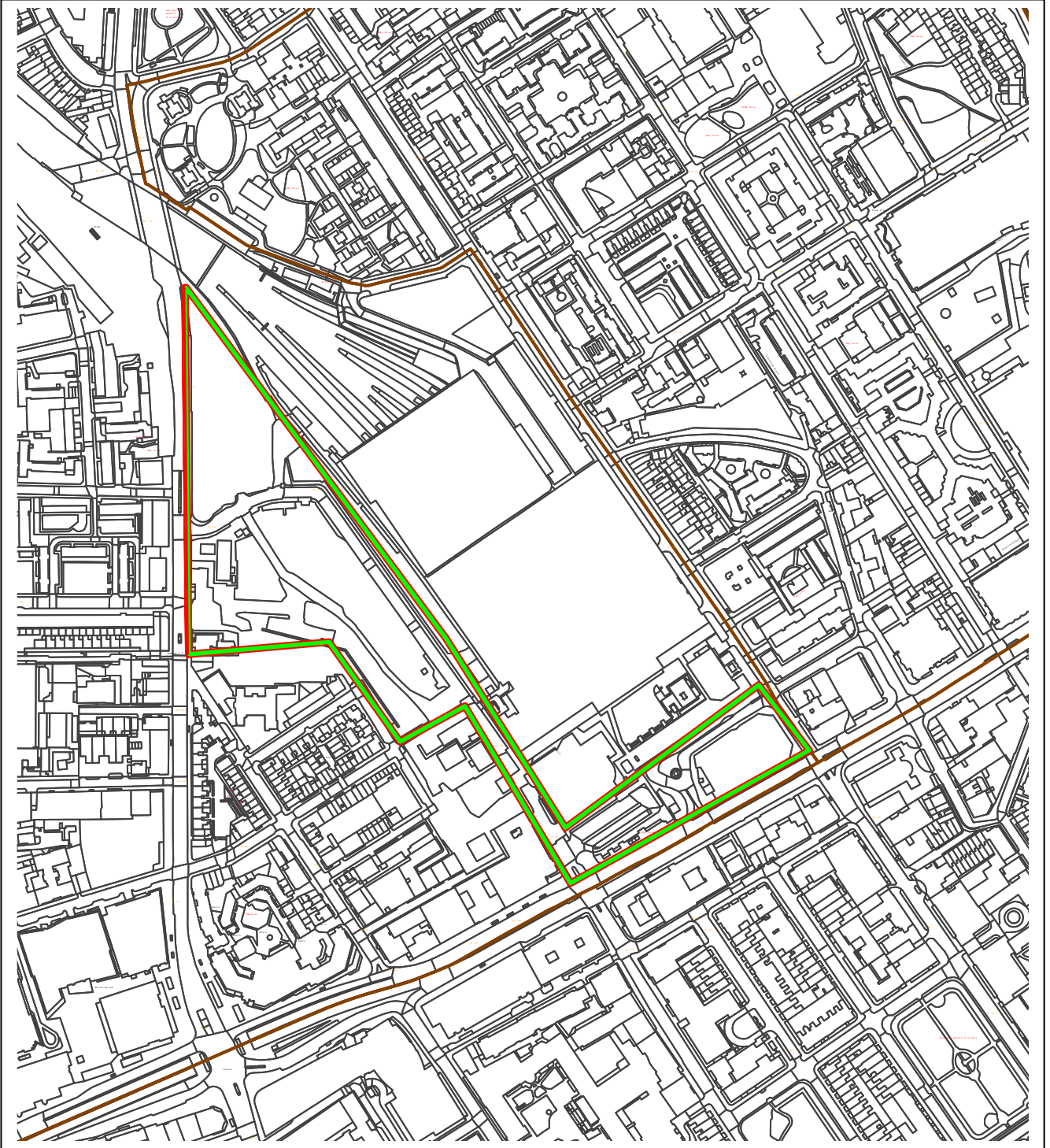
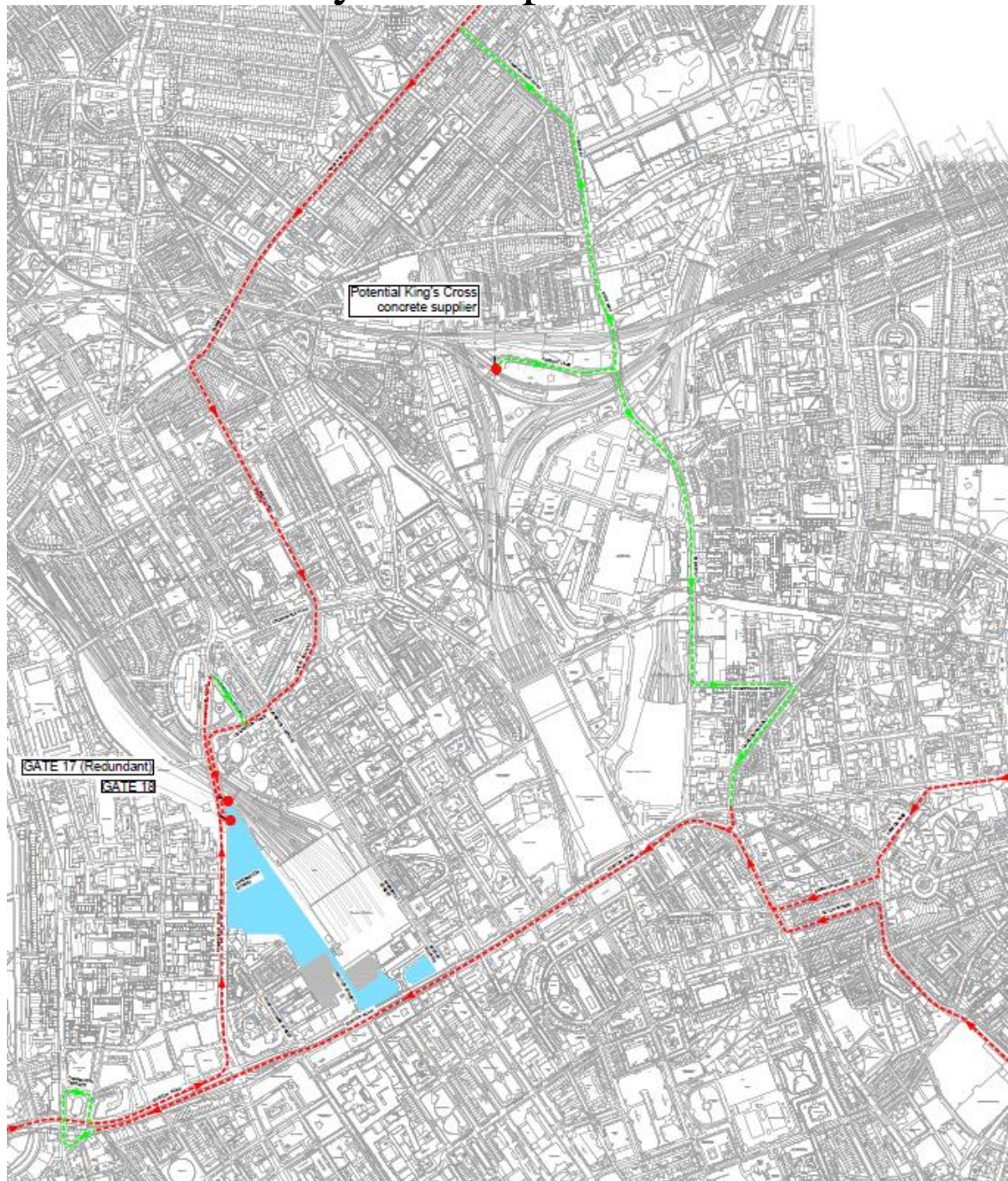


