movements out of the worksite. The maximum movement figure is

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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)

predicted to be for two weeks coinciding with the initial phases of excavation for the piled box, whereupon levels will be reduced.

2.6.4 The average peak period LGV movements are expected to be circa 43 two-way LGV movements a day, reducing to 24 two-way movements a day for the fit-out phase onwards.

Table 3: Replacement LU Traction Substation and Shaft Worksite Daily LGV Movement Indicative Forecast

Forecast LGV Daily Movements (1-way)	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24
Construction Shaft	7	0	0	0	0	0	1	1																									
Ventilation & Power tunnel		7	7	7	7	2	2	2																									
Cable & ventilation adit				16	1	2	2																										
Piling	3	16	15																														
Capping beam, Excavation, RC				3	20	23	20	21	9	9	5	5	5	5																			
Fit out, envelope, MEPH®													6	6	9	11	12	13	13	12	12	1	4	4	4	5	5	5	5	5	5	5	
Total daily LGV numbers	10	23	22	27	28	27	25	24	9	9	5	5	11	11	9	11	12	13	13	12	12	1	4	4	4	5	5	5	5	5	5	5	
Total LGV daily movements (2-way)	20	46	44	54	56	54	50	48	18	18	9	9	22	22	18	22	24	26	26	24	24	2	8	8	8	10	10	10	10	10	10	10	

2.6.5 The Replacement Traction LU Substation and Shaft worksite currently shares an access/egress route with the S3 Main worksite, which is located in the NTH Works Compound South. An indicative high-level programme for all concurrent works making use of NTH Works Compound South and typical daily LGV movements are summarised in Table 4.

Table 4: NTH Works Compound South Aggregate Daily LGV Movement Indicative Forecast

Forecast LGV Daily Movements (1-way)	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24
Replacement LU Traction Substation	10	23	22	27	28	27	25	24	9	9	5	5	11	11	9	11	12	13	13	12	12	1	4	4	4	5	5	5	5	5	5	5	5
HS2 Station (West wall)	12	1	8	10																													
Maria Fidelis (Construction)		7	7	7	10	8	11	11	11	11	11	9	9	12																			
Maria Fidelis (Maintenance)															25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	
Melton St Site enabling (Demolition)	4	6	7	7	6	7	11	7	5	1																							
NTH North site enabling (Zone 5)					3	6	12	9	12	10	12	2																					
Utilities (Main site)													30	35	31	30	30	30	4	4	4	4	4	4	2	3	1	1	1	1	1	1	
Utilities (Trial holes / Other)	4	5	5	5	4	5	21	21	21	23	23	23																					
NTH North site enabling (NR)	2	4	3	3	3	3	3	0	3	2	7	4	5	5	6	6	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8	
Entry from Hampstead Rd per day	32	46	52	59	54	56	83	72	61	56	58	43	55	63	71	72	74	75	49	49	49	38	41	41	39	41	39	39	39	39	39	39	
Exit onto Hampstead Rd per day (NR Zone 5 Works Only)	1	4	3	3	6	9	15	9	15	12	19	6	5	5	6	6	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8	
Exit onto Euston Rd via Melton Street per day	31	42	51	56	48	47	68	63	46	44	39	37	50	58	65	66	67	68	42	42	41	30	33	33	31	33	31	31	31	31	31	31	
Total LGV daily movements (2-way)	64	92	104	118	108	112	166	144	122	112	116	86	110	126	142	144	148	150	98	98	98	76	82	82	78	82	78	78	78	78	78	78	

2.6.6 When considering the Replacement LU Substation worksite and other concurrent works, only half of the movements will travel along Hampstead Road to access the site and half when they exit the site via Melton Street. The aggregate number of LGV movements using this route on an average day is forecast at 102, equivalent to 51 LGV movements in and 51 LGV movements out. Over a ten-hour working day, this

represents an average of one vehicle accessing the site via Hampstead Road and one vehicle egressing via Melton Street and Euston Road every twelve minutes.

- 2.6.7 The peak number of LGV movements using this route will be 166, equivalent to 81 LGV movements in and 81 LGV movements out, which will occur in Q1 2022. Over a ten-hour working day, this represents an average of one vehicle accessing the site via Hampstead Road and one vehicle egressing via Melton Street and Euston Road every seven to eight minutes.

## **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 see Appendix A. Discussions have taken place between MDJV and representatives from Transport for London, who confirm that they have no objections to the use of the TLRN in conjunction with the lorry route proposals and will confirm this position as part of any consultation by London Borough of Camden. 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 plan (ref. 1CP01-MDS-CL-PLN-S003-00012) has been provided to The 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:
1CP01-MDS-CL-DGA-SS08_SL20-000001	Replacement London Underground Traction Substation and Vent Shaft Overall Lorry Routes Plan
1CP01-MDS-TP-LST-SS06-000001	List of Roads for Approval

### 3.2 Document for information

3.2.1 The following documents are provided for information.

Document Ref:	Title:
1CP01-MDS-TP-CROSS06-000001	Covering Letter
1CP01-MDS-TP-STA-SS06-000001	Written Statement
1CP01-MDS-CL-PLN-S003-000012	Route Management, Improvement & Safety Plan (ROMIS)

## 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 5: Pre-submission Consultation

Consultee Name	Consultation / Engagement Date	Method of Consultation / Attendees	Summary of Consultation
Camden Traffic Liaison Group	06/05/2020	Meeting	Introduction of proposals and ROMIS
Camden Traffic Liaison Group	02/06/2021	Meeting	Introduction of proposals and update on programme up to submission.
London Borough of Camden (Planning Officer)	03/06/2021	Meeting	Schedule 17 pre-application meeting - Presentation of proposals and feedback from LBC.
Transport for London	02/06/2021	Email Response	Email detailing no objection to the use of the TLRN as detailed in the proposals.
Camden Traffic Liaison Group	30/06/2021	Meeting	Overview of Euston wide LTMP.

## 5 Indicative Construction Programme

- 5.1.1 A high level programme for the Replacement LU Traction Substation and vent shaft is provided in Table 6 below. The LGV routes associated with all construction activities up to and including piling have previously been approved by London Borough of Camden (ref: 2020/3350/HS2). This Schedule 17 LGV route application refers to all activities from the capping beam phase of work onwards.

Table 6: Indicative Programme and Sequence of Works

Anticipated Start on Site Date (quarter/year)	Activity	Estimated Completion of Works (quarter/year)
Q2 2021	Site establishment	Q2 2021
Q2 2021	Temporary Construction shaft	Q3 2021
Q3 2021	Ventilation and power tunnel and adits	Q4 2021
Q3 2021	Piling	Q4 2021
Q4 2021	Capping beam, excavation and temporary propping	Q2 2022
Q2 2022	RC substructure and superstructure	Q3 2022
Q3 2022	Headhouse fitout and envelope + MEPH	Q3 2023
Q3 2023	Power fitout and commissioning	Q1 2024

- 5.1.2 It is stressed that the dynamic nature of the HS2 project as a whole means that programme dates and milestones are subject to change. As such, the reader is advised to treat these dates as accurate at the time of submission, however it is stressed that they may be subject to change.

## 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 7: 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**

### **TfL TLRN Network Plan**

