HS2

High Speed Rail (London – West Midlands) Act 2017

HS2 Ltd

London Borough of Camden

Schedule 17 Lorry Route Approval (Interim)

Statement for Information

LBC.LR.10009

Document Reference: 1CP01-MDS_ARP-TP-REP-SS08_SL20-990009

Contents

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	*c/o Agent:* Ryan Ward Mace Dragados Joint Venture (MDJV) HS2 Euston Project Office The Podium, Level 2, 1 Eversholt Street London NW1 2DN
Site Address	NTH Main Worksite: Former National Temperance Hospital (NTH) Works Compound, 112 Hampstead Rd, London, NW1 2LP Euston Square Gardens (East) Satellite Compound): Euston Square Gardens (East) Satellite Compound, Eversholt Street, London, NW1 2FD
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 sites for works comprising: Site enabling works including: • Logistics (site and welfare establishment, hoardings and internal site road reconfiguration); • Ground clearance, levelling and obstruction clearance, Installation of pile mat and guide wall; • Surveying works (Ground Investigation, Unexploded Ordinance, Instrumentation); • Exhumations; and • Utility works (utility trial holes, disconnections, temporary diversions and renewals). Early works packages including: • Early Main HS2 Station piling, capping beam & ground source heat pump works, and associated obstruction removals / site enabling works; • Early Main HS2 Station shallow excavation works; • Early Main London Underground Interchange Piling works, capping beam and associated obstruction removals / site enabling works; • Ground anchor installation and associated excavation; and • Interim Taxi Rank (ITR) 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 the London Borough of Camden (LBC) 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.

1.3 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 LHA.

[1] Vehicles over 7.5 tonnes.

- 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 LHAs 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 LHA 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[2].

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:

- **Section 2** describes the routes being submitted for approval;
- **Section 3** lists out the plans and documents which are submitted for approval, and lists the documents which are submitted for information;
- **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**;

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

- **Section 6** identifies any other main consents granted, or known forthcoming consents associated with the works; and

- **Section 7** provides a summary of the Written Statement.

2 Background Information

2.1 Route Description

2.1.1 This Lorry Routes (Interim) Submission seeks approval for lorry routes accessing two worksites: the NTH Main Worksite, and the Euston Square Gardens (East) Satellite Compound. The lorry routes relate to the site enabling works and early main works packages for the construction of HS2 Euston Station and London Underground Interchange.

2.1.2 A subsequent Sch.17 Lorry Route Approval submission will seek approval for lorry routes for the main construction works for HS2 Euston Station and London Underground Interchange. A phased approach has been adopted because there is a greater level of certainty on the construction programme, sequencing and associated construction vehicle forecasts for the site enabling works and early main works packages.

2.1.3 The Euston Square Gardens (East) Satellite Compound is located within the Bloomsbury Conservation Area, and a number of Listed Buildings are found in the vicinity of the worksite. To the east and south of the NTH Main Worksite is the Royal College of General Practitioners (RCGP), otherwise known as 30 Euston Square, which is a Grade II* Listed Building. There are other Listed Buildings and Listed Assets in the vicinity of the NTH Main Worksite, Euston Station and Euston Square Gardens.

2.1.4 On the basis that the Transport for London Road Network (TLRN) is the equivalent to the trunk road network in London, submissions made to qualifying authorities in or near London, will seek a general approval of the entire TLRN network as being Main Routes. HS2 Ltd has consulted with Transport for London (TfL) regarding the use of the TLRN.

2.1.5 TfL provided written confirmation via email on 23 September 2022 stating: "*in principle we have no issues with proposed lorry route application in relation to construction works at HS2 Euston Station for this interim submission.*" A copy of the email correspondence with TfL can be found appended to this Written Statement.

2.1.6 As per HS2 Planning Forum Note 6[3] (Rev: P02), this submission includes a general provision that, where a supplier/business is located between the special/trunk road network and a Site, LGVs from that supplier/business to the Site will be required to take the most appropriate route to join the Main Routes. This general provision will

[3] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1061396/Planning_Forum_Note_6_Lorry_Route_Approvals.pdf; accessed 18th August 2022.

include a requirement that these routes, where reasonably identifiable, are discussed at the relevant Traffic Liaison Group.

2.1.7 The routes submitted for approval are listed in Table 2 below and are shown on the Lorry Route Plans submitted alongside this Schedule 17 Written Statement.

2.1.8 In Table 2 the list of roads is split for each worksite gate, as requested by LBC during pre-application discussions.

Table 2: Routes for approval

Worksite / Sites where materials will be reused / waste disposal sites.	Routes to be used. (List of roads comprising the routes, from TLRN to worksite)
NTH Main Worksite	Gate A • Transport for London Road Network (TLRN) (in full, other than specified areas of TLRN in Camden Town Centre)*; • Freight Lane (between concrete supplier and York Way); • A5200 York Way (between Freight Lane and A5200 Camden Park Road) • A5200 Camden Park Road (between A5200 York Way and A503 Camden Road junction); • A5200 York Way (between Freight Lane and A5203 Wharfdale Road); • Goods Way (between A5200 York Way and A5202 Pancras Road); • A5202 Pancras Road (between Goods Way and B512 Crowndale Road); • B512 Crowndale Road (between Goods Way and A400 Oakley Square) • A5203 Wharfdale Road (between A5200 York Way and A5203 Caledonian Road); • A5203 Caledonian Road (between A5203 Wharfdale Road and King's Cross Bridge); • A4201 Great Portland Street (between A501 Euston Road and B506 junctions); • 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); and • Cardington Street (between A400 Hampstead Road and worksite gate).
	Gate B

Worksite / Sites where materials will be reused / waste disposal sites.	Routes to be used. (List of roads comprising the routes, from TLRN to worksite)
	• Transport for London Road Network (TLRN) (in full, other than specified areas of TLRN in Camden Town Centre)*; • Freight Lane (between concrete supplier and York Way); • A5200 York Way (between Freight Lane and A5200 Camden Park Road); • A5200 Camden Park Road (between A5200 York Way and A503 Camden Road junction); • A5200 York Way (between Freight Lane and A5203 Wharfdale Road); • Goods Way (between A5200 York Way and A5202 Pancras Road); • A5202 Pancras Road (between Goods Way and B512 Crowndale Road); • B512 Crowndale Road (between Goods Way and A400 Oakley Square) • A5203 Wharfdale Road (between A5200 York Way and A5203 Caledonian Road); • A5203 Caledonian Road (between A5203 Wharfdale Road and King's Cross Bridge); • A4201 Great Portland Street (between A501 Euston Road and B506 junctions); • 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); and • Melton Street (between A501 Euston Road and worksite gate).
	<u>Gate 18</u> • Transport for London Road Network (TLRN) (in full, other than specified areas of TLRN in Camden Town Centre)*; • Freight Lane (between concrete supplier and York Way); • A5200 York Way (between Freight Lane and A5200 Camden Park Road); • A5200 Camden Park Road (between A5200 York Way and A503 Camden Road junction); • A5200 York Way (between Freight Lane and A5203 Wharfdale Road); • Goods Way (between A5200 York Way and A5202 Pancras Road); • A5202 Pancras Road (between Goods Way and B512 Crowndale Road);

Worksite / Sites where materials will be reused / waste disposal sites.	Routes to be used. (List of roads comprising the routes, from TLRN to worksite)
	• B512 Crowndale Road (between Goods Way and A400 Oakley Square); • A5203 Wharfdale Road (between A5200 York Way and A5203 Caledonian Road); • A5203 Caledonian Road (between A5203 Wharfdale Road and King's Cross Bridge); • A4201 Great Portland Street (between A501 Euston Road and B506 junctions); • 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); and • Harrington Square (between A400 Hampstead Road and Lidlington Place).
Euston Square Gardens (East) Satellite Compound	• Transport for London Road Network (TLRN) (in full, other than specified areas of TLRN in Camden Town Centre)*; • Freight Lane (between concrete supplier and York Way); • A5200 York Way (between Freight Lane and A5203 Wharfdale Road); • A5203 Wharfdale Road (between A5200 York Way and A5203 Caledonian Road); • A5203 Caledonian Road (between A5203 Wharfdale Road and King's Cross Bridge); • A4200 Churchway (between A501 Euston Road and A4200 Grafton Place); • A4200 Grafton Place (between A4200 Churchway and A4200 Eversholt Street); and • A4200 Eversholt Street (between A4200 Grafton Place and Euston Bus Station).

* As per the condition imposed by LBC on Consent 2021/4406/HS2, HS2 Ltd is willing to accept a condition that no part of A400 Camden High Street or A503 Camden Road (west of its junction with A400 Camden Street) shall be used by any Large Goods Vehicles, unless otherwise agreed in writing with the local planning authority or as directed by any road or traffic diversion. The alternative route from the north is via A503 Camden Road, A400 Camden Street, A400 Oakley Square, A400 Lidlington Place and A400 Hampstead Road; these are all part of the TLRN.

2.1.9 The main highway network in the vicinity of the worksites comprises of A501 Euston Road, which runs in a west to east direction to the south of the worksites, and A400

Hampstead Road, which is found immediately to the west of the worksites and runs in a north to south direction. Both roads form part of the TLRN and provide connections further afield to the trunk / special road network.

NTH Main Worksite

2.1.10 The proposed lorry routes will access / egress the NTH Main Worksite via Gate A - Cardington Street (from A400 Hampstead Road) or via Gate B - Melton Street (from A501 Euston Road).

2.1.11 A secondary northern access (designed for a maximum of 12 LGVs per day) is also required for the NTH Main Worksite via Gate 18 (from A400 Hampstead Road). This secondary access is required to facilitate access into the northern extent of the NTH Worksite (an area called Zone 5) during periods when construction works will prohibit access for LGVs from the primary access points (Gate A or Gate B). Further information on the need for Gate 18 can be found in Section 2.3 - 'Site Description'.

2.1.12 Melton Street is found immediately to the south-east of the NTH Main Worksite. When exiting Melton Street at the signalised junction, traffic can turn left or right, allowing direct access onto A501 Euston Road for west-bound and east-bound traffic. Melton Street can only be accessed from A501 Euston Road via a left turn heading east-bound, there is no right turn available into Melton Street for traffic heading west-bound on A501 Euston Road.

2.1.13 The Phase One AP3 Environmental Statement[4] assumed and assessed the use of the Euston Square Gardens (West) Satellite Compound for the construction of HS2 Euston Station. In practical terms this satellite compound already forms part of the NTH Main Worksite and therefore this submission seeks approval for lorry routes accessing / egressing the NTH Main Worksite only.

2.1.14 The primary access / egress routes for the NTH Main Worksite will be via the TLRN, from the north, east or west. If vehicles are travelling west-bound along A501 Euston Road, they will need to turn around using the 'Osnaburgh Loop' which is formed by the following roads (refer to Figures 1 and 2 for location and configuration of Osnaburgh Loop):

- A4201 Great Portland Street (between A501 Euston Road and B506 junctions);
- A4201 Albany Street (between A501 Euston Road and A4201 Osnaburgh Terrace junctions);

[4] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/460730/SES2_and_AP3_ES_Volume_2_CFA_1_Euston_station_and_approach_report.pdf; accessed 18th August 2022.

- A4201 Osnaburgh Terrace (between A4201 Albany Street and A4201 Osnaburgh Street junctions); and
- A4201 Osnaburgh Street (between A4201 Osnaburgh Terrace and A501 Euston Road junction).

2.1.15 The proposed lorry route for vehicles accessing the NTH Main Worksite using Gate 18 from A400 Hampstead Road (north-bound) makes use of Harrington Square (between A400 Hampstead Road and Lidlington Place) to turn around and enter the worksite via a left-hand turn. The rationale for seeking approval for use of Harrington Square is detailed in paragraphs 2.2.10 - 2.2.28.

2.1.16 At the time of writing MDJV has not yet appointed sub-contractors for the delivery of wet concrete. However, it is likely that a concrete supplier on York Way will be utilised therefore concrete lorry routes from this supplier are included in this Lorry Routes (Interim) Submission.

2.1.17 The proposed route for concrete lorries from the potential supplier in King's Cross accesses the NTH Main Worksite from the north (via A400 Hampstead Road, avoiding the use of Camden High Street) and egresses to the south (via A501 Euston Road), forming an anticlockwise loop for concrete deliveries. This submission also seeks approval for a secondary 'central' access route to the NTH Main Worksite via Goods Way and Pancras Road, and a tertiary access from the south (via A501 Euston Road); these routes are included for resilience purposes and would only be used if the primary route from the north is not available or is subject to severe delays. The rationale for the proposed concrete lorry routes is detailed in paragraphs 2.2.31 – 2.2.42.

2.1.18 The proposed lorry routes accessing / egressing the NTH Main Worksite are shown in Figures 1 - 6. The position of the site access / egress points are not for approval under Schedule 17 of the Act and are presented for context and information purposes only.