2022/5079/HS2 - NTH Main Worksite,
London, NW1 2LP



This material has been reproduced from Ordnance Survey digital map data with the permission of the controller of Her Majesty's Stationery Office, © Crown Copyright.

Area-wide lorry routes plan:



Legends/Notes:

- - - Transport for London Road Network (TLRN)
- - - Local Routes to be used
- - - Local Route not subject to approval, shown for information only
- HS2 Works areas including NTH main works compound, Euston Square Gardens West and Euston Square Gardens East satellite compounds
- Coburg Street and Melton Street satellite compounds (Not part of this Schedule 17 submission)
- Access and/or egress point

Delegated Report		Analysis sheet		Expiry Date:		13/01/2023	
(Members Briefing)		N/A / attached		Consultation Expiry Date:		25/12/2022	
Officer				Application Number(s)			
Brendan Versluys				2022/5079/HS2			
Application Address				Drawing Numbers			
NTH Main Worksite Former National Temperance Hospital (NTH) Works Compound 112 Hampstead Road London NW1 2LP				Please refer to draft decision notice			
PO 3/4		Area Team Signature		C&UD		Authorised Officer Signature	
Proposal(s)							
<p>Lorry routes to and from the HS2 North Main Worksite associated with enabling works and early works packages for the HS2 station at Euston. Enabling works comprise: logistics, ground clearance, installation of pile mat and guide wall, surveying works, exhumations, and utility works. Early work packages relate to the HS2 station, London Underground interchange, and Interim Taxi Rank. Incorporating lorry routes via: Transport for London Road Network (TLRN), Great Portland Street, Albany Street, Osnaburgh Terrace, Osnaburgh Street, Melton Street, Cardington Street, Harrington Square, Churchway, Grafton Place, Eversholt Street, Freight Lane, York Way, Camden Park Road, Wharfdale Road, Caledonian Road, Pancras Road, and Crowndale Road.</p>							
Recommendation(s):		Grant consent					
Application Type:		Schedule 17 Application					

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	00	No. of responses	8	No. of objections	7
Summary of consultation responses:	<p>Site notices were displayed on 1/12/2022 (consultation expiry date 25/12/2022) and a notice was placed in the local press on 25/11/2022 (consultation expiry date 19/12/2022).</p> <p>Letters of objection have been received from 7 local residents, summarised as follows:</p> <ul style="list-style-type: none"> • The increase in HS2 lorry traffic is unacceptable in terms of noise, pollution, and traffic and congestion • Streets are already polluted and clogged with traffic and more HS2 lorries which will leave waste and dirt as they pass. • Residents in Albany Street and in the Regents Park area at further increased risk from possibly fatal accidents in addition to the extra noise, dirt and substantially reduced air quality. • Hampstead Road and the various HS2 works have resulted in a dangerous road for pedestrians and cyclists, and it is already dangerous/difficult to cross roads. • HS2 vehicles do not abide by road rules. • HS2 should move equipment by train, instead of using lorries. • The noise from lorries on Albany Street will disturb the sleep of local residents. • The increased pollution from increase traffic caused by lorries going up and down the street would worsen the air quality for all who reside and vacate Albany Street and the surrounding area. • Lorries going up Albany Street will be faced with the narrow traffic lights on the corner of Chester Gate and Albany Street which would likely slow traffic to a near halt as rush hour traffic descends upon the street in the busy hours of the day. • HS2 works already poses a risk to cyclists at risk, particularly through the removal of a cycle lane on Euston Road and congesting the Hampstead Road with HS2 traffic. It is unacceptable HS2 would put more lives in danger by filling previously quiet roads with lorries. • HS2 has already made the lives of local people miserable by building a noisy and polluting building site directly under residential windows and taking away green spaces. HS2 must not also put people's lives at risk by making roads unsafe. <p><u>Officer's response:</u></p> <ul style="list-style-type: none"> • <i>Effects of noise, pollution, traffic/congestion, and road safety (including cyclists and pedestrians) are addressed in sections 3 and 4 of this report below.</i> • <i>Sections 2.9.2 and 2.9.3 of the applicant's submitted Written Statement, outline HS2's considerations of moving material by rail. For completeness, these sections are repeated below:</i> 					

'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).'

