

## 1MC12 – Stage 2 - Main Works Civils for C2 and C3 Sectors

# Chipping Warden Green Tunnel Schedule 17 Construction Arrangements Written Statement for Information

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Revision	Date	Author	Checked by	Approved by	Revision Details
C01	20/06/20	S. Randall	M. Roberts	D. Jones	First Issue

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Purpose of SRR
<input type="checkbox"/> ACCEPTANCE <input type="checkbox"/> APPROVAL <input type="checkbox"/> NO OBJECTION <input type="checkbox"/> CONSENT

# HS2

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

HS2 Ltd

Northamptonshire County Council

Chipping Warden Green Tunnel Compound

Schedule 17 Construction Lorry Route Statement  
for Information

NCC.LR.10002

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# 1 Introduction

## 1.1 Background Information

Table 1: Schedule 17 Address Details and Description of Works

Site	Details
Scheme	High Speed Two
Applicant	High Speed Two (HS2) Limited
Applicant Address	<i>c/o Agent:</i> Eiffage Kier Ferroviaal BAM Joint Venture 19 Cornwall Street Birmingham B3 2DT
Site Address	Chipping Warden Green Tunnel Compound, Byfield Road, Chipping Warden, Northamptonshire. NN11 6UA. Grid Reference E 449842, N 249410
Description	<p>Submission under Schedule 17 (6) of the High Speed Rail (London-West Midlands) Act 2017 for approval of lorry routes from Chipping Warden Green Tunnel Compound to the Strategic Road Network (SRN).</p> <p>The Site / Works</p> <p>Chipping Warden Green Tunnel Compound for highways, structures, earthworks and utility works associated with:-</p> <ul style="list-style-type: none"><li>• Chipping Warden Green Tunnel</li><li>• Aston-le-walls Embankment</li><li>• Highfurlong Brook Viaduct</li><li>• Highfurlong Brook Embankment</li><li>• Lower Boddington Cutting</li><li>• Lower Boddington Embankment</li><li>• Boddington Cutting</li></ul> <p>The Route :-</p> <p>M40 Junction 11 and north onto the A361 towards Chipping Warden for a distance of 9.4km to the compound. The site access will take the form of a roundabout and construction traffic will follow 'left in, right out' access/egress arrangements, using a section of private access road to enter the work site access. The route back to the SRN will be the same route.</p>

## 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 Northamptonshire County Council with information to assist with the determination of the above submission for approval of the routes to be used by Large Goods Vehicles (LGVs)<sup>1</sup> to the sites listed above.

**1.2.3 The information in this Written Statement is provided for information to assist in determining the request for approval. It is not for approval.**

## 1.3 Introduction to High Speed 2

1.3.1 HS2 is a new high speed railway network that will connect major cities in Britain. It will bring significant benefits for inter-urban rail travellers through increased capacity and improved connectivity between London, the Midlands and the North. It will release capacity on the existing rail network and so provide opportunities to improve existing commuter, regional passenger and freight services.

1.3.2 Phase One of HS2 will provide a dedicated high speed rail service between London, Birmingham and the West Midlands. It will extend for approximately 230km (143 miles). Just north of Lichfield, high speed trains will join the West Coast Main Line for journeys to and from Manchester, the North West and Scotland.

1.3.3 For further information on HS2 and the route through Northamptonshire please refer to the Planning Context Report for Cherwell District Council and South Northamptonshire District Council, 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.

- Construction arrangements (including large goods vehicle routes);
- Plans and specifications;
- Bringing into use requests; and
- Site restoration schemes.

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

- 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<sup>2</sup>.

## 1.5 High Speed Two: Code of Construction Practice

- 1.5.1 HS2 Ltd as the nominated undertaker is contractually bound to comply with the controls set out in the Environmental Minimum Requirements (EMRs). The EMRs include the Phase 1 Code of Construction Practice (CoCP) and Phase 1 Route-Wide Traffic Management Plan.

## 1.6 Structure of Written Statement

- 1.6.1 This Written Statement is structured as follows:
- A description of the routes being submitted for approval, the route rationale, the site description, a summary of the works associated with that site that the lorry routes relate to and estimated LGV numbers are provided in **Section 2**;
  - **Section 3** outlines the lorry routes for approval as a set of plans and the documents for information in support of the submission;
  - **Section 4** summarises the pre-submission consultations that were undertaken, including a list of the consultees, dates, attendees at meetings and a brief summary of the outcome of these discussions;
  - An indicative high level programme for the works and how they fit into the wider programme for other works in the area is provided in **Section 5**; and
  - **Section 6** identifies any other main consents granted, or known forthcoming consents associated with the works

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<sup>2</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/618074/General\\_principles.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/618074/General_principles.pdf)

## 2 Background Information

### 2.1 Route Description

2.1.1 The routes submitted for approval are listed in Table 2 below and shown on drawing Figure 1.

Table 2: route for approval Vehicle

Worksite / Sites where materials will be reused / waste disposal sites.	Routes to be used.
<p>Chipping Warden Green Tunnel Compound for highways, structures, earthworks and utility works associated with :-</p> <ul style="list-style-type: none"><li>• Chipping Warden Green Tunnel</li><li>• Aston-le-walls Embankment</li><li>• Highfurlong Brook Viaduct</li><li>• Highfurlong Brook Embankment</li><li>• Lower Boddington Cutting</li><li>• Lower Boddington Embankment</li><li>• Boddington Cutting</li></ul>	<p>M40 Junction 11 and north onto the A361 towards Chipping Warden for a distance of 9.4km to the compound. The site access will take the form of a roundabout and construction traffic will follow 'left in, right out' access/egress arrangements, using a section of private access road to enter the work site access. The route back to the SRN will be the same route.</p>

2.1.2 The proposed lorry route for construction traffic to access and egress the site will comprise vehicles travelling from the south to access site and the return route will be to the south. The route will involve accessing the A361 heading north from the M40 Junction 11 for approximately 9.4km to the work site access, using the newly constructed Chipping Warden Bypass to gain entry to the work site access. Access to the site will be a roundabout on the Chipping Warden Bypass and will be a left turn into site on the roundabout, using a 400m section of construction site access road to transition north from the access to the compound. Once in the compound, vehicles will use the site internal access road to transition to all working areas within the construction boundary. The return route to the SRN will be exactly the same as the route from the SRN in the opposite direction.