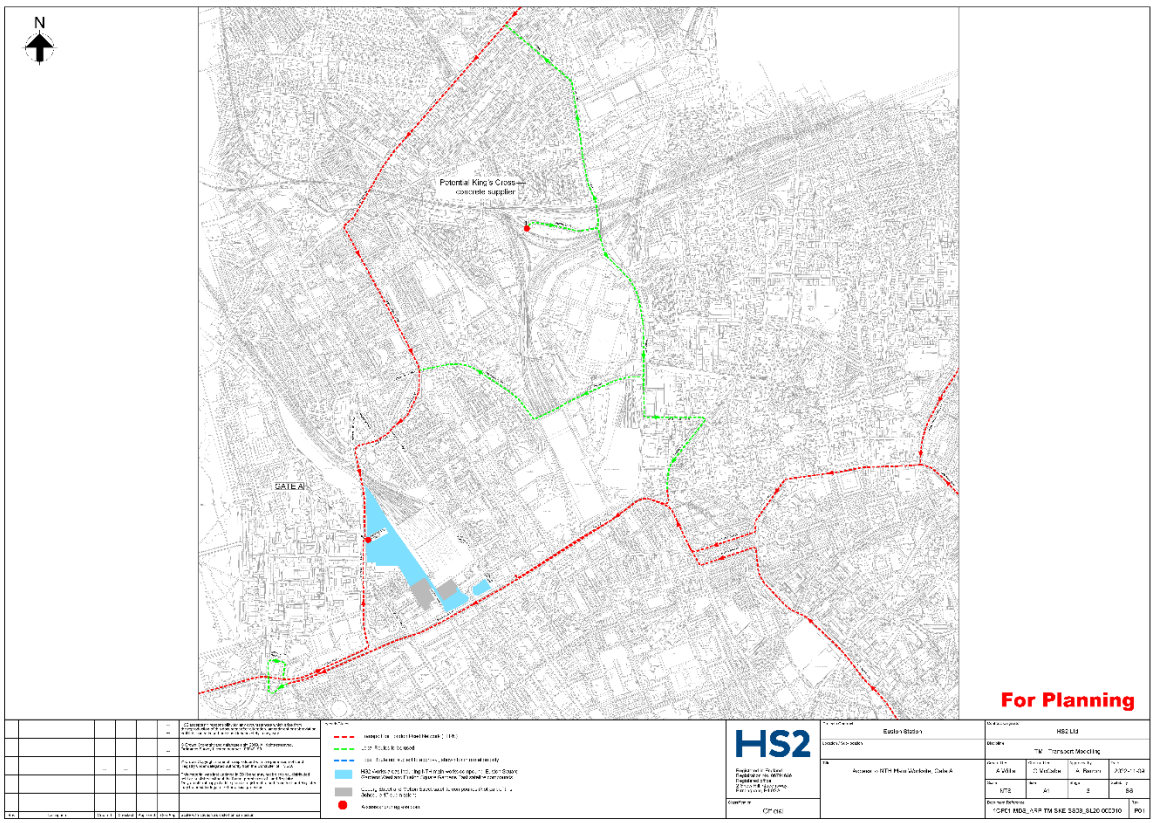

Figure 1: NTH Main Worksite, Gate A – Access (Ref: 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000010)

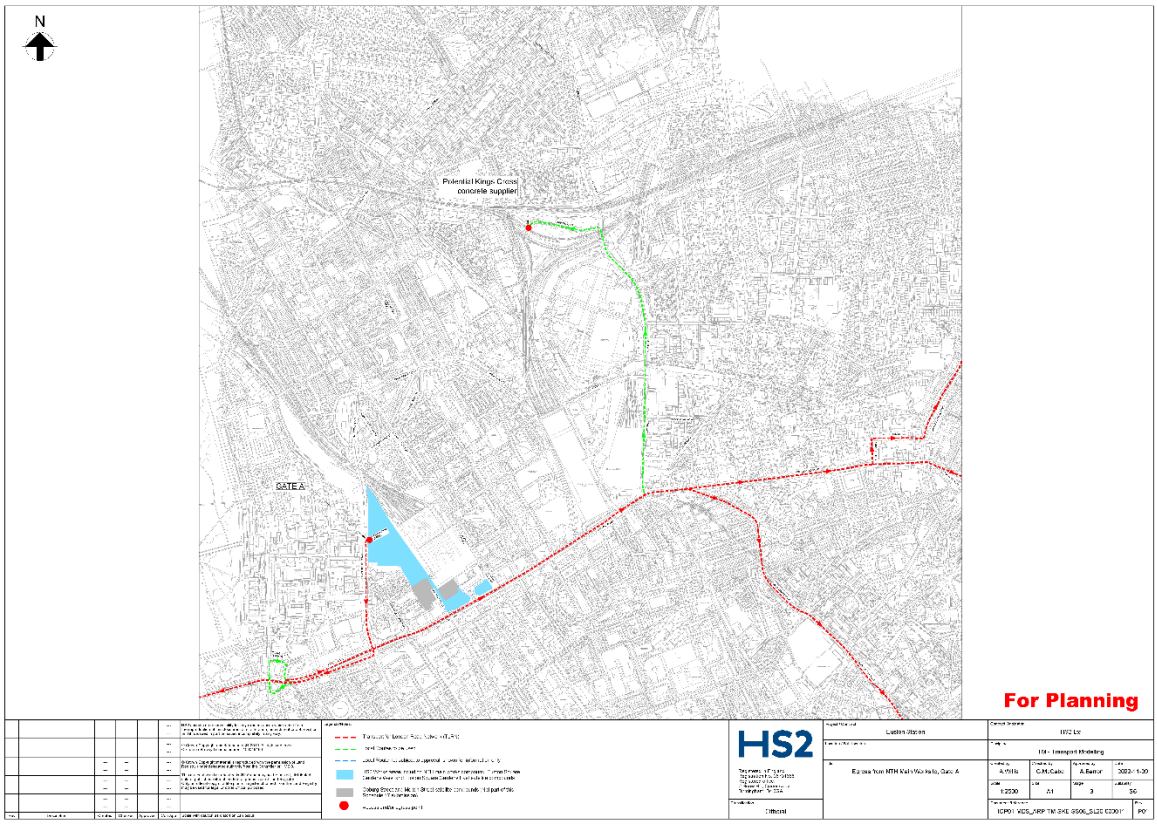

Figure 2: NTH Main Worksite, Gate A – Egress (Ref: 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000011)

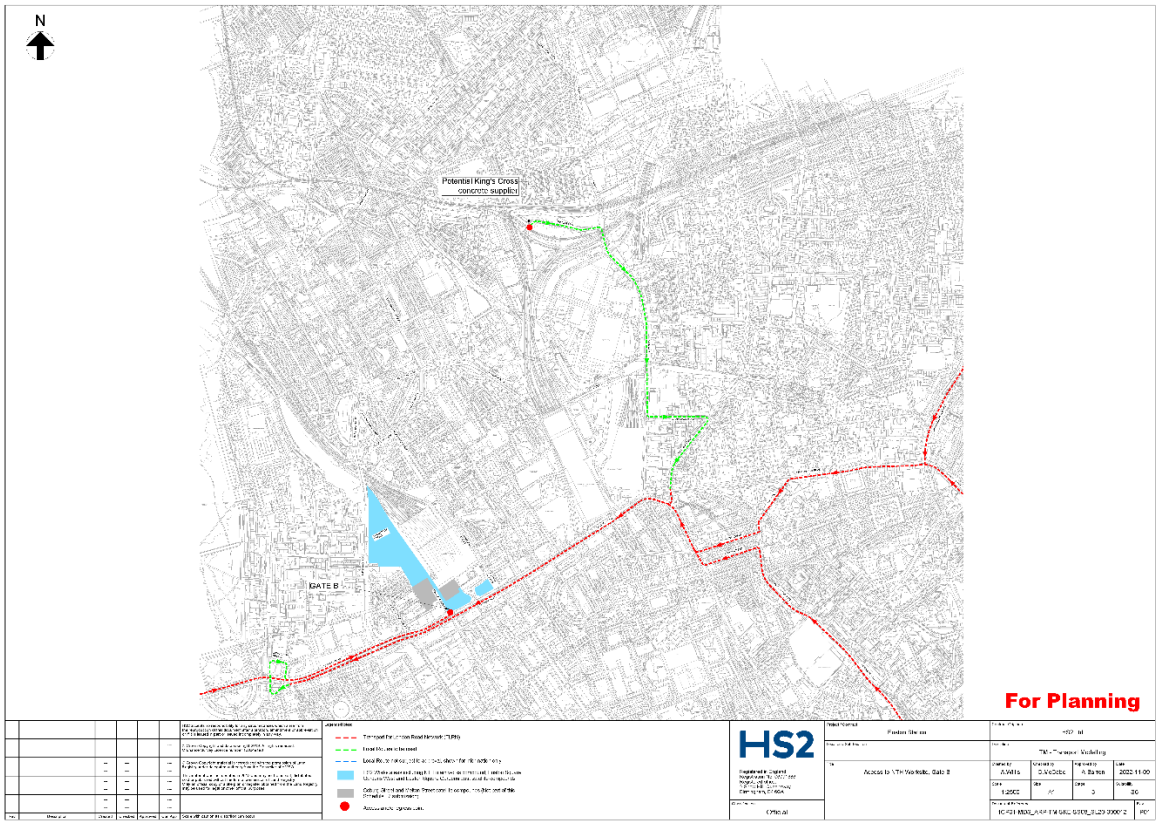

Figure 3: NTH Main Worksite, Gate B – Access (Ref: 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000012)

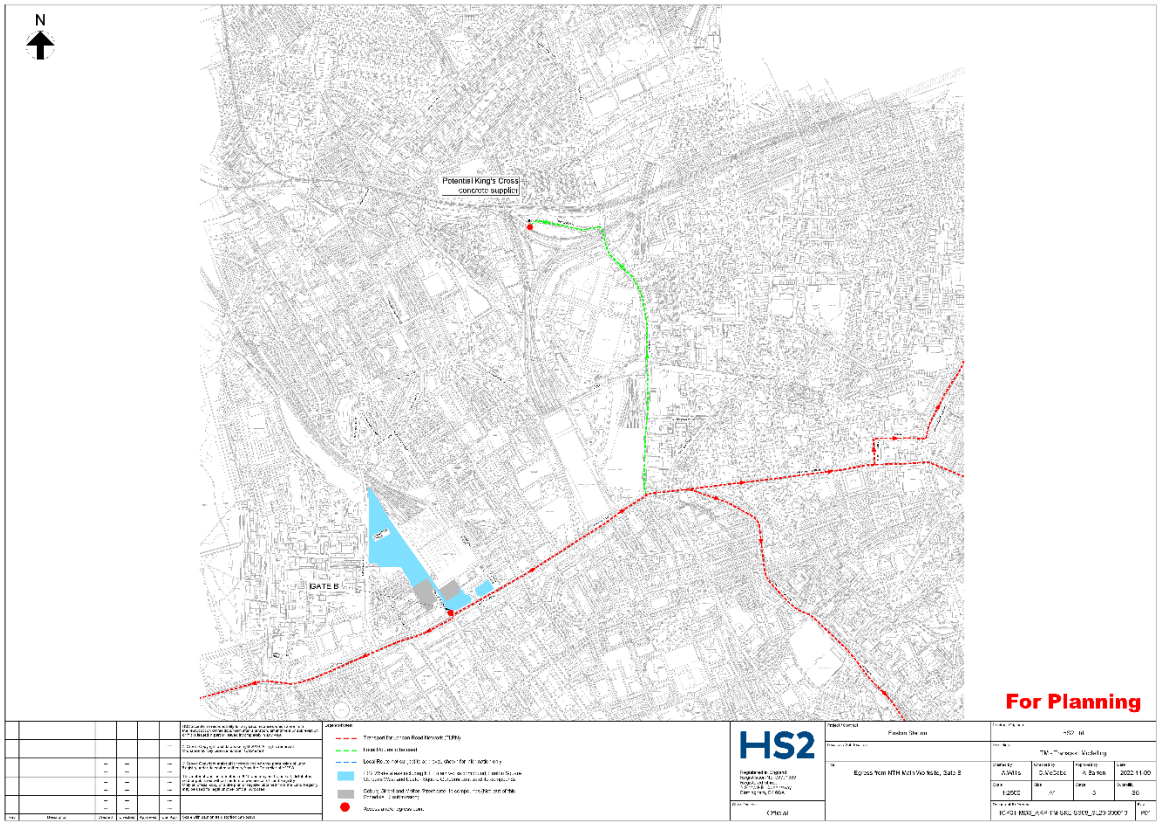

Figure 4: NTH Main Worksite, Gate B – Egress (Ref: 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000013)

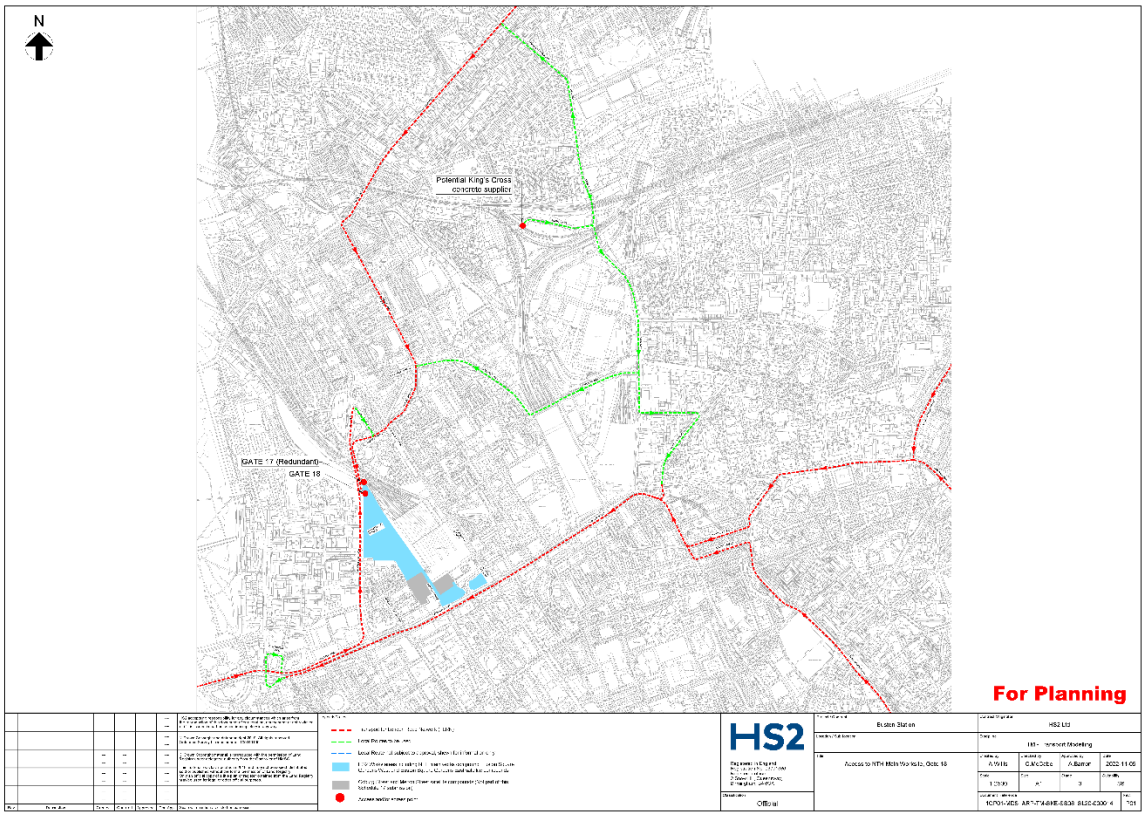

Figure 5: NTH Main Worksite, Gate 18 – Access (Ref: 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000014)