'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.'

- *A statement is provided in the Local Traffic Management Plan (LTMP) stating that all LGV drivers working on HS2 projects are required to adhere to national and local highways legislation, including speed limits (refer to paragraph 6.3.17).*

The Council regularly monitors the speed of traffic. However, only the Metropolitan Police are able to enforce the speed limit and compliance with other road rules.

- *The lorry routes only extend a part of the way up Albany Street (up to the junction with Osnaburgh Terrace. The lorry route on Albany Street does not extend up to the junction with Chester Gate.*

Camden Town Conservation Area Advisory Committee (CTCAAC) have commented on the application. Their response is summarised as follows:

- CTCAAC is supportive of Camden's condition that LGVs do not use the High Street and eastern section of Camden Road, (although the Committee strongly wishes that no LGVs were on roads in the locality at all).
- Should the concrete supplier be confirmed as one of the companies that has a depot in Kings Cross, CTCAAC consider it extremely important that the route of the mixers is very carefully policed, as drivers currently routinely utilise Plender Street, Royal College Street, Randolph Street and Agar Grove as their route back to the depot, with Agar Grove and St Pancras Way on the way out if delivering to the West of the depot. These residential roads are completely unsuitable for such vehicles and the safety of other vulnerable road users and pedestrians must not be further compromised.
- It is imperative that HS2 and its contractors are required to ensure that supply and removal of materials by rail are maximised.

Officer's response:

- A condition is proposed restricting lorries from utilising Camden High Street and the eastern section of Camden Road.
- Council's Enforcement Team are responsible for monitoring the lorry routes.
- *Sections 2.9.2 and 2.9.3 of the applicant's submitted Written Statement, outline HS2's considerations of moving material by rail. For completeness, these sections are repeated below:*

'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).'

'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.'

Camden Town CAAC

Other Consultee comments

Transport for London

TFL have no comment to make on the application except that HS2 must continue their consultation with TfL and act in accordance with the Protective Provisions Agreement between TfL and the Secretary of State, dated 15th May 2014 as well as the Further Protective Undertakings Agreement.

Islington Council

- There should be no vehicles stopping within Islington's Highways network.
- Care should be taken to ensure users of the cycle lanes on Caledonian Road and Wharfdale Road are protected.
- There is a Thames Water pipe at the junction of Wharfdale Road and Caledonian Road which has burst multiple times before, requiring traffic to be diverted. Contingency plans should be made to ensure that construction traffic is not affected if this route is ever closed.
- Should planning permission be granted by the London Borough of Camden for the proposed construction routes and should adjacent footways and highways (within Islington) be damaged during works, appropriate reinstatement will need to be funded by the developer.
- Any lorry routes relating to abnormal loads and impacting on the LBI Highways network, should be agreed with Islington Council's Streetworks Division

Officer's response:

HS2 have produced a series of Environmental Minimum Requirements under the HS2 Act such as the Code of Construction Practice and Routewide Traffic Management Plan, plus there are various information papers that set out its standards and procedures with regard to traffic.

Any HS2 lorry routes for its Large Goods Vehicles beyond L.B. Camden up to the special/trunk road network would follow the Transport for London network. HS2 Large Goods Vehicles would follow signed diversions for traffic made by the relevant highway authority should any approved routes not be available due to disruption such as utility works.

City of Westminster:

The City Council has now considered the proposals and has decided to raise no objection.

Brent Council:

No response received.

Site Description

The locations and description of the two HS2 worksites as part of this application, being the NTH Main Worksite, and the Euston Square Gardens (East) Satellite Compound, are outlined below:

National Temperance Hospital (NTH) Main Worksite

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

The main access points to the worksite are via A400 Hampstead Road / Cardington Street and via A501 Euston Road / Melton Street.

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'.

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.

Euston Square Gardens (East) Satellite Compound

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

The Satellite Compound 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.

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 Transport for London Road Network (TLRN) and provide connections further afield to the trunk / special road network.

Relevant History

The planning history for the site can be summarised as follows:

Melton Street London Underground (LU) Sub Station Works Site

2020/3350/HS2 - Application for approval under Schedule 17 of High Speed Rail (London - West Midlands) Act 2017 of lorry routes to and from the Melton Street LU Sub Station associated with works for HS2. Main works activities include: demolition, site clearance, construction of a shaft, construction of a utility tunnel, the provision of an adit, site investigations, piling of the proposed sub-station and other associated enabling works. Incorporating lorry routes via: Transport for London Road Network (TLRN), Melton Street, Cardington Street, Albany Street, Osnaburgh Terrace, Osnaburgh Street and Great Portland Street. **Consent granted 21/09/2020.**

2021/4406/HS2 - Application for approval under Schedule 17 of High Speed Rail (London - West Midlands) Act 2017 of lorry routes to and from the Melton Street LU Substation associated with the construction, excavation and above ground construction of the replacement London Underground

Traction Substation and Vent Shaft. Main works activities include: capping beam, propping and excavation of the piled box; RC structures; headhouse fit out and envelope; Mechanical, Electrical, Plumbing and Heating (MEPH) and associated enabling works. Incorporating lorry routes via: Transport for London Road Network (TLRN), Melton Street, Cardington Street, Albany Street, Osnaburgh Terrace, Osnaburgh Street and Great Portland Street. **Consent granted 5/11/2021.**

Euston Station Main Works - Early Works Worksite

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

Melton Street Satellite Compound:

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

Euston approaches and Adelaide Road worksites

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

2022/3712/HS2 - Lorry routes to and from the Adelaide Road Vent Shaft Worksite for a left turn egress from the worksite to enable connection to the Transport for London Network at the intersection of the B509 (Adelaide Road) with the A41 at Swiss Cottage, in association with main HS2 works. **Consent granted 17/11/2022.**

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

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

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

2018/0438/HS2 - Lorry routes associated with demolition, site clearance and other enabling works for HS2 at the National Temperance Hospital (North and South) and Cobourg Street worksites.

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

Relevant policies

The HS2 Act

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

Statutory Guidance

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

Environmental Minimum Requirements and related documents

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

Planning Forum Note 6: Lorry Route Approvals

Assessment

1. Background

Legislation and policy context

- 1.1 This is an application for approval of routes by which anything is to be transported on a highway by a large goods vehicle is submitted under paragraph 6 of Schedule 17 of the High Speed Rail (London to West Midlands) Act 2017 (“the HS2 Act”) and relates to proposed lorry routes for servicing two separate worksites known as the ‘NTH Main Worksite’ and ‘Euston Square Gardens (East) Satellite Compound’ worksites; each facilitate part of the Phase One construction of HS2.
- 1.2 Phase One of High Speed 2 (HS2) is the first phase of a new high speed railway network proposed by the Government to connect major cities in Britain.
- 1.3 On 23rd February 2017, Royal Assent was granted, namely the High Speed (London-West Midlands) Act 2017 (“the HS2 Act”), for Phase One of HS2. The HS2 Act provides powers for the construction and operation of Phase One of HS2.
- 1.4 High Speed Two (HS2) Limited is the company responsible for developing and promoting the UK’s new high speed rail network. It is funded by grant-in-aid from the government.
- 1.5 In order to carry out HS2 works in Camden, HS2 Ltd (nominated undertaker) is submitting a series of lorry route applications under Schedule 17 of the HS2 Act, to govern the transportation of materials to and from construction sites.
- 1.6 Paragraph 4.4 of the DfT’s Schedule 17 Guidance notes states; ‘*These approvals have been carefully defined to provide an appropriate level of local planning control over the works while not unduly delaying or adding cost to the project*’.
- 1.7 Schedule 17 of the HS2 Act sets out the approvals required to be obtained by the nominated undertaker. These approvals include lorry route applications under Paragraph 6 of Schedule 17.
- 1.8 The Council can only consider the application within the constraints of the HS2 Act, rather than planning policies set out in the Development Plan. The grounds for determination under the HS2 Act which the Council can base its decision to approve the application and attach reasonable conditions, or to refuse the application, are where the arrangements ought to be modified:
- to preserve the local environment or amenity;
 - to prevent or reduce prejudicial effects on road safety or on the free flow of traffic in the local area; or
 - to preserve a site of archaeological or historic interest or nature conservation value;
- and are reasonably capable of being so modified.
- 1.9 Any representations received from the public or third parties will be considered by the Council but within context of the HS2 Act.
- 1.10 It is important to note that the HS2 Act states that all applications must be determined within eight weeks of submission (unless the Council and the Nominated Undertaker agree an extension of time for determination), or the application is deemed to have been refused.

Framework of assessment

- 1.11 If Schedule 17 lorry route applications are assessed to be acceptable, then the Council, as determining planning authority, would only have discretion to attach conditions for any approval on the grounds raised in paragraph 1.7 above. Importantly, conditions for applications submitted

under paragraph 6 of Schedule 17 can only be attached with prior agreement from HS2 Ltd.

- 1.12 The DfT's Schedule 17 Guidance notes states: *'The purpose of this is to allow the nominated undertaker and the planning authority the opportunity to agree whether the condition is necessary and appropriate, and would not unreasonably impede the building and operation of the railway, prior to the planning authority issuing its decision. It also avoids the potential for delay that would result from decisions being issued with inappropriate conditions'*.
- 1.13 In addition to the planning regime described above, the HS2 Act contains provisions setting out the protections to be provided for various bodies with statutory responsibilities, likely to be affected by the works that impact accesses to highways affecting traffic, stopping up, diversion and interference with the highway, highways, water and listed buildings.

Additional environmental and community protection measures

- 1.14 The High Speed Two (HS2) Phase One Environmental Statement (ES) was produced to accompany the HS2 Act. The ES assesses the likely significant environmental impacts along the route along with the measures to manage and reduce these impacts. In order to ensure that the environmental effects of the project do not significantly exceed those assessed in the ES, Environmental Minimum Requirements (EMRs) sit alongside the statutory environmental controls included in the HS2 Act. Throughout the construction and operation of the project (Phase One), HS2 Ltd and its contractors will be required to comply with both the EMRs and those statutory environmental controls.
- 1.15 The EMRs are a group of documents that have been developed in consultation with local authorities and other relevant stakeholders. Paragraph 1.1.5 of the EMR General Principles document states that the nominated undertaker is to use reasonable endeavours to adopt mitigation measures to further reduce the adverse environmental effects reported in the ES, provided that such measures are reasonably practicable and do not add unreasonable cost or delay to the construction or operation of the project.
- 1.16 The Code of Construction Practice (CoCP) is Annex 1 of the EMRs. It sets out specific details and working practices in relation to site preparation (including site investigation and remediation, where appropriate), demolition, material delivery, excavated material disposal, waste removal and all related engineering and construction activities. The CoCP sets out the measures that the nominated undertaker and contractors are required to implement in order to limit disturbance from construction activities, as far as reasonably practicable, including traffic and transport.
- 1.17 Local Environmental Management Plans (LEMPs) have been prepared for each local authority area which set out site specific control measures to be adopted by HS2 Ltd.'s Contractors.
- 1.18 HS2 Ltd. is required to prepare Local Traffic Management Plans (LTMP) for areas such as Camden that are impacted by HS2. The LTMPs build on the general environmental requirements contained in the CoCP and a route wide traffic management plan and set out how the project will adapt and deliver the required traffic management measures. HS2 Ltd. has produced an LTMP which sets out how Mace Dragados Joint Venture (MDJV) will deliver the Logistics and Traffic Management requirements for the HS2 Sector 3 (S3) Main Works Station Contract Early Works Packages within the London Borough of Camden.
- 1.19 The LTMP has been developed by MDJV with input from HS2, London Borough of Camden, the emergency services and TfL. The LTMP has been consulted on through the Camden Traffic Liaison Group which have been established in accordance with the CoCP and the RTMP.
- 1.20 The LTMP is a 'live' document that will be added to and revised as further details of the proposals,