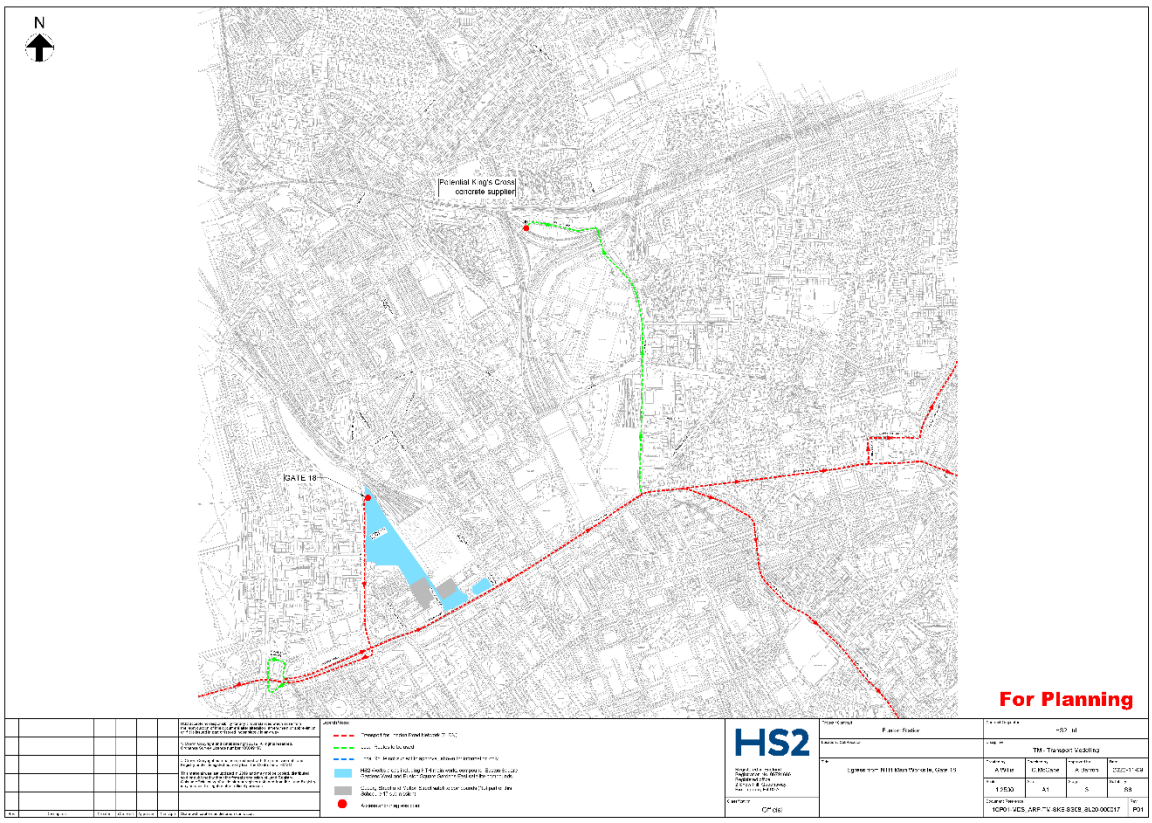

Figure 6: NTH Main Worksite, Gate 18 – Egress (Ref: 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000017)

Euston Square Gardens (East) Satellite Compound

2.1.19 The access / egress points for the Euston Square Gardens (East) Satellite Compound are from A501 Euston Road and from Eversholt Street, adjacent to the existing Euston Bus Station.

2.1.20 The proposed access route for the Euston Square Gardens (East) Satellite Compound will be via the TLRN using A501 Euston Road (west-bound), turning right onto Churchway, followed by a left hand turn onto Grafton Place. The route then crosses over A4200 Eversholt Street to enter Euston Square and into the satellite compound using Gate 5.

2.1.21 Vehicles accessing the Euston Square Gardens (East) Satellite compound from the west will need to turn around using the 'King's Cross loop'. This is due to a banned left hand turn from A501 Euston Road onto Churchway. The King's Cross loop is part of the TLRN and is formed of the following roads (refer to Figures 1 and 2 for configuration of King's Cross loop):

- A501 Pentonville Road (between A501 Euston Road and A201 King's Cross Road);
- A201 Kings Cross Road (between A501 Pentonville Road and A501 King's Cross Road);
- Swinton Street (between A501 King's Cross Road and A501 Grays Inn Road); and
- A501 Grays Inn Road (between Swinton Street and A501 Euston Road).

2.1.22 The egress route from the Euston Square Gardens (East) Satellite Compound will be from Gate 5A and onto A501 Euston Road via a short section of private road within Euston Bus Station. From here vehicles will turn right to access A501 Euston Road (west-bound).

2.1.23 The proposed lorry route for concrete lorries from the potential supplier in King's Cross accesses / egresses the Euston Square Gardens (East) Satellite Compound via York Way and A501 Euston Road.

2.1.24 It is noted that roads within Euston Bus Station are not public highway and are therefore not a matter for determination under Schedule 17; separate consultation has been undertaken with TfL regarding the use of the bus station.

2.1.25 The proposed lorry routes for the Euston Square Gardens (East) Satellite Compound are shown in Figures 7 and 8. The position of the site access / egress points are not for approval under Schedule 17 of the Act and are presented for context and information purposes only.

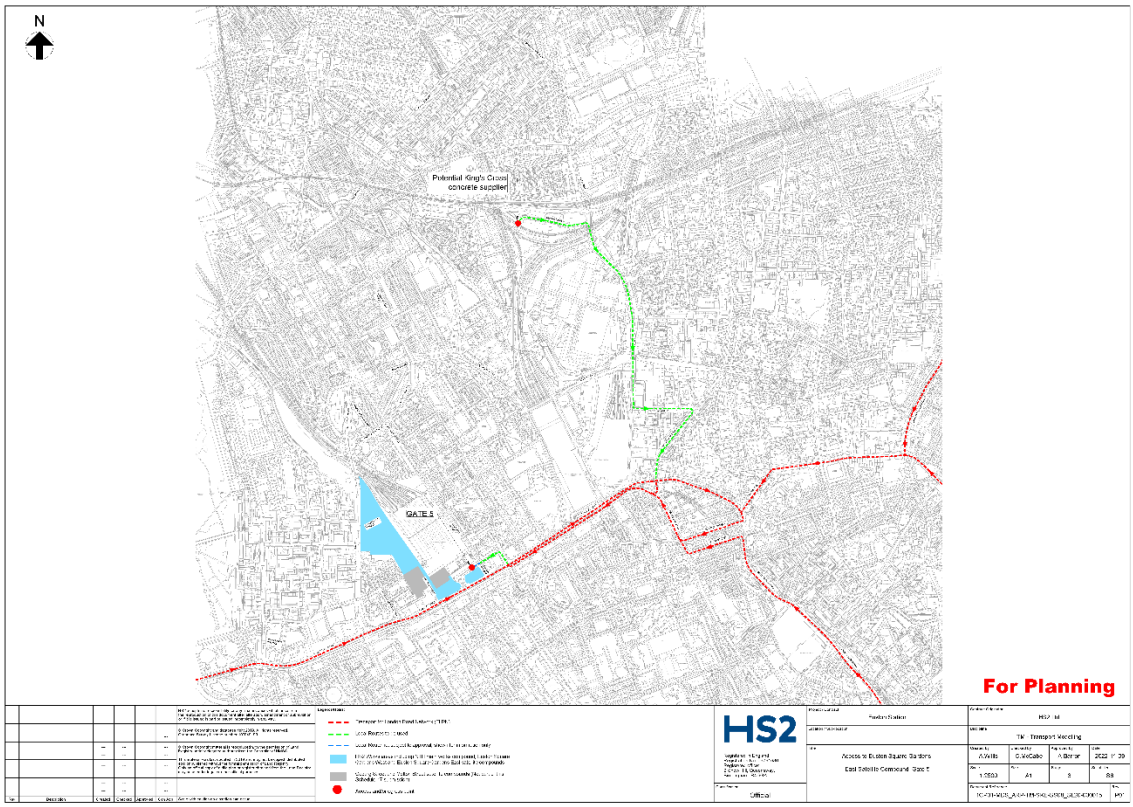

Figure 7: Euston Square Gardens (East) Satellite Compound – Access (Ref: 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000015)

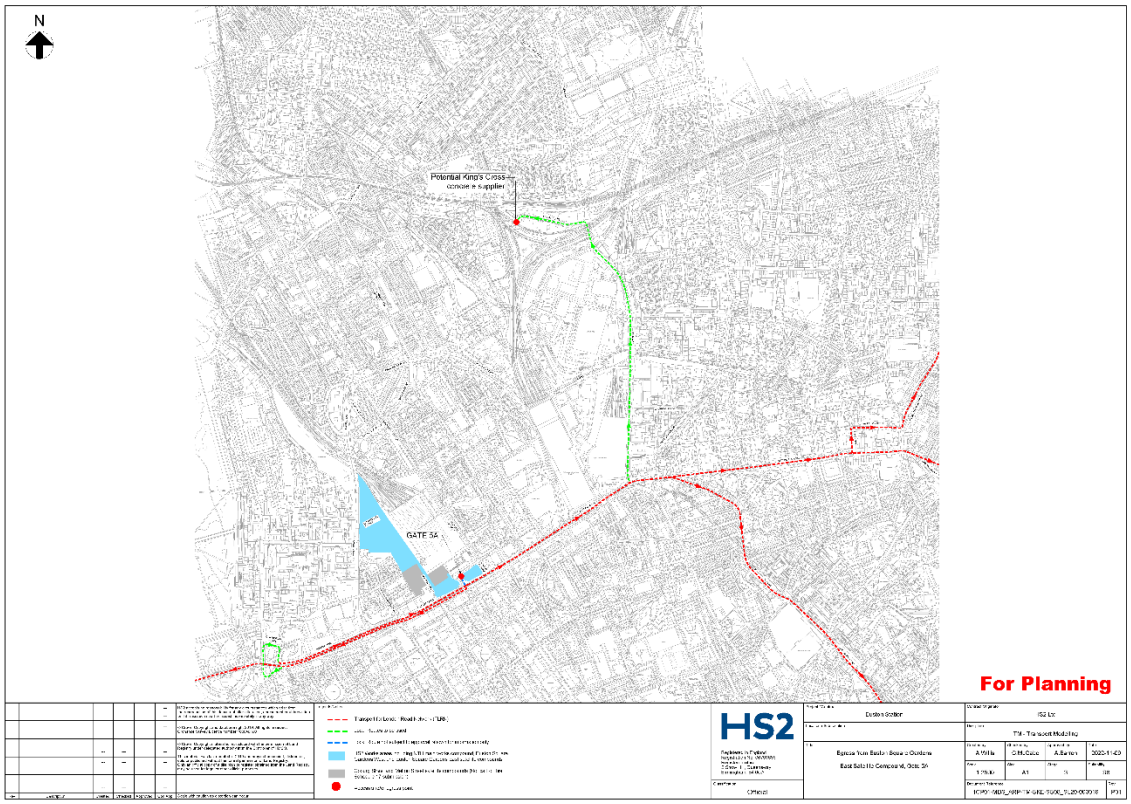

Figure 8: Euston Square Gardens (East) Satellite Compound – Egress (Ref: 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000016)

Route-wide Plan

2.1.26 Figure 9 shows an area-wide plan of all Lorry Routes for Euston Station as detailed in this Lorry Routes (Interim) Submission.

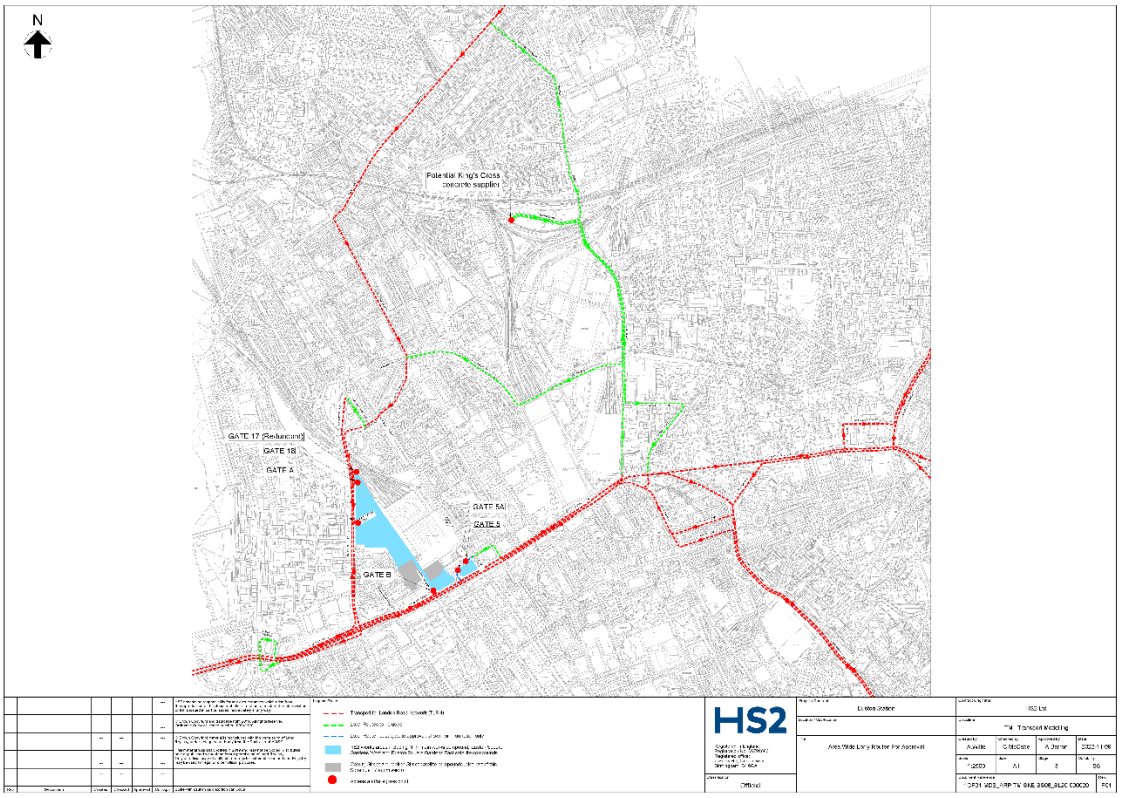

Figure 9: Area Wide Lorry Routes Plan, (Ref: 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000020)

2.2 Route Rationale and Options Considered

2.2.1 All LGVs will access the worksites making use of the TLRN which, in the vicinity of the worksites, is comprised of A501 Euston Road to the south and A400 Hampstead Road to the west.