works packages and associated traffic management arrangements are worked up and implemented. The current LTMP structure details matters including highway/traffic management and the cumulative traffic impacts of the combined HS2 programme of enabling works, plus appended details of works packages, as they come forward. It should be noted however, that the LTMP is a supporting document only, and is not for approval as part of this lorry route application; however, attention is drawn to HS2 Ltd.'s commitment to Parliament to comply with the Environmental Minimum Requirements (EMR's). The Code of Construction Practice for HS2 arises from the EMR's and requires HS2 Ltd. to prepare Local Traffic Management Plans for areas such as Camden that are significantly impacted by HS2 construction works. HS2 Ltd. and its contractors are therefore effectively committed to complying with the contents of the S3 Early Main Works Mini LTMP. In considering applications for lorry routes, Camden as a qualifying authority, should have due regard to the system of controls available under the HS2 Act and should not seek to duplicate controls that it already contains.

1.21 The LTMP document provides some context under which lorry route applications would be considered. As such, it provides information on the movement of HS2 construction traffic to construction sites, building on that set out in the Environmental Statement, and provides further information on its traffic management and refers to undertakings and assurances provided during the Parliamentary process of consideration of Phase 1 of HS2.

1.22 HS2 Ltd. has indicated that it does not currently intend to undertake further assessments (such as modelling) on impacts on the local road network, including at junctions, impacts on highway safety, other highway users, pedestrian severance for example to those provided in the ES, unless the anticipated impacts significantly exceed those in the ES.

2. Proposal

2.1 The request for approval of Construction Arrangements relating to road transport has been made under Paragraph 6 of Schedule 17 of the HS2 Act.

2.2 Mace Dragados Joint Venture (MDJV) has sought consent on behalf of HS2 Ltd. for the approval of lorry routes (conditions relating to road transport) for works at the NTH Main Worksite works compound, and Euston Square Gardens (East) Satellite Compound.

2.3 A breakdown of the works associated with the lorry routes is outlined below:

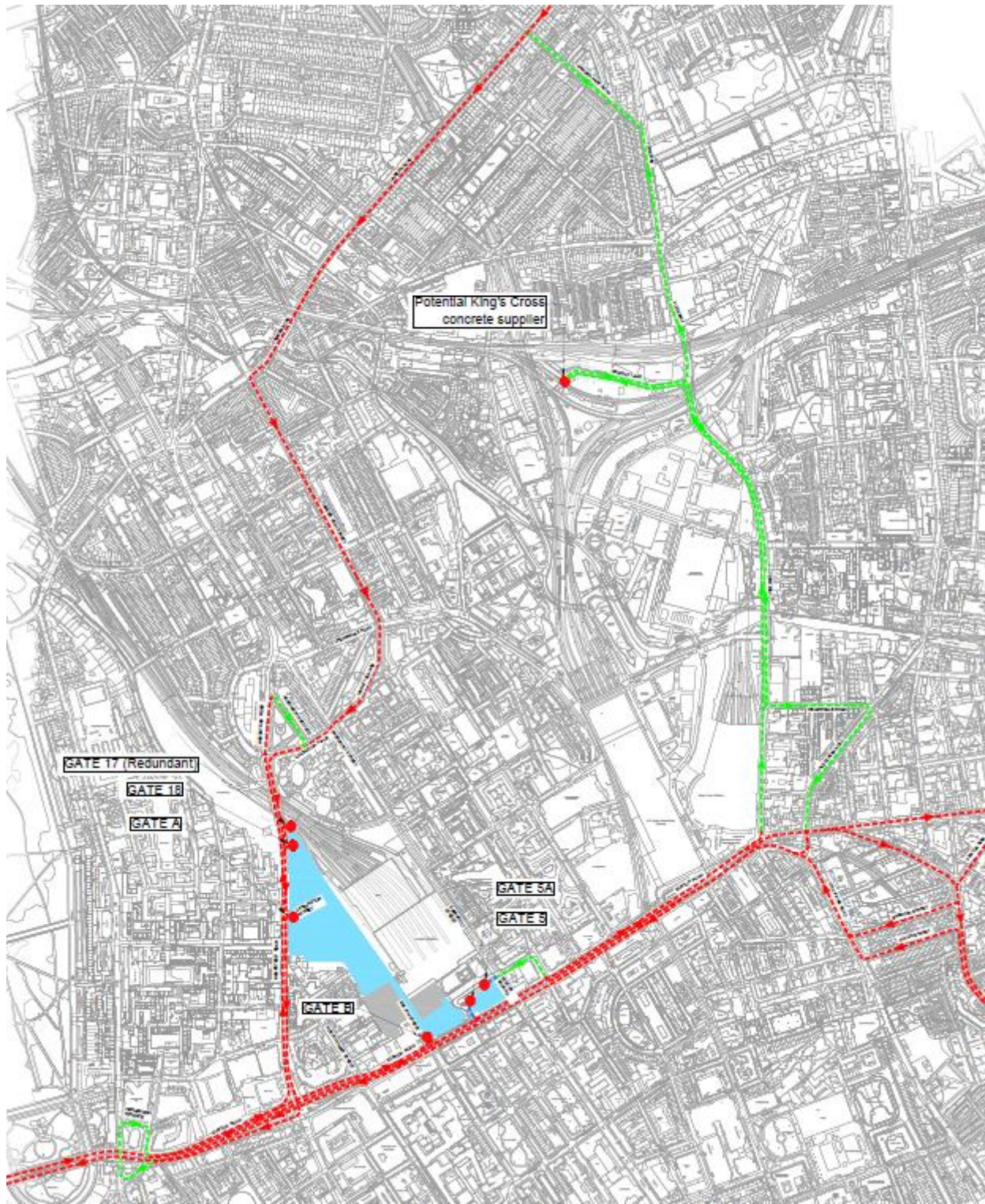
Site enabling works including:

- 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.