2.2.2 The worksites are situated in close proximity to the TLRN and due to the constrained, central London location of the worksites, there are limited alternative routes between the worksites and the TLRN which are viable or practical to operate. Where alternative routes have been suggested by LBC during pre-application discussions, the suitability of these routes has been assessed and is commented on in this section.

2.2.3 The lorry routes as detailed in this submission represent the most direct routes to / from the worksites, and in doing so minimise the usage of roads controlled by LBC. These routes ensure an efficient site operation and would provide a resilient network of available lorry routes.

2.2.4 The lorry routes are broadly similar to those consented under previous Schedule 17 Lorry Route Approvals for HS2 Euston Station works. The routes take account of the previous decision (ref: 2021/4406/HS2) by LBC to impose a condition restricting the use of A400 Camden High Street and A503 Camden Road (west of its junction with Camden Street, which is worded as follows:"

> *"No part of Camden High Street or Camden Road (west of its junction with Camden Street) shall be used by any Large Goods Vehicles, unless otherwise agreed in writing with the local planning authority or as directed by any road or traffic diversion."*

2.2.5 At Euston Station, the relevant Environmental Statement is the Supplementary Environmental Statement 2 and Additional Provision 3 Environmental Statement (SES2 and AP3 ES), July 2015. The Community Forum Area Report[5] contains the most comprehensive and up-to-date assessment and reports on the likely environmental effects as a result of construction vehicles for Euston Station, including:

- Air quality - Chapter 7 provides an assessment of the impacts and likely significant effects on air quality arising from the construction and operation of the scheme;
- Sound, noise and vibration - Chapter 14 reports the assessment of the likely significant noise and vibration effects arising from the construction and operation of the scheme; and
- Traffic and transport - Chapter 15 describes the likely impacts on all forms of transport arising from the construction and operation of the scheme.

2.2.6 The construction vehicle routes that were assumed for the purposes of highway modelling are shown in full on Map TR-03-001[6] of the Environmental Statement Map Book and are described in Table 62[7] of the SES2 and AP3 ES Transport Assessment Technical Appendices.

2.2.7 The majority of the lorry routes as detailed in this Lorry Routes (Interim) Submission follow the construction vehicle routes which were assessed as part of the SES and AP3 ES. In addition, the forecast LGV numbers for each worksite are within the forecast average daily combined two-way vehicle trips within the peak month of activity, which can be found in Table 26 of the Community Forum Area Report.

---

5 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/460730/SES2_and_AP3_ES_Volume_2_CFA_1_Euston_station_and_approach_report.pdf; accessed 21st July 2022.

6 http://webarchive.nationalarchives.gov.uk/20140810181550/http://assets.dft.gov.uk/hs2-environmental-statement/volume-5/traffic/MB71_VOL5_TR_WATERMARKED.pdf; accessed 21st July 2022.

7 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/460748/SES2___AP3_ES_Volume_5_Transport_Assessment__TR-001-000__Part_1.pdf; accessed 21st July 2022.

NTH Main Worksite

2.2.8 The proposed primary access / egress routes for the NTH Main Worksite are via Cardington Street or Melton Street, with a secondary northern access / egress point (designed for a maximum of 12 LGVs per day) making use of the Harrington Square loop.

2.2.9 These routes take into account:

- Maximising the use of the TLRN which is suitable to accommodate HS2 construction traffic, to reduce the use of local roads;
- Taking the most direct route from the TLRN to the worksite;
- Utilising routes which were assumed to be used and assessed in the Phase One SES2 and AP3 Environmental Statement;
- The location of available accesses into the worksite;
- Avoiding sensitive routes, known road closures and other works / restrictions in the area;
- Allowing safe turning in and out of the worksite;
- The direction lorries will travel from the TLRN to the worksite;
- The direction lorries could travel if direct to site from supplier (e.g., wet concrete);
- Providing more than one exit route from the worksite where possible, to spread the impact;
- Avoiding A400 Camden High Street, which LBC have previously imposed as a condition on other Schedule 17 Lorry Route Approvals; and
- Avoiding the Grafton Way loop, following previous discussions with LBC.

Harrington Square

2.2.10 In this Lorry Routes (Interim) Submission MDJV assumes that LBC will impose a planning condition which is consistent with that imposed on Consent 2021/4406/HS2, which restricts the use of A400 Camden High Street by LGVs.

2.2.11 Due to this restriction on the use of A400 Camden High Street, the use of Harrington Square is required for vehicles to turn around and gain access into the NTH Main Worksite via Gate 18 for vehicles travelling on A400 Hampstead Road (north-bound). This would be for occasional, low usage (maximum 12 vehicles per day).

2.2.12 During pre-application discussions with LBC, officers raised concerns with the proposed use of Harrington Square (between A400 Hampstead Road and Lidlington Place), which is a local road that does not form part of the TLRN.

2.2.13 MDJV has considered mitigating options to avoid the need to use Harrington Square as a loop in order to access Gate 18. The mitigating options which were considered are set out and discounted as follows.

Option 1- Access to Gate 18 by means of a right hand turn from Hampstead Road heading in the north-bound direction

2.2.14 In order to perform a right-hand turn from A400 Hampstead Road under existing road conditions, LGVs wishing to access the NTH Main Worksite via Gate 18 would need to find a gap in two lanes of traffic that includes a general traffic lane and a bus / cycle lane. This presents significant safety issues including risk of collisions with cyclists and could cause queuing on A400 Hampstead Road, which is part of the TLRN. There is also a bus stop in close proximity to Gate 18 which presents a further safety issue if a bus attempts to pull out when an LGV is turning right;

2.2.15 The NTH Main Worksite is in close proximity to that used by the HS2 S1 contractor (Skanska Costain STRABAG Joint Venture (SCS JV)), which introduced a signalised junction providing a right turn from Gate 18 onto A400 Hampstead Road. This has been in operation since the start of May 2022. Due to the two-phase signal timing of the junction, there will always be potential conflict and safety issues regarding right turning into Gate 18 with either general traffic or HS2 S1 construction vehicles;

2.2.16 The design of SCS JV's temporary signalised junction also reintroduces cylinder bollards to discourage overtaking on the outside[8]. These would need to be removed should the right turn be considered, with associated safety implications;

2.2.17 Capturing the right turn into MDJV's site under signalised provision that SCS JV has introduced for the Haul Road is not feasible due to additional lost time that would occur on the TLRN network. Altering the existing arrangement would increase the all-red phasing of the traffic signals from the current time of 5 seconds to 10 seconds, doubling the lost time at the junction. This applies to both general traffic and buses which have a dedicated bus lane across this section. Hence, network performance might be compromised and TfL bus journeys delays increased;

2.2.18 Discussions to date regarding right turn provision as part of the temporary Hampstead Road re-alignment have assumed the right turning provision on the basis of a single north- and south-bound carriage lane only;

[8] The current approved SCS JV traffic management plans are available for LBC review via the streetworks team. The relevant street manager reference umber for the SCS JV traffic management plan is TA011THW-TFL-SCS-0013 (MDJV is not the owner of this plan).

2.2.19 During a site visit held on 12th July 2022, the feasibility to turn vehicles right into Gate 18 from A400 Hampstead Road, whilst the temporary right hand turn onto Hampstead Road is in place, was discussed with officers from LBC and a representative from SCS JV. SCS JV confirmed that they need to extend the duration of the temporary right hand turn and traffic signals beyond December 2022, which means that MDJV will not be able to turn vehicles right into Gate 18 for the period covered by this Lorry Routes (Interim) Submission.

Option 2 – Utilising previous access arrangements to Zone 5

2.2.20 The previous arrangement to access Zone 5 used 'Gate 17', which was situated just off Hampstead Road on an access road that was connected to Cardington Street and ran adjacent to the railway tracks (refer to Figure 16). Historically, due to safety reasons, the access road had a weight limit of 26 tonnes imposed. This access road has now been removed and is no longer in existence, and a 2-metre margin exclusion zone has been established adjacent to the retaining wall to the railway tracks. Gate 18 is required to serve as an access and egress point.

Option 3 – Access from the SCS JV worksite gate (S11 G2B)

2.2.21 During a site visit on 12th July 2022 LBC queried whether there is an opportunity for use of the SCS JV site access to turn around vehicles needing to access Gate 18 from the south.

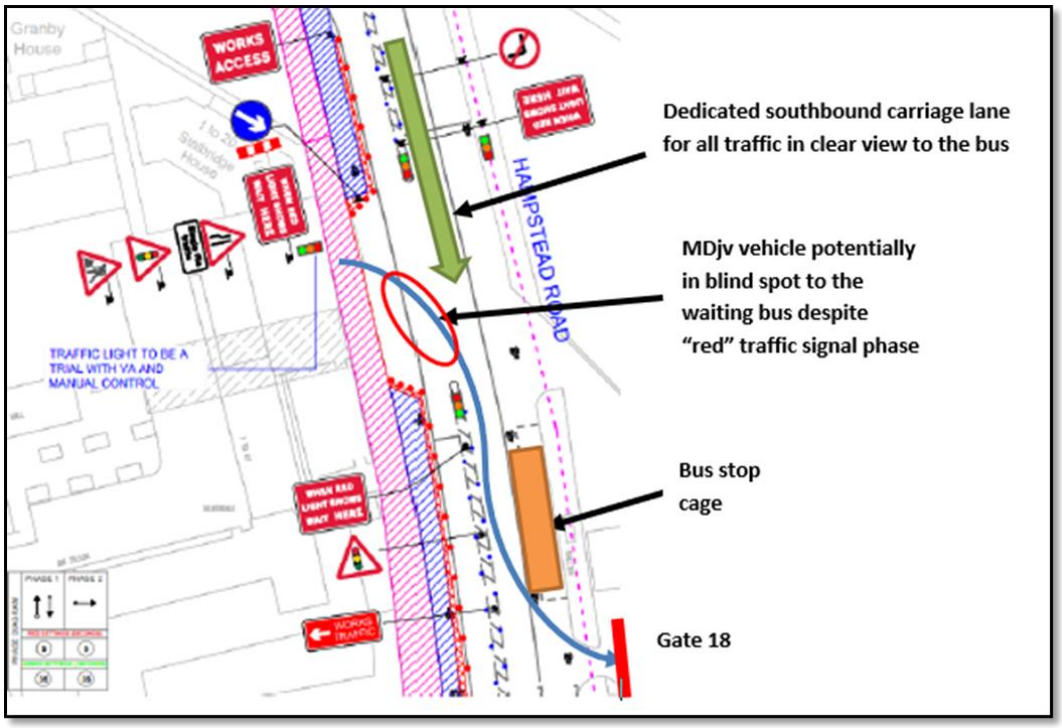

Figure 10: Annotated plan showing safety issues with straight across manoeuvre from Gate 11 S2B (left hand side of plan) to Gate 18 (right hand side of plan).

2.2.22 SCS Gate S11 G2B is situated approximately 55 metres to the north of Gate 18 on the western side of Hampstead Road, as shown in Figure 10 above. The mitigation proposal would involve MDJV construction vehicles turning around within Gate S11 G2B, exiting right out of the SCS JV site to continue southbound on A400 Hampstead Road and turning left into Gate 18. This would remove the need to send vehicles around the Harrington Square loop.

2.2.23 Following discussions with SCS JV and MDJV the fundamental issue with this proposal is the lack of capacity at the current SCS Hampstead Road access to handle MDJV works vehicles. An illustrative plan of the SCS JV worksite is shown in Figure 11 below. The site is spatially constrained and already handles SCS JV's own logistics activities which take place on entry and exit, such as compliance checks and wheel washing. Due to spatial constraints at the current SCS Hampstead Road access there is no onsite capacity to handle MDJV works vehicles, in addition to SCS JV's own logistics activities.

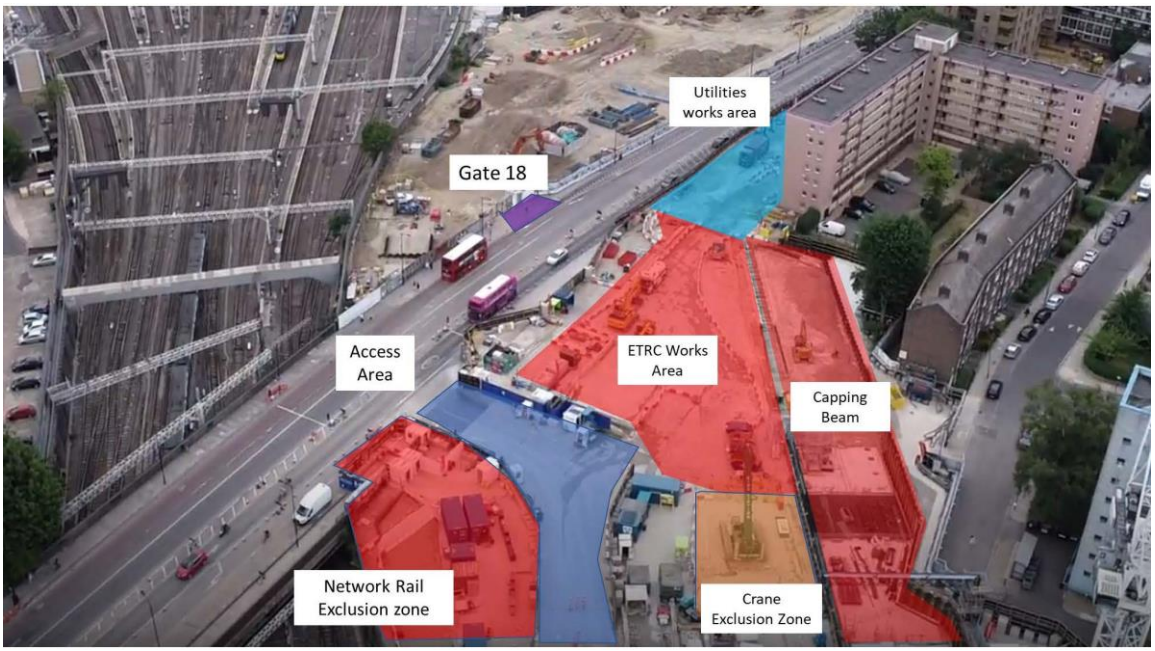

Figure 11: Annotated photograph showing SCS JV worksite (sketch for illustrative purposes).

2.2.24 Each HS2 contractor is responsible for implementing its own vehicle management system which details the number, estimated arrival time and type of vehicles. While the data is visible to HS2 Ltd to allow oversight and monitoring of vehicle numbers across all contractor sites, MDJV do not have access to the SCS JV vehicle management system and vice versa, therefore SCS JV would have no visibility of the number, arrival times and type of MDJV vehicles which would impact on the safe operation of the access. The inability to coordinate deliveries between separate contractors introduces a reasonably foreseeable risk of multiple vehicles arriving

simultaneously and queuing back onto A400 Hampstead Road, contrary to the requirements set out in the HS2 Phase 1 Route Wide Traffic Management Plan regarding measures to minimise queuing on the highway.

2.2.25 SCS are seeking to reduce the people plant interface wherever possible. Rejected vehicles egress from the worksite under site traffic management operative supervision. The introduction of MDJV vehicles would increase the people / plant interface in an area that is already space constrained.

2.2.26 Traffic signals that are in use at the access point allow for a left turn in and right turn out of SCS JV site. For MDJV vehicles to access Gate 18 a signalised movement would have to be included in the traffic signal control system to facilitate access between the SCS JV gate and Gate 18 (see Figure 10); this would change the inter-green times and impact on network performance. The Gate 18 access is approximately 55m from the southbound stop line. To give adequate clearance for works vehicles to exit the SCS JV site and into Gate 18, the all-red phasing of the traffic signals would need to be increased from the current time of 5 seconds to 10 seconds, doubling the lost time at the junction each cycle. There is also a potential for MDJV vehicles needing a separate phase to safely exit from Gate 18 under this arrangement, which could further reduce the green time given to Hampstead Road. It is also important to note that any changes to the operation of the junction would need to be agreed with TfL in addition to the current letter of consent issued to SCS JV.

2.2.27 Notwithstanding the primary issue that SCS JV do not have capacity to accommodate the turnaround of MDJV vehicles within their site, MDJV have safety concerns regarding the manoeuvre from the SCS JV worksite. As shown in Figure 10, MDJV vehicles have the potential to be in the blind spot for any buses moving away from Silverdale Bus Stop W. In addition, cyclists travelling southbound on A400 Hampstead Road are known to jump the red light and could be travelling along the cycle lane hidden by buses waiting at the bus stop; this presents a potential safety conflict with MDJV vehicles making this manoeuvre under signalised control.

2.2.28 While suggestions from LBC have been considered and assessed in consultation with SCS JV, the use of Harrington Square is deemed to be the only logical, safe, and legal route for vehicles wishing to access Gate 18 from the south. It is noted the route would be utilised as a secondary access and when required, there would be occasional, low usage for a maximum of 12 LGVs per day.

Euston Square Gardens (East) Satellite Compound

2.2.29 The primary access route for the Euston Square Gardens (East) Satellite Compound is from A501 Euston Road via Churchway / Grafton Place / Eversholt Street. The egress route is through a short section of Euston Bus Station and directly onto A501 Euston Road.

2.2.30 This route takes into account:

- Maximising the use of the TLRN which is suitable to accommodate HS2 construction traffic, to reduce the use of local roads;
- Taking the most direct route from the TLRN to the worksite, noting the introduction of a banned left hand turn from the A501 Euston Road onto Churchway;
- Utilising routes which were assumed to be used and assessed in the Phase One SES 2 and AP3 Environmental Statement;
- The location of available accesses into the worksite;
- Avoiding sensitive routes, such as Eversholt Street north-bound and known road closures and other works / restrictions in the area;
- Allowing safe turning in and out of the worksite;
- The direction lorries will travel from the TLRN to the worksite; and
- Avoiding A400 Camden High Street which LBC have previously imposed as a condition on other Schedule 17 Lorry Route Approvals.

Concrete lorry routes

2.2.31 As per paragraph 4 of the Planning Forum Note 6 (PFN 6), where a supplier/business is located between the special/trunk road and a Site, LGVs from that supplier/business to the Site will be required to take the most appropriate route to join the Main Routes. PFN 6 includes a requirement that these routes, where reasonably identifiable, are discussed at the Camden Traffic Liaison Group (TLG).

2.2.32 For this Lorry Routes (Interim) Submission MDJV is seeking approval for concrete lorry routes from the concrete batching plant located on Freight Lane, accessed off A5200 York Way. It is noted procurement of a concrete supplier for this phase of works has not yet been undertaken, hence the use of the King's Cross concrete supplier is not yet confirmed.

2.2.33 The proposed primary route for concrete lorries accesses the NTH Main Worksite from the north (via A502 Camden Road and A400 Hampstead Road, avoiding the use of Camden High Street). A secondary access route is proposed via Goods Way and A5202 Pancras Road.

2.2.34 This submission also seeks approval for a tertiary access to the NTH Main Worksite from the south (via A501 Euston Road). This would be for resilience purposes and would only be used if the routes from the north or via Goods Way are not available.

2.2.35 The proposed egress route for concrete lorries is via A501 Euston Road, forming an anti-clockwise loop.

2.2.36 For clarity, the proposed northern (primary) access route between the concrete batching plant and the NTH Main Worksite (Gate A) is shown in Figure 12 and is comprised of:

- Freight Lane;
- A5200 York Way;
- A5200 Camden Park Road;
- A503 Camden Road (TLRN);
- A400 Camden Street (TLRN);
- A400 Oakley Square (TLRN);
- A400 Lidlington Place (TLRN);
- A400 Harrington Square (TLRN);
- A400 Hampstead Road (TLRN);
- NTH Main Worksite (via Cardington Street).

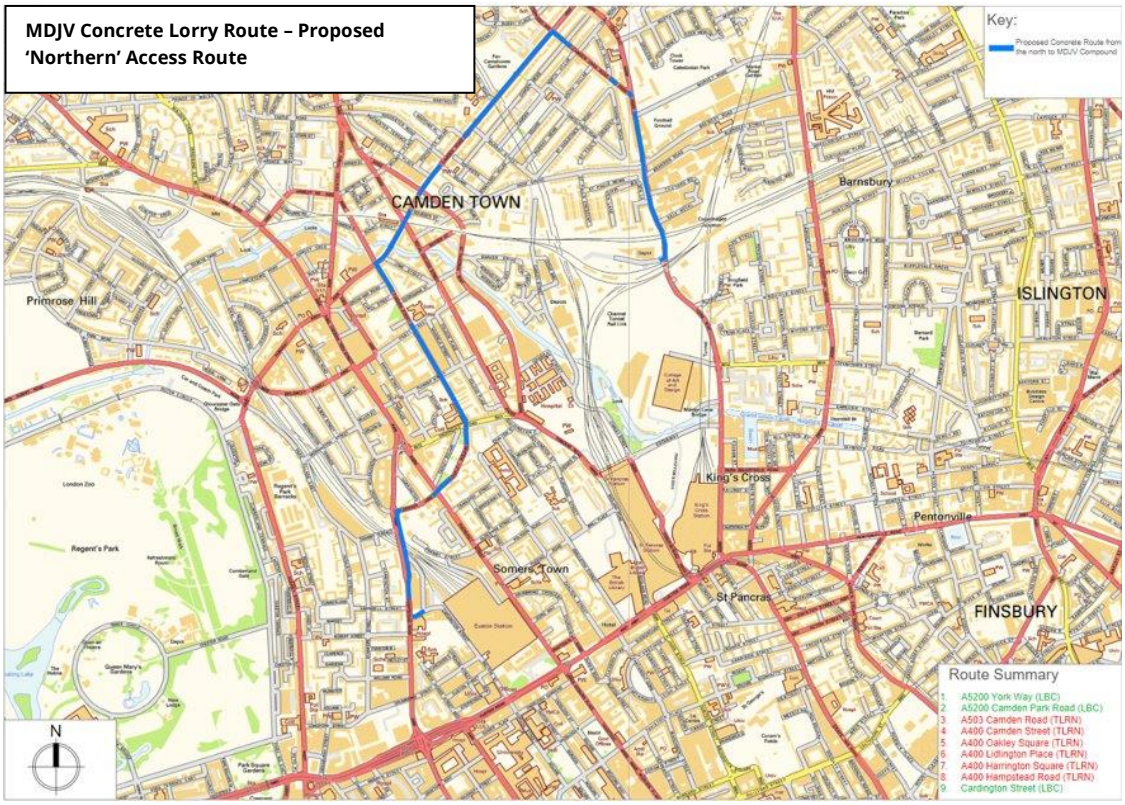

Figure 12: Concrete lorry route – proposed 'northern' access route

2.2.37 The proposed central (secondary) access route between the concrete batching plant and the NTH Main Worksite (Gate A) is shown in Figure 13 and is comprised of:

- Freight Lane;
- A5200 York Way;
- Goods Way;
- A5202 Pancras Road;
- B512 Crowndale Road;
- A400 Oakley Square (TLRN);
- A400 Lidlington Place (TLRN);
- A400 Harrington Square (TLRN);
- A400 Hampstead Road (TLRN);
- NTH Main Worksite (via Cardington Street).

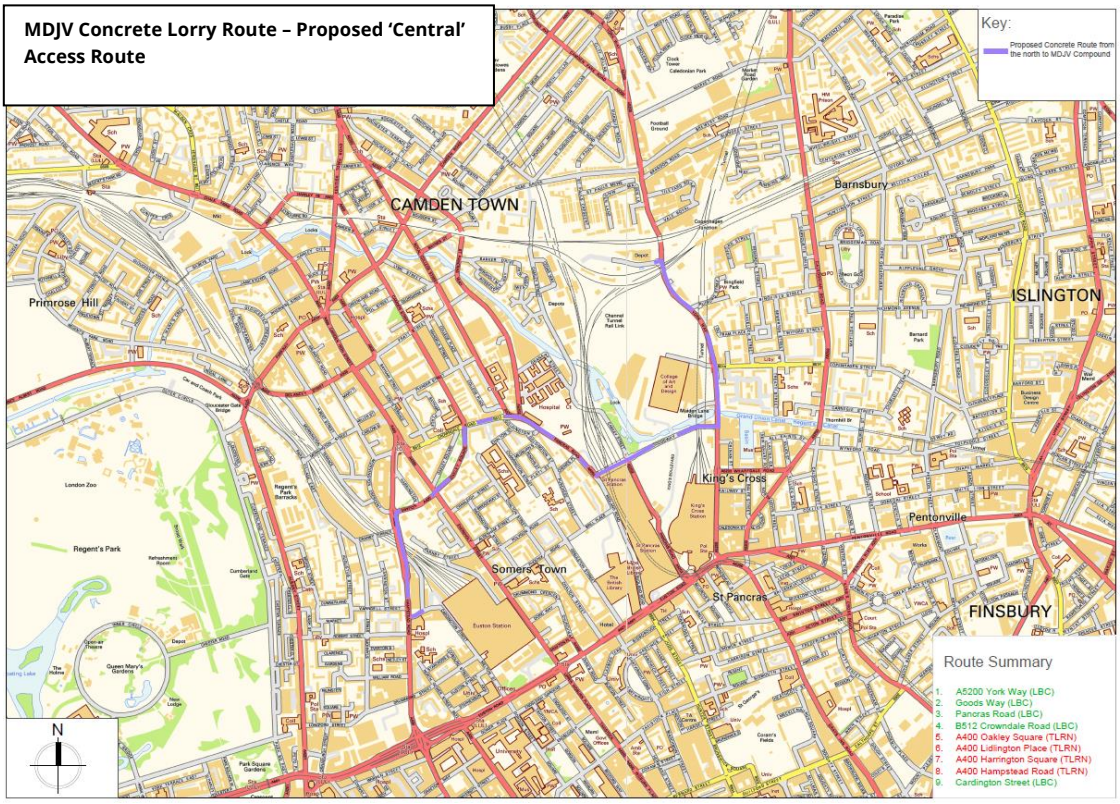

Figure 13: Concrete lorry route – proposed 'central' access route

2.2.38 The proposed southern (tertiary) access route between the concrete batching plant and the NTH Main Worksite (Gate A) is shown in Figure 14 and is comprised of:

- Freight Lane;
- A5200 York Way;
- A5203 Wharfdale Road;
- A5203 Caledonian Road;
- King's Cross Bridge (TLRN);
- A501 Grays Inn Road (TLRN)
- A501 Euston Road (TLRN);
- Great Portland Street;
- A4201 Albany Street;
- A4201 Osnaburgh Terrace;
- A4201 Osnaburgh Street;
- A5201 Euston Road (TLRN)
- A400 Hampstead Road (TLRN);
- NTH Main Worksite (via Cardington Street).