2.4 The lorry routes are as follows and shown within the plan and are outlined below:



Legends/Notes:

- - - Transport for London Road Network (TLRN)
- - - Local Routes to be used
- - - Local Route not subject to approval, shown for information only
- HS2 Works areas including NTH main works compound, Euston Square Gardens West and Euston Square Gardens East satellite compounds
- Coburg Street and Melton Street satellite compounds (Not part of this Schedule 17 submission)
- Access and/or egress point

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);
- 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

- 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);
- 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)

Gate 18

- 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);
- 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).

2.5 The position of site access/egress is not for approval under this Schedule 17 application as, if required, this would be secured separately under Schedule 4 of the HS2 Act. Access points are therefore shown for context purposes only, and are not for consideration here.

NTH Main Worksite

2.6 The NTH Main Worksite compound is to be accessed by lorries via Gate A – Cardington Street (from A400 Hampstead Road) or via Gate B – Melton Street (from A501 Euston Road).

2.7 A second 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).

2.8 With regard to the Melton Street Gate B access, 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.

2.9 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

- 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)

2.10 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.

2.11 The delivery of wet concrete will be required as part of implementation of the works packages. Therefore as part of the application, MDJV seek to include lorry routes from a likely to be utilised concrete supplier on York Way.

2.12 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.

Euston Square Gardens (East) Satellite Compound

- 2.13 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.
- 2.14 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.
- 2.15 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).
- 2.16 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).
- 2.17 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.
- 2.18 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.

Revisions

- 2.19 As part of the original proposed scheme the applicant had proposed a secondary access route to the NTH Main Worksite, via Goods Way and A5202 Pancras Road. This route was included for resilience purposes and would only be used if the primary route from the north is not available or subject to severe delays.
- 2.20 Due to concerns raised by Council officers with regard to pedestrian and cyclist safety and amenity on Goods Way, the application has been revised to remove the Goods Way and A5202 Pancras Road route, therefore it does not sit within the proposed routes for approval.
- 2.21 Various amendments have been made to the LTMP to provide for more certainty relating to pedestrian and cyclist safety and amenity, and provide for certainty around the timing and duration of the lorry routes.

3. Assessment - Local environment or amenity

3.1 The provisions of the EMRs, LTMPs, CoCPs and LEMPs specific to Camden outlined above and alongside the other statutory environmental controls included in the HS2 Act and the assurances that HS2 Ltd. provided to the Council, shall mitigate amenity impacts, there are no outstanding additional issues in regard to the local environment or amenity which would warrant grounds for refusal on this matter.

3.2 Specifically with regard to pollution, the Camden LEMP outlines relevant methods outlined within the CoCP will be applied to control and manage potential air quality effects. The key measures include:

- compliance with required construction vehicle and Non-road Mobile Machinery (NRMM) emission requirements;
- damping down of dust-generating equipment and vehicles within the site and the provision of dust suppression measures in all areas of the site that are likely to generate dust;
- measures to keep roads and accesses clean;
- covering materials, deliveries or loads entering and leaving the construction site;
- the use of diesel or petrol-powered generators will be reduced by using mains electricity or battery-powered equipment where reasonably practicable; and
- methods to clean vehicles and suppress dust in designated vehicle waiting areas.

3.3 With regard to noise, the Camden LEMP outlines site specific measures will be identified by the Contractors on a site-by-site and activity-by-activity basis and agreed with the LBC. Such measures include controlling noise and vibration at source, utilising electric plant, etc.

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

Construction Lorry Numbers

4.1 Forming part of the submission, HS2 Ltd. has provided a Written Statement for Information, noted as being submitted for information purposes only and not for approval. This statement, whilst indicative, includes details of lorry movements.

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

4.3 HS2 have advised that the LTMP will be updated to outline the anticipated start date and end date for these works associated with the lorry routes (April 2023 and Q4 2025 respectively). Therefore, there is a clear timeframe for these works and Council will be able to effectively monitor which lorries are operating as part of the enabling works and early works packages for the HS2 station at Euston.

4.4 Given that the traffic will principally be using the TLRN, which is the highest category road in London and designed to accommodate the heaviest traffic volumes, this is considered acceptable and would not result in undue disruption.

Duration of Works and Working Hours

- 4.5 Table 5 of the Written Statement outlines that movements are estimated until Q4 2025 (this date may vary as a consequence of programme delays and other factors). As stated above, however, this document has been provided for indicative purposes only and not to be assessed as part of this application. This date could be subject to change, and in such an event would be clarified through the LTMP.
- 4.6 As detailed in the LTMP, expected working hours are 08:00 – 18:00 Monday-Friday, and 08:00 – 13:00 on Saturdays. Start up and close down periods would be in compliance with the CoCP which permits vehicles to arrive onto site between 07:00 and 08:00 for site set up and from 18:00 to 19:00 for site shut down. Movements on Saturdays are permitted from 07:00 to 08:00 for site set up and 13:00 to 14:00 for site shut down.
- 4.7 There are some schools located on or near the proposed lorry routes. This includes Brecknock Primary School on Cliff Villas (off Camden Park Road) and Richard Cobden Primary School on Camden Street (TLRN) on the northern route. A requirement of the LTMP(s) is to include a list of roads which may be used by construction traffic in the vicinity of the site including any restrictions to construction traffic on these routes, such as the avoidance of large goods vehicles operating adjacent to schools during drop off and pick-up periods and any commitments set out in the register of Undertakings and Assurances.
- 4.8 With regard to speed limits, whilst an HS2 vehicle specific limit of 10 mph has been proposed by both Council officers and the community, HS2 Ltd. maintain that their vehicles are unlikely to reach 20mph along the specific routes due to the size/weight/engine capabilities of the LGVs/HGVs and speed measures already in place.
- 4.9 With regard to the southern lorry route, 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. Officers initially had concerns about the use of a residential street such as Harrington Street. However, it is noted that MDJV propose for only 12 LGVs to use Gate 18 via Harrington Square and Hampstead Road per day. The proposed route is considered acceptable on this basis. Notwithstanding, officers consider that options to avoid the use of Harrington Square should continue to be considered and investigated. Therefore, the applicant has agreed to a condition requiring HS2 to commit to the use of reasonable endeavours to review the potential for a right hand turn at Gate 18 off Hampstead Road, and if this is shown to be feasible and implemented accordingly, this would prevent the use of the Harrington Square gyratory, which is supported by officers.
- 4.10 With regard to the potential for left-hand turn collisions with southbound cyclists on Hampstead Road from southbound lorries turning left into Gate 18, it is noted there have been no reported accidents or near misses reported at the junction in the last five years (which includes the period the access was used by HS2's site enabling works contractor from 2018 onwards to support the demolition phase of work at the NTH North works compound). In addition, the junction will be subject to TfL's Road Safety Audit Procedure (SQA-0170). An initial safety assessment has confirmed that the existing bell mouth at this location can accommodate the range of swept paths required for the project and no physical modifications are required to the junction and footway cross-over to accommodate LGVs.
- 4.11 The proposed works which necessitate the proposed lorry routes relate to enabling activities and early main station works at the NTH Main Worksite, and a range of works / activities to be undertaken at the Euston Square Gardens (East) Satellite Compound including utility works, modification of the bus station egress onto Euston Road, and widening and repositioning of the pedestrian crossings and construction of the Interim Taxi Rank.

4.12 Given the context of suitable control measures as conditioned and set out within the LTMP, EMRs and CoCP, it is considered that the use of the routes would not have prejudicial effects on road safety or on the free flow of traffic for the purpose of the works for which this application applies.

Transport for London (TfL) Road Network

4.13 Transport for London (TfL) has indicated that it has no objection in principle to the use of the TLRN (Transport for London Road Network) by HS2 construction vehicles. As stated in Camden's Network Management Plan, the TLRN holds the highest classification in the hierarchy of roads within the borough, and provides the distributor network for longer distance vehicle movements. The TLRN also forms part of the main bus network and lorry routes within the borough, and Camden considers it is most appropriate for construction traffic to use the TLRN as far as practically possible. Therefore, use of the TLRN by HS2 construction traffic is considered to be acceptable for this application for the NTH Main Site Compound and Euston Square Gardens (East) Satellite Compound site enabling works and early works packages.

4.14 The use of the proposed roads is considered to be essential and necessary for access and egress to and from the site from/to the TLRN, and there is no viable alternative in order for the NTH Main Site Compound and Euston Square Gardens (East) Satellite Compound to be accessed.

4.15 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. This is welcomed as it addresses concerns previously raised by officers.

5. Conclusion

5.1. The proposed routes are considered acceptable, subject to the HS2 control mechanisms cited in the 'Additional environmental and community protection measures' section above.

5.2. The routes hereby approved would be used by HS2 associated LGVs to facilitate logistics, enabling works, piling, and surveying works for the HS2 North Main Worksite associated with enabling works and early works packages for the HS2 station at Euston. It is anticipated that the works would be complete by Q4 2025.

5.3. HS2 are required to monitor operations with regard to the use of controls captured in the Environmental Minimum Requirements (EMRs) to ensure compliance and reporting mechanisms to the Council and other stakeholders are included under HS2 Act provisions.

6. Recommendation

6.1 Grant consent.

The decision to refer an application to Planning Committee lies with the Director of Regeneration and Planning. Following the Members Briefing panel on Monday

6th March 2023, nominated members will advise whether they consider this application should be reported to the Planning Committee. For further information, please go to www.camden.gov.uk and search for 'Members Briefing'.

Application ref: 2022/5079/HS2
Contact: Brendan Versluys
Tel: 020 7974 1196
Email: Brendan.Versluys@camden.gov.uk
Date: 2 March 2023

Development Management
Regeneration and Planning
London Borough of Camden
Town Hall
Judd Street
London
WC1H 9JE

Phone: 020 7974 4444

planning@camden.gov.uk
www.camden.gov.uk

Mace Dragados Joint Venture (MDJV)
The Podium
2nd Floor
1 Eversholt Street,
London
NW1 2DN

DRAFT

Dear Sir/Madam

DECISION

High Speed Rail (London - West Midlands) Act 2017

Schedule 17 - Conditions of Deemed Planning Permission Approval

Address:

NTH Main Worksite
Former National Temperance Hospital (NTH) Works Compound
112 Hampstead Road
London
NW1 2LP

DECISION

Proposal:

Lorry routes to and from the HS2 North Main Worksite associated with enabling works and early works packages for the HS2 station at Euston. Enabling works include: logistics, ground clearance, installation of pile mat and guide wall, surveying works, exhumations, and utility works. Early work packages relate to the HS2 station, London Underground interchange, and Interim Taxi Rank. Incorporating lorry routes via: Transport for London Road Network (TLRN), Great Portland Street, Albany Street, Osnaburgh Terrace, Osnaburgh Street, Melton Street, Cardington Street, Harrington Square, Churchway, Grafton Place, Eversholt Street, Freight Lane, York Way, Camden Park Road, Wharfdale Road, Caledonian Road, Pancras Road, and Crowndale Road.