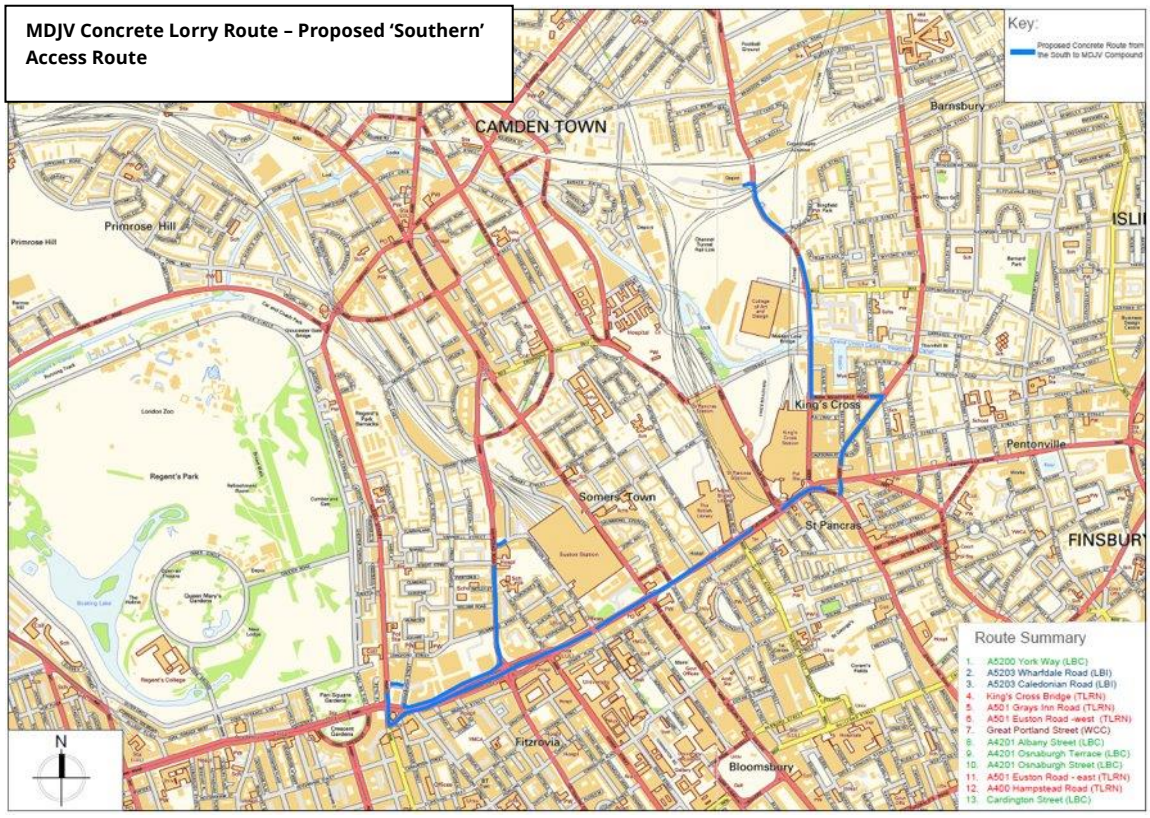

Figure 14: Concrete lorry route – proposed 'southern' access route

2.2.39 The proposed egress route between the NTH Main Worksite (Gate A) and the concrete batching plant is shown on Figure 15 and is comprised of:

- NTH Main Worksite (Cardington Street);
- A400 Hampstead Road (TLRN);
- A501 Euston Road (TLRN);
- Great Portland Street;
- A4201 Albany Street;
- A4201 Osnaburgh Terrace;
- A4201 Osnaburgh Street;
- A501 Euston Road (TLRN);
- A5200 York Way;
- Freight Lane.

2.2.40 The proposed egress route between the NTH Main Worksite (Gate B) and the concrete batching plant is shown on Figure 15 and is comprised of:

- NTH Main Worksite (Melton Street);
- A501 Euston Road (TLRN);
- A5200 York Way;
- Freight Lane.

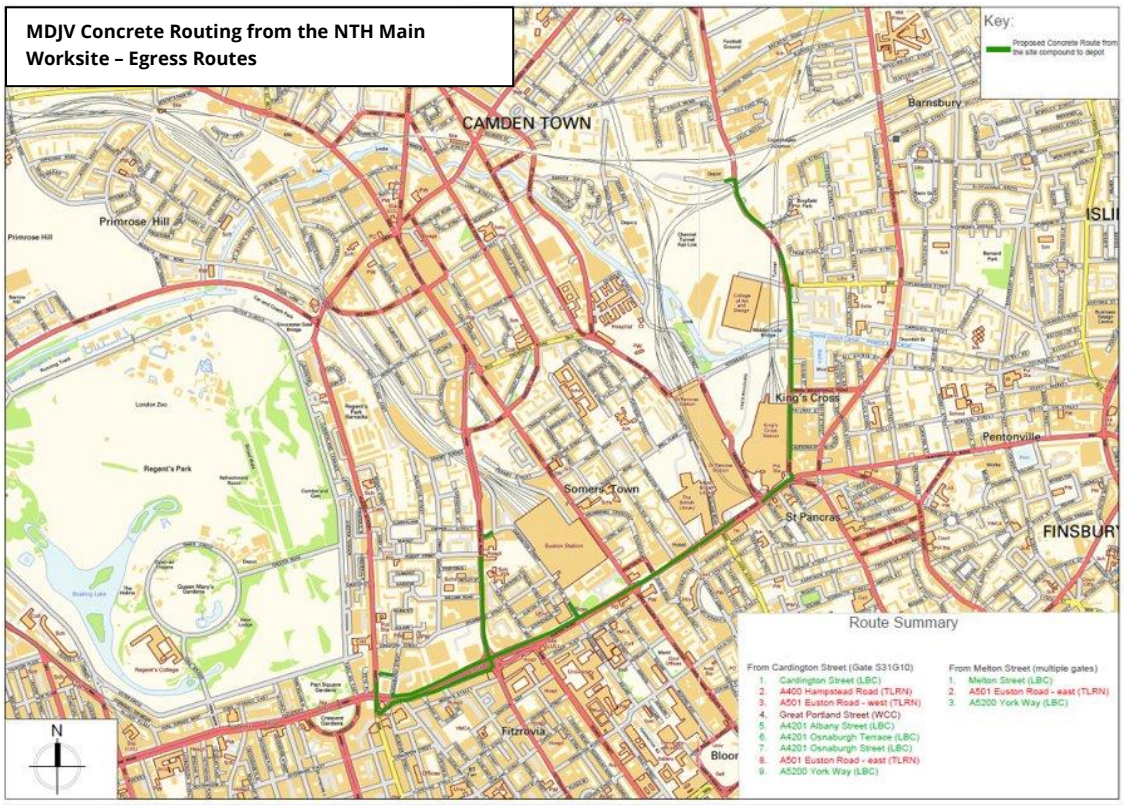

Figure 15: Concrete lorry route – proposed egress routes

2.2.41 The proposed routes would allow concrete lorries to access the NTH Main Worksite from the north and egress to the south, forming an anti-clockwise loop. The primary route would be utilised by concrete lorries unless there is significant congestion and delays to journey times, in which case the secondary route would be utilised. If this route is also significantly congested with delays to journey times, the tertiary route would be utilised.

2.2.42 The rationale for the proposed routes is as follows:

- Use of the proposed routes to the NTH Main Worksite from the north will minimise potential delays to the timely delivery of wet concrete. Large concrete pours require a regular and uninterrupted stream of concrete deliveries, and any significant delays on the A501 Euston Road (which are a common occurrence) are likely to result in aborted concrete pours and over-runs. The proposed lane reduction on the A501 Euston Road is likely to result in further increases in travel times. During supplier engagement undertaken by MDJV, the currently proposed concrete supplier has suggested that - based on current experiences using the A501 Euston Road - restricting access to the site only to the A501 Euston Road would have a detrimental impact on productivity with a significant increase to travel times, of up to one hour in some instances. This would have an increased environmental impact where

vehicles are idling in traffic on A501 Euston Road, and would require more concrete lorries to meet the pour demands at Euston and supply demands in the King's Cross market as a whole, as vehicles would be held up longer on the southern route.

- A standard round trip using the proposed northern route takes around 1 hr 15 mins, and a standard round trip using the proposed central route takes around 1 hr 13 mins; both routes would require at least 6 concrete lorries operating in a continuous loop per hour to maintain a continuous concrete pour. By comparison and a standard round trip using the proposed southern route takes around 1 hr 25 mins and would require at least 7 concrete lorries operating in a continuous loop per hour, to maintain a continuous pour. A one-hour delay on A501 Euston Road will mean that up to double the number of concrete lorries will need to be fed into the loop to achieve the same rate of pour (as a higher proportion of lorries will be stuck in traffic). Additional concrete lorries will also need to be brought into the area to service the supply side demand elsewhere in the King's Cross market. This would equate to an additional 1-2 concrete lorries per 15 minutes of delay operating in the Camden area as a direct consequence of having to use southern route.
- LBC's restriction on the use of Camden High Street, on which HS2 has offered to accept a planning condition (see paragraph 2.1.8), effectively prohibits northbound egress routes from the NTH Main Worksite. As a result of this there are a greater proportion of vehicles egressing via Melton Street onto A501 Euston Road than was assumed at the AP3 Environmental Statement. The proposed northern access route seeks to avoid compounding issues on the A501 Euston Road and the 'Osnaburgh Loop' which would already be heavily trafficked.
- By utilising routes which are estimated to be quicker and less congested than A501 Euston Road, the proposed northern access routes for concrete lorries seek to reduce the potential for prejudicial effects on the free flow of traffic in the King's Cross area, on A501 Euston Road and on the Osnaburgh Loop.
- The northern and southern access routes were assumed to be used at the AP3 Environmental Statement and the impacts were assessed accordingly. The contractor forecasts for LGVs using the concrete lorry routes are well within the forecast average daily combined two-way vehicle trips in the peak month of activity, as set out in the Environmental Statement. Although the 'central' route (via Goods Way) was not assumed to be used in the SES2 and AP3 Environmental Statement, MDJV has undertaken an EMR compliance check to confirm that there would be no new significant adverse effects.

- Multiple approved routes for concrete lorries would provide a resilient route network to maintain continuous concrete pours. Restricting concrete lorries to the southern route only may result in aborted concrete pours and knock-on delays to the construction programme, for example if there are unanticipated blockages / closures. In addition, this would add to idling traffic on A501 Euston Road and result in additional pollution (noise, dust, CO_2 emissions etc) and would increase the risk of aborted concrete loads that have to be rejected / wasted. If large concrete pours are interrupted, the existing concrete on site may have to be broken out (with additional noise, dust and cost implications) and the material re-laid.

2.3 Site Description

2.3.1 Figure 16 below shows the current layout of all worksites for the construction of HS2 Euston Station.

2.3.2 Various worksites operate as separate compounds but form the overall NTH Main Worksite, listed below:

- NTH – North (Zone 5);
- NTH – South (Main Compound);
- Cobourg Street Satellite Compound (TSS);
- Melton Street Satellite Compound (Two Towers); and
- Euston Square Gardens (West) Satellite Compound.

2.3.3 The Maria Fidelis compound is consented under the Town and Country Planning Act (TCPA) 1990 (ref: 2021/3796/P).

2.3.4 The Euston Square Gardens (East) Satellite Compound is located in the former Euston Square Gardens.

2.3.5 For the purposes of this submission, Gate 'S31 – G10H' is referred to as 'Gate A', and Gate 'S31 – G4' is referred to as 'Gate B'. Gate 'S31 – G18A' is referred to as 'Gate 18'.

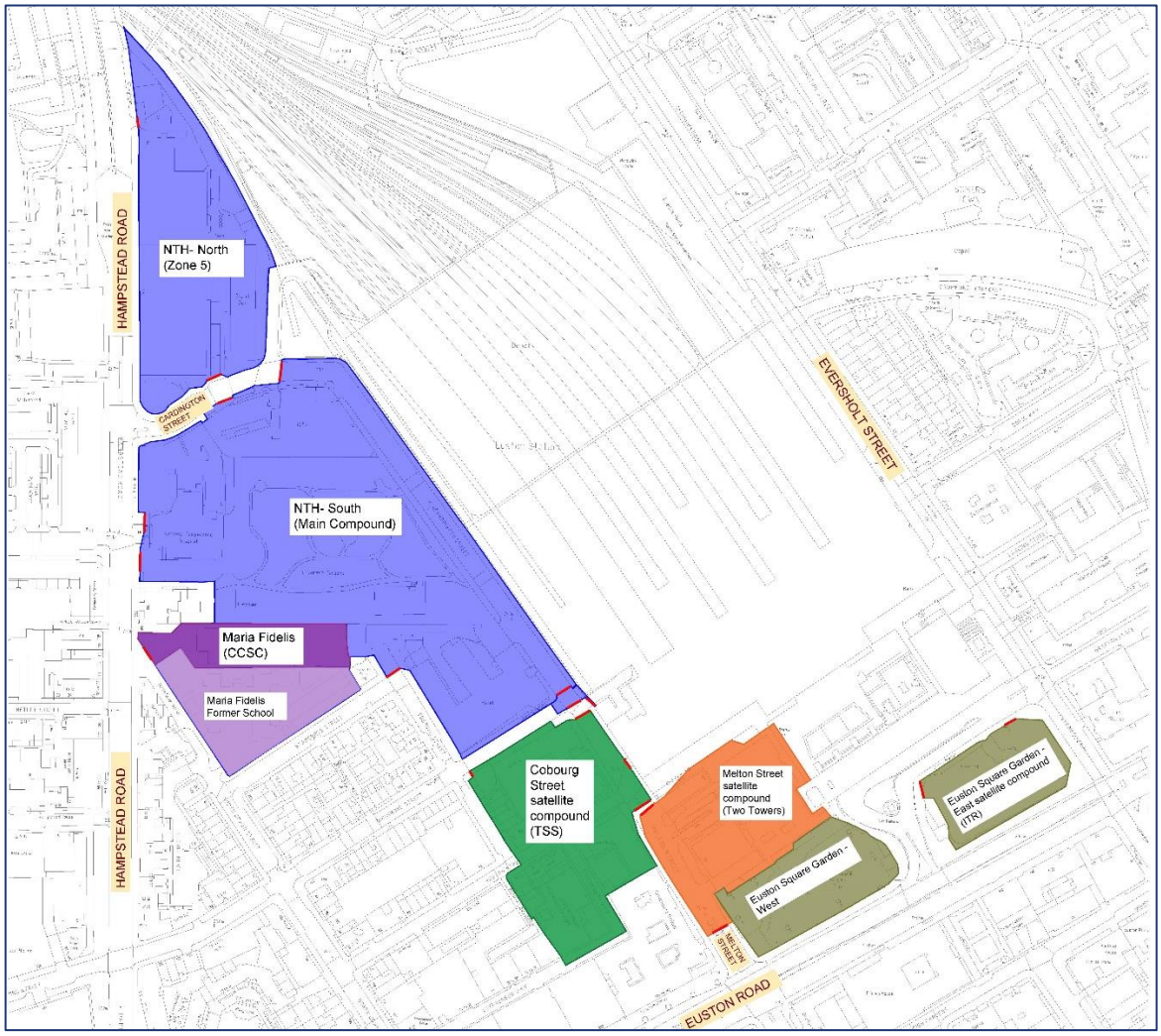

Figure 16: Interim Schedule 17 Lorry Route Submission – Location of worksites (for illustrative purposes only)

NTH Main Worksite

2.3.6 The NTH Main Worksite is found to the east of A400 Hampstead Road and to the north of A501 Euston Road. The existing Network Rail Euston Station is found to south-east, with the route of the mainline railway found directly to the east.