Drawing Nos: Approved plans: Access to Euston Square Gardens East Satellite Compound Gate 5, dwg.no. 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000015, rev C01, dated 2022-11-09; Access to NTH Main Worksite, Gate 18, dwg.no. 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000014, rev C01, dated 2023-02-10; Access to NTH Main Worksite, Gate A, dwg. no. 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000010, rev C01, dated 2023-02-10; Access to NTH Worksite, Gate B, dwg. no. 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000012, rev C01, dated 2022-11-09; Area Wide Lorry Routes For Approval, dwg. no. 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000020, rev C01, dated 2023-02-10; Egress from Euston Square Gardens East Satellite Compound, Gate 5A, dwg. no. 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000016, rev C01, dated 2022-11-09; Egress from NTH Main Worksite, Gate 18, dwg. no. 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000017, rev C01, dated 2022-11-09; Egress from NTH Main Worksite, Gate A, dated 2022-11-09; Egress from NTH Main Worksite, Gate B, dwg.no. 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000013, rev C01, dated 2022-11-09; List of Roads for Approval, reference 1CP01-MDS_ARP-TP-REP-SS08_SL20-990010, rev C01, dated 14/02/2023; Route Management, Improvement & Safety Plan, reference 1CP01-MDS-CL-PLN-S003-000012, rev C03, dated 12/09/2022; Statement for Information, reference 1CP01-MDS_ARP-TP-REP-SS08_SL20-990009, Local Traffic Management Plan - London Borough of Camden, reference 1CP01-MDS-CL-PLN-SS08_SL20_GF-000004, rev C04, dated 08/02/2023 [all prepared by HS2]

The Council as the Local Planning Authority & Qualifying Authority within the meaning of the above Act has **granted** permission subject to the following condition(s) and informative(s) listed below:

Condition(s) and Reason(s):

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans: Approved plans: Access to Euston Square Gardens East Satellite Compound Gate 5, dwg.no. 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000015, rev C01, dated 2022-11-09; Access to NTH Main Worksite, Gate 18, dwg.no. 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000014, rev C01, dated 2023-02-10; Access to NTH Main Worksite, Gate A, dwg. no. 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000010, rev C01, dated 2023-02-10; Access to NTH Worksite, Gate B, dwg. no. 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000012, rev C01, dated 2022-11-09; Area Wide Lorry Routes For Approval, dwg. no. 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000020, rev C01, dated 2023-02-10; Egress from Euston Square Gardens East Satellite Compound, Gate 5A, dwg. no. 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000016, rev C01, dated 2022-11-09; Egress from NTH Main Worksite, Gate 18, dwg. no. 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000017, rev C01, dated 2022-11-09; Egress from NTH Main Worksite, Gate A, dated 2022-11-09; Egress from NTH Main Worksite, Gate B, dwg.no. 1CP01-MDS_ARP-TM-SKE-SS08_SL20-000013, rev C01, dated 2022-11-09; List of Roads for Approval, reference 1CP01-MDS_ARP-TP-REP-SS08_SL20-990010, rev C01, dated 14/02/2023; Route Management, Improvement & Safety Plan, reference 1CP01-MDS-CL-PLN-S003-000012, rev C03, dated 12/09/2022; Statement for Information, reference 1CP01-MDS_ARP-TP-REP-SS08_SL20-990009, Local Traffic Management Plan - London Borough of Camden, reference 1CP01-MDS-CL-PLN-SS08_SL20_GF-000004, rev C04, dated 08/02/2023 [all prepared by HS2]

Reason: For the avoidance of doubt and in order to define the approval in accordance with Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017.

- 2 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.

Reason: To preserve the local environment and local amenity and prevent prejudicial effects on road safety in the local area in accordance with Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017.

- 3 The Harrington Square gyratory shall be used by HS2 Large Goods Vehicles accessing Gate 18 only if there is no right-hand turn available for northbound HS2 LGVs on Hampstead Rd to turn directly in to Gate 18. The nominated undertaker will use all reasonable endeavours to investigate and utilise a right-hand turn for lorries to access the Gate 18 from Hampstead Road. If a right-hand turn is feasible, this shall be implemented as soon as practicable and Large Goods Vehicles accessing the NTH Main Worksite, Gate 18 from Hampstead Road heading northbound shall not use the Harrington Square gyratory.

Reason: To prevent prejudicial effects on road safety in the local area in accordance with Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017.

Informative(s):

- 1 In accordance with assurances given by the Secretary of State, the applicant is reminded that HS2 Phase 1 Environmental Minimum Requirements must at all times be fully complied within undertaking the works.
- 2 In accordance with the Phase 1 Code of Construction Practice, the applicant must adhere to the control measures set out in the HS2 Phase 1 Route-wide Traffic Management Plan and the Camden Local Traffic Management Plan. The measures contained in the Local Traffic Management Plan must be kept under review during the execution of the works, in consultation with TfL, London Borough of Camden and other relevant stakeholders.
- 3 The applicant is reminded the routing must comply with TfL's guidance on lorry safety: <https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely>
- 4 The decision has been made on the basis that no more than 12 Large Good Vehicles (LGVs) would take place to Gate 18 to Hampstead Rd, as advised by the Nominated Undertaker in the application.
- 5 You are advised that the Local Traffic Management Plan (LTMP) requires update, particularly in mind of Camden Council comments provided to High Speed 2 (HS2). It is emphasised that HS2 (and all relevant contractors) work with Camden Council to appropriately update the LTMP, with particular regard to the

duration of the works, construction lorry numbers and appropriate measures to monitor and address any potential traffic management issues by HS2 (and all relevant contractors) on the proposed routes, in consultation with all relevant stakeholders including Camden Council.

Yours faithfully

Chief Planning Officer

DRAFT

DECISION