2.3.7 The main access points to the worksite are via A400 Hampstead Road / Cardington Street and via A501 Euston Road / Melton Street. The majority of LGVs will access the relevant works compound via the permanently stopped up section of Cardington Street. This leads onto an internal haul road running north-south across the worksite, that connects back onto the permanently stopped up section of Melton Street. The majority of LGVs will then continue along the permanently stopped-up section of Melton Street and egress the worksite via Melton Street to the south. Some LGVs may also access the site via Melton Street and exit via Cardington Street.

2.3.8 A secondary northern access point into the worksite is available off A400 Hampstead Road using Gate 18. Gate 18 serves the northern end of the NTH Main Worksite known as 'Zone 5'. At certain periods, constraints and works taking place within Zone 5 will restrict the access to the northern extent of Zone 5 from within the site, as shown in Figures 17 and 18 below. The main constraints comprise of:

- The triangular shape of Zone 5 constrains construction vehicle movements at the northern apex of the site;
- Various piling mat level differences impose further limitations to construction vehicle movements within the site;
- The piling sequence has the potential to obstruct construction vehicle movement from Gate A or Gate B; and
- Works within the southern section of the NTH Main Worksite have the potential to impede access to Zone 5.

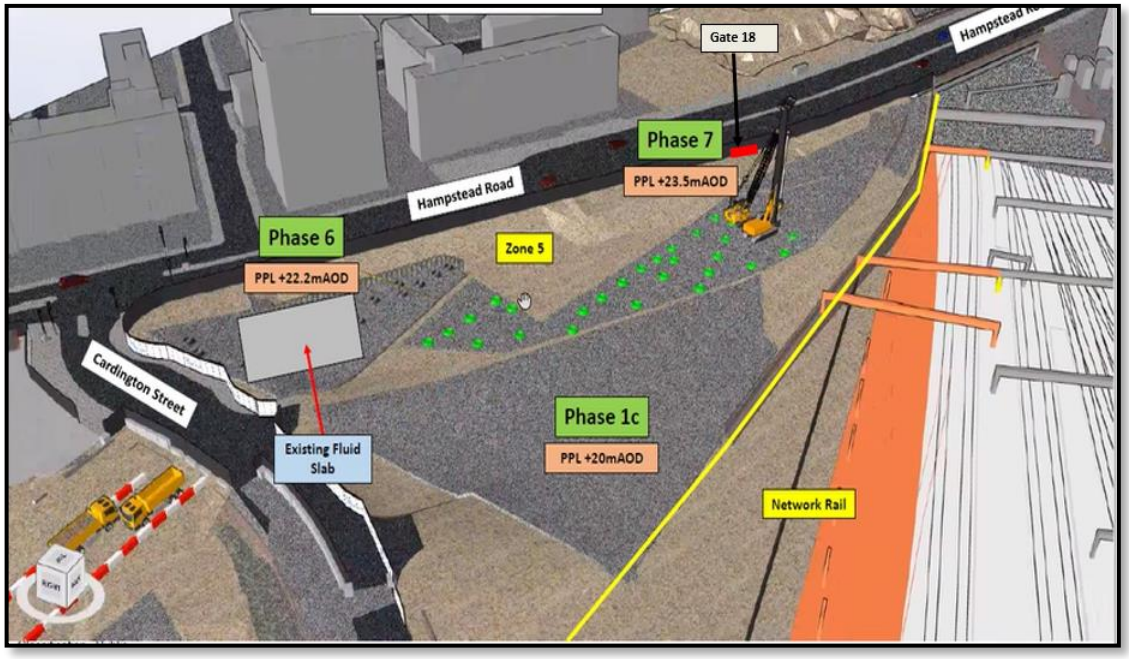

Figure 17: NTH Main Worksite Zone 5 constraints including pile mat level differences

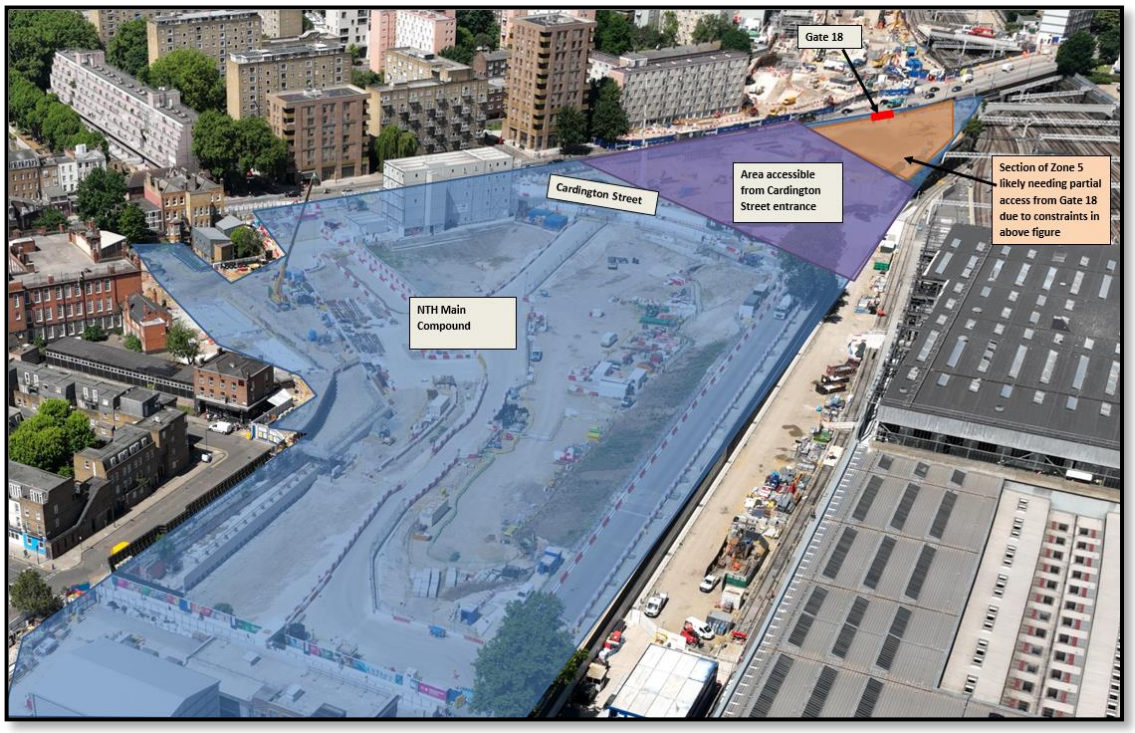

Figure 18: NTH Main Worksite Zone 5 area, shown in orange, to be serviced by Gate 18 (sketch for illustrative purposes only)

2.3.9 A number of Listed Buildings are found to the south and west of the worksite. Most of the pre-existing buildings on the site have been cleared, and the site forms the main compound for the construction of HS2 Euston Station and approach related works.

2.3.10 The scope of site enabling activities to be undertaken at the NTH Main Worksite related to this Lorry Routes (Interim) Submission include:

- Logistics (site and welfare establishment, hoardings and internal site road reconfiguration);
- Ground clearance, levelling and obstruction clearance, Installation of pile mat and guide wall;
- Surveying works (Ground Investigation, Unexploded Ordinance, Instrumentation);
- Exhumations;
- Ground stabilisation (grouting) works; and
- Utility works (utility trial holes, disconnections, temporary diversions and renewals).

2.3.11 The scope of early main station works to be undertaken at the NTH Main Worksite related to this Lorry Routes (Interim) Submission include:

- Early Main Station piling, capping beam & ground source heat pump works, and associated obstruction removals / site enabling works;
- Early Main Station shallow excavation works;
- Early Main London Underground Interchange Piling works, capping beam and associated obstruction removals / site enabling works; and
- Ground anchor installation and associated excavation.

Euston Square Gardens (East) Satellite Compound

2.3.12 The Euston Square Gardens (East) Satellite Compound is located in Euston Square Gardens and is found to the north of A501 Euston Road and west of Eversholt Street. Euston Bus Station and the Network Rail Euston Station are found north of the worksite. The worksite is accessed from Eversholt Street.

2.3.13 The worksite is located within the Bloomsbury Conservation Area, and nearby listed buildings / monuments include the Euston War Memorial (Grade II* Listed), the railings around Euston Square gardens (Grade II Listed) and the Two Lodges in Euston Square Gardens (Grade II Listed). The Euston Fire Station on the corner of the A501 Euston Road and Eversholt Street, immediately to the east of the worksite, is a Grade II* Listed building.

2.3.14 Works / activities to be undertaken at the Euston Square Gardens (East) Satellite Compound related to this Lorry Routes (Interim) Submission include utility works (utility trial holes, disconnections, temporary diversions and renewals), modification of the bus station egress onto the A501 Euston Rd, widening and repositioning of pedestrian crossings and the construction of the Interim Taxi Rank.

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[9] (RTMP) produced in consultation with the highway and traffic authorities, the emergency services and other relevant key stakeholders.

[9] https://www.gov.uk/government/publications/hs2-phase-one-route-wide-traffic-management-plan; accessed 6th October 2022.

2.5 Local Traffic Management Plan

2.5.1 Local traffic control measures are set out in the Local Traffic Management Plan (LTMP) (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 measures contained in the LTMP will be kept under review during the execution of the works, in consultation with LBC and other relevant stakeholders.

2.5.3 The LTMP, at the request of LB Camden, has been developed by MDJV with input from HS2 Ltd, LBC, the emergency services and TfL. The LTMP has been consulted on through the Camden Traffic Liaison Group (TLG) which has been established in accordance with the CoCP and the RTMP. To date, the LTMP has been consulted on through the TLG on 24th August 2022 and 21st September 2022.

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 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 RTMP. 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 Ltd (as nominated undertaker) and its contractors are required to comply with.

2.6 Estimated LGV Numbers and Timings

2.6.1 In accordance with Planning Forum Note 6, the following information is taken from the relevant LTMP (1CP01-MDS-CL-PLN-SS08_SL20_GF-000004) and is provided for information. Updates to predicted LGV numbers and timings will be provided through updates to the LTMP, as necessary.

2.6.2 Where a supplier/business supporting these HS2 works are located between the Strategic Road Network and the site, LGVs from that supplier/business to the site will be required to take the most appropriate route to join the approved route.

2.6.3 For comparison purposes with the SES 2 and AP3 Environmental Statement, the forecasts are provided separately for the 'Euston Square Gardens (West) Satellite Compound' and the 'National Temperance Hospital' Main Compound, as presented

in Table 26 of the Community Forum Area report[10]. In practice both of these worksites form the NTH Main Worksite.

Table 3: Contractor Forecast HGV trips and SES2 / AP3 Environmental Statement comparison

Worksite	SES2 / AP3 average daily combined two-way trips during busy period and within peak month of activity (HGV)	SES2 / AP3 Estimated Period with busy vehicle movements (months)	SES2 / AP3 estimated duration of worksite use (years)	Contractor Forecast HGV trips	Contractor Forecast Estimated period with busy vehicle movements (months)	Contractor Forecast Estimated duration of use (years)
Euston Square Gardens (West) Satellite Compound	140 - 200	10	18	80 – 160	5	18
National Temperance Hospital	300 - 450	27	18	275 - 400	10	18
Euston Square Gardens (east)	20 - 36	13	18	24	6	18

2.6.4 The works likely to generate peak LGV movements are the main HS2 substructure works, pile mat construction, early works piling, and utility corridor works. The peak movements are likely to occur in November 2023. 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.

2.6.5 As detailed in the LTMP, expected working hours for LGV movements will be Monday to Friday 08:00 – 18:00 and Saturday 08:00 – 13:00. Start up and close down periods will be in accordance with the Code of Construction Practice.

2.7 Transport for London Road Network (TLRN)

2.7.1 This submission seeks approval for use of the TLRN. Discussions have taken place between MDJV and representatives from TfL, who confirmed 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 LBC. It should be noted that

10 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/460730/SES2_and_AP3_ES_Volume_2_CFA_1_Euston_station_and_approach_report.pdf; accessed 21st July 2022.

LBC remains the determining authority for the proposed route, including the TLRN, under Schedule 17 to the HS2 Act.

2.7.2 As per the condition imposed by LBC on Consent 2021/4406/HS2, HS2 Ltd is willing to accept a condition that no part of A400 Camden High Street or A503 Camden Road (west of its junction with A400 Camden Street) shall be used by any Large Goods Vehicles, unless otherwise agreed in writing with the local planning authority or as directed by any road or traffic diversion.

2.7.3 TfL provided written confirmation via email on 23 September 2022 stating: "*in principle we have no issues with proposed lorry route application in relation to construction works at HS2 Euston Station for this interim submission*." A copy of this correspondence can be found in Appendix A.

2.8 Route Management, Improvement and Safety Plan (ROMIS)

2.8.1 In accordance with Planning Forum Note 6, a ROMIS document (1CP01-MDS-CL-PLN-S003-000012) has been provided to LBC for information. The contents of the ROMIS is as described in section 4.3 of the RTMP. 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.

2.9 Material by Rail

2.9.1 The 'Interim' phase of works at Euston, as detailed in this Schedule 17 Lorry Routes (Interim) Submission, and as included in the supporting LTMP, are for early site enabling works (including pile mat construction) and early works piling. These works will utilise routes that are stated within this Schedule 17 Lorry Route Approval submission, as discussed in the associated pre-application meetings to date.

2.9.2 'Material by Rail (MbR)' would consider moving a proportion of excavated material by rail from Euston Station, in addition to the use of the road network. The feasibility of utilising MbR for works in the Euston area is, at the time of writing, still under consideration – a final decision on the implementation (to an as-yet undetermined level) of MbR is due in early 2023. For clarity, all of the EMR compliance analysis to date has excluded MbR and considers movement by road only, as outlined in the Environmental Statement (ES).

2.9.3 The outcome of the decision on MbR will have no effect for the 'Interim' phase of works, as the project would not be in a position to utilise rail transport during the period this application pertains to. This is due to the lead time (design, procurement, consenting and construction) required for a suitable MbR facility, which could not be ready in 2023.

2.9.4 The submission does not seek approval for the number or type of transport vehicle(s) used – it only seeks approval for the roads that vehicles will utilise in the stated period, which have been assessed accordingly to ensure compliance with the EMRs and ES.

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_ARP-TP-REP-SS08_SL20-990010	List of Roads
1CP01-MDS_ARP-TM-SKE-SS08_SL20-000020	Area Wide Lorry Routes for Approval
1CP01-MDS_ARP-TM-SKE-SS08_SL20-000010	Access to NTH Main Worksite, Gate A
1CP01-MDS_ARP-TM-SKE-SS08_SL20-000011	Egress from NTH Main Worksite, Gate A
1CP01-MDS_ARP-TM-SKE-SS08_SL20-000012	Access to NTH Main Worksite, Gate B
1CP01-MDS_ARP-TM-SKE-SS08_SL20-000013	Egress from NTH Main Worksite, Gate B
1CP01-MDS_ARP-TM-SKE-SS08_SL20-000014	Access to NTH Main Worksite, Gate 18
1CP01-MDS_ARP-TM-SKE-SS08_SL20-000017	Egress from NTH Main Worksite, Gate 18
1CP01-MDS_ARP-TM-SKE-SS08_SL20-000015	Access to Euston Square Gardens East Satellite Compound, Gate 5
1CP01-MDS_ARP-TM-SKE-SS08_SL20-000016	Egress from Euston Square Gardens East Satellite Compound, Gate 5A

3.2 Document for information

3.2.1 The following documents are provided for information.

Document Ref:	Title:
1CP01-MDS-CL-PLA-S003-000012	Route Management, Improvement and Safety Plan (ROMIS)
1CP01-MDS_ARP-TP-REP-SS08_SL20-990008	Covering Letter
1CP01-MDS_ARP-TP-REP-SS08_SL20-990009	Schedule 17 Written Statement

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 4 below.

Table 4: Pre-submission Consultation

Consultee Name	Consultation / Engagement Date	Method of Consultation / Attendees	Summary of Consultation
LBC	8th June 2022	Pre-app meeting #1	• Introductory meeting to explain phased approach to Sch.17 Lorry Route Approval applications for Euston Station; • Presented / discussed proposed Lorry Routes and rationale for preferred routes; • Explained how Materials by Rail is not relevant to the Interim Sch.17 Lorry Route Approval; • Presented programme for the Interim Sch.17 Lorry Route Approvals submission; • Provided an overview / refresher of Sch.17 Lorry Route Approvals process; • Discussed the scope of the Interim Sch.17 application and any additional information which may be required by LBC; • Discussed assumptions at AP3 and sought to confirm current position (e.g., changes to road layouts).
LBC	29th June 2022	Informal meeting	• Provided update to LBC officer who was not available at first pre-application meeting; • Presented / discussed routes for concrete lorries.

LBC & TfL	7th July 2022	Pre-app meeting #2	• Discussed and responded to LBC feedback regarding:
			  ○ Use of Harrington Square
			  ○ Concrete lorry routes

Consultee Name	Consultation / Engagement Date	Method of Consultation / Attendees	Summary of Consultation
			• Presented updated lorry routes and list of roads to be submitted for approval.
LBC	12th July 2022	Site visit to NTH Main Worksite	• Site visit with LBC officers to discuss issues with the right hand turn into Gate 18 from A400 Hampstead Road and discuss related justification for proposed use of Harrington Square. A representative from SCS JV was also in attendance.
LBC & TfL	16th August 2022	Pre-app meeting #3	• Presented Lorry Route Plans and List of Roads to be submitted for approval. • Discussed concrete lorry routes and whether they are a matter for determination under Schedule 17 of the HS2 Act. • Provided update on consultation with SCS JV and discussed justification for proposed use of Harrington Square.
Traffic Liaison Group	24th August 2022	Meeting	• Overview of topic areas to be reviewed in LTMP.
Traffic Liaison Group	21st September 2022	Meeting	• Presentation / discussion of LTMP, ROMIS and concrete lorry routes.

5 Indicative Construction Programme

5.1.1 A high-level programme for the works to which this LGV route submission relates and how they fit into the overall programme for other works in the area is contained in Table 5 below. The programme for works may vary from the indicative dates shown.

Table 5: Indicative Programme and Sequence of Works

Anticipated Start on Site Date (quarter/year)	Activity	Estimated Completion of Works (quarter/year)
Ongoing	Maria Fidelis Construction Skills Centre / Site Accommodation construction (Separate TCPA Approval)	Q2 2023
Ongoing	Traction substation construction (Separate Sch.17 Lorry Route Approval)	2025
Q2 2022	Interim Taxi Rank (ITR) works	Q1 2023
Q4 2022	Utility works (utility trial holes, disconnections, temporary diversions and renewals)	Q4 2023

Anticipated Start on Site Date (quarter/year)	Activity	Estimated Completion of Works (quarter/year)
Q1 2023	Taxi rank decommissioning (Euston Square Gardens (West) Satellite Compound)) and construction of Tunnel Access Shaft (TAS)	Q4 2023
Q1 2023	Early Main Station piling, capping beam & ground source heat pump works, and associated obstruction removals / site enabling works	Q4 2023
Q2 2023	Ground anchor installation and associated excavation	Q4 2024
Q3 2023	Early Main London Underground Interchange Piling works, capping beam and associated obstruction removals / site enabling works	Q4 2023
Q4 2023	Early Main Station excavation works	Q2 2027

5.1.2 It is noted that the dynamic nature of the HS2 project as a whole means that programme dates and milestones are subject to change. As such the above construction dates should be treated as accurate at the time of submission, however they may be subject to change.

6 Other Consents

6.1.1 The detailed arrangements for any new/modified site access points, or temporary road closures, will be covered by separate Sch.4 consent submissions.

6.1.2 A Sch.4 consent is likely to be required to enable utilities works along Cobourg Street. This would not affect the Lorry Routes as proposed in this submission, and the LGV forecasts for these works have already been taken into account in the LTMP and LGV forecasts.

6.1.3 The site accesses for the worksites / lorry routes detailed in this submission are already established. However, site access and related consent requirements may alter during design development and further consents not yet identified may be required.

6.1.4 Other key consents associated with the works, including relevant Sch.17 Lorry Route Approval consents, are listed in Table 5 below.

Table 5: Related Sch.17 Lorry Route Approvals

Consent	**Works Requiring Consent**
Sch.17 Lorry Route Consent: 2018/0438/HS2	Site enabling works for NTH North (Zone 5), NTH main works compound and Cobourg Street Worksites – *To be superseded by this Interim Sch.17 Lorry Route Approval*

Consent	Works Requiring Consent
Sch.17 Lorry Route Consent 2020/2355/HS2	S3 Main Works Early Works Packages NTH – *To be superseded by this Interim Sch.17 Lorry Route Approval*
Sch.17 Lorry Route Consent 2021/4406/HS2	Cobourg Street Satellite Worksite (former LU Traction Sub-Station) – *To run in parallel to this Interim Sch.17 Lorry Route Approval*
Sch.17 Lorry Route Consent 2020/1321/HS2	Melton Street Satellite Worksite (Two Towers) – *To run in parallel to this Interim Sch.17 Lorry Route Approval*

7 Summary

7.1.1 This Lorry Routes (Interim) Submission seeks approval for lorry routes for the NTH Main Worksite and the Euston Square Gardens (East) Satellite Compound. The lorry routes relate to the site enabling works and early works packages for the construction of HS2 Euston Station.

7.1.2 As detailed in Section 2.9, ongoing discussions regarding Material by Rail are not relevant to this Lorry Routes (Interim) Submission.

7.1.3 A subsequent Sch.17 Lorry Route Approval submission will seek approval for lorry routes for the main construction works for HS2 Euston Station. A phased approach has been adopted because there is a greater level of certainty on the construction programme, sequencing and associated LGV forecasts for the site enabling works and early works packages.

7.1.4 The majority of the proposed lorry routes as detailed in this Lorry Routes (Interim) Submission follow the construction vehicle routes which were assumed to be used and assessed as part of the Phase One SES and AP3 Environmental Statement. The forecast LGV numbers for each worksite are within the forecast average daily combined two-way vehicle trips within the peak month of activity, and MDJV has undertaken a compliance assessment to confirm that the forecast LGV numbers using the routes as detailed in this Lorry Routes (Interim) Submission period would not create any new significant environmental effects.

7.1.5 Vehicle numbers and alternative methods of material movements do not form part of this submission, but are detailed in other aforementioned documents for information.

7.1.6 The majority of LGV movements will follow the TLRN which, in terms of the closest parts to the worksites, is represented by A501 Euston Road to the south of the site and A400 Hampstead Road to the west.

7.1.7 The proposed lorry routes as detailed in this submission represent the most direct route to/from the worksites, and in doing so minimise the amount (and length) of

roads controlled by LBC. Approval is sought for the use of local roads controlled by LBC where there is no viable and safe alternative for LGVs to access the worksites from the TLRN.

7.1.8 It is noted that the majority of the proposed lorry routes as detailed in this submission have already been endorsed as part of recent Sch.17 Lorry Route Approvals (ref: 2018/0438/HS2, 2020/3350/HS2 and 2021/4406/HS2). The routes also take account of the previous decision by LBC to impose a condition restricting the use of A400 Camden High Street and A503 Camden Road (west of its junction with Camden Street).

7.1.9 As set out in PFN6, in those instances where a supplier / business supporting these HS2 works are located between the Strategic Road Network and the site, LGVs from that supplier / business to the site will be required to take the most appropriate route to join the approved routes.

Appendix A
Correspondence with Transport for London (TfL)

From: Beaver Michael
To: Stuart Hodgetts
Cc: Laban, Alistair (MaceDragados); Ward, Ryan (MaceDragados); Andrew Barron; Damian Cox; Adrian Malcolm; Micic, Velimir(MaceDragados); Nicholls, John
Subject: RE: Sch 17 Lorry Routes Interim Submission - TfL engagement
Date: 23 September 2022 11:02:52

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Thanks for sending this across,

I have engaged with various internal stakeholders and in principal we have no issues with proposed lorry route application in relation to construction works at HS2 Euston Station for this interim submission. However as discussed with Velimir and others at various meetings TfLs stance on using the war memorial as a loop for construction traffic as a secondary route remains unchanged. On Safety grounds we **cannot** support the proposals whether that's for the Interim Phase (Jan 2023 to Dec 2023) or Schedule 17 Lorry Route submission for the Interim Taxi Rank arrangements

My only other comments would be that TfL would like the following points which have been communicated to HS2 for other Schedule 17 lorry route applications to be taken into account:

- Vehicles related to this application avoid entering central London in the AM peak (Roads within the inner ring road). 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
- HS2 Ltd will 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.
- Discussions continue regarding the reduction of vehicle numbers and use of alternative freight strategies such as material by rail.

We will provide a formal response to the application reflecting the above position through the planning process.

Should you have any questions please let me know.

Regards

From: Stuart Hodgetts <[redacted]>
Sent: 25 August 2022 12:32
To: Beaver Michael <[redacted]>
Cc: Laban, Alistair (MaceDragados) <[redacted]>; Ward, Ryan (MaceDragados) <[redacted]>; Andrew Barron

<[redacted]>; Damian Cox <[redacted]>; Crewe Kerry
<[redacted]>; Micic, Velimir(MaceDragados) <[redacted]>
Subject: Sch 17 Lorry Routes Interim Submission - TfL engagement

Hi Michael,

As you are aware, MDJV is preparing to seek Schedule 17 approval for lorry routes for the duration of 2023, in relation to construction works at HS2 Euston Station. Pre-application engagement with LB Camden started in June 2022, with submission planned for late September 2022. I attach the presentation pack from our latest pre-application meeting with LB Camden for reference, as well as the draft area-wide plan which details the proposed lorry routes.

These lorry routes relate to site enabling works and early main station / London Underground piling works. Future works will be subject to additional Schedule 17 submission(s) and prior pre-application engagement with TfL (and others).

We ask that TfL provide a view on the proposed works by return of a letter, prior to our submission to LB Camden under Schedule 17 of the High Speed Rail (London – West Midlands) Act 2017. I note Velimir has contacted TfL separately to discuss the proposed use of the War Memorial at the bus station and Interim Taxi Rank, you may wish to await the outcome of that discussion before providing a formal response.

Should you have any queries, please do not hesitate to contact me.

Kind regards

Stuart Hodgetts
Planning and Consents (SDSC)
HS2 Euston Station Integrated Project Team

[redacted]
d +[redacted]
e [redacted]