2.1.3 The A361 is a single carriageway road in a rural setting for the entirety of its length from the M40 Junction 11 to the work site access. There are infrequent side roads and agricultural accesses for the majority of the A631, with more frequent side roads and residential accesses through the village of Wardington. The Chipping Warden Bypass will allow construction vehicles to avoid the village of Chipping Warden to the work site access. The majority of the A361 has no designated footways, with the exception of sections in both Wardington and on the approach to Chipping Warden. There is one crossing of a Public Right of Way along the A361 on this 9.4km section, close to the junction of the A361 with Banbury Road, Chacombe. There are two bus stops along the A361 between the SRN and the work site access, in Williamscot and Wardington.

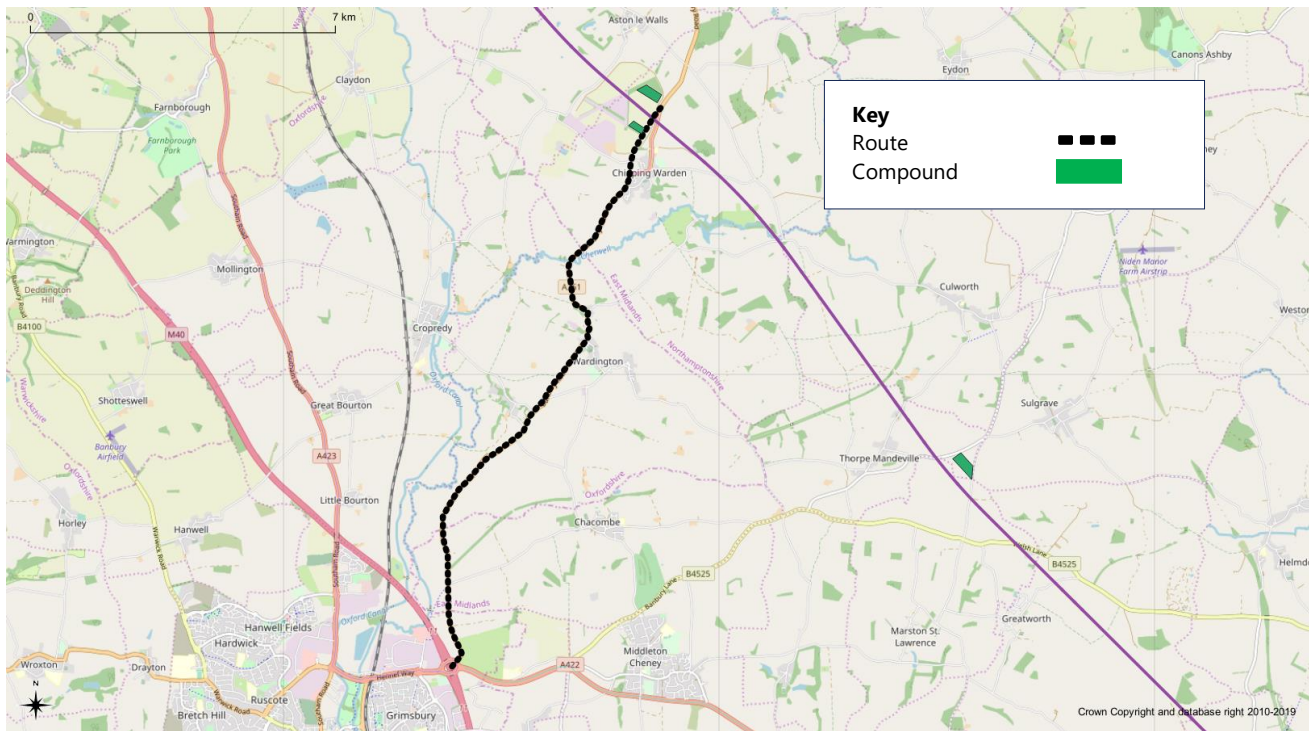


Figure 1 Route to site

- 2.1.4 The main existing land uses for the route consist of residential and agricultural use. The majority of the route is surrounded by arable land and improved grassland in a rural setting, with small areas of both Broadleaved Woodland and rough Grassland, namely in the area surrounding Wardington.
- 2.1.5 The materials providers will be informed of the lorry route as well as the vehicle safety measures including signage, mirrors, prevention of underrunning and use of technology to remove blind spots according to vehicle size.
- 2.1.6 Northamptonshire County Council shall have regard to the submitted Programme required under paragraph 16 of the Planning Conditions Schedule 17 of the HS2 Act.

## 2.2 Route Rationale and Options Considered

- 2.2.1 There is only one route available to site as detailed in the ES. The route is via the M40 Junction 11 at Banbury to the compound entrance on the new Chipping Warden Bypass.
- 2.2.2 No alternative routes to site were considered due unsuitable roads.



## 2.3 Site Description

- 2.3.1 The proposed Chipping Warden Green Tunnel Compound is located approximately 1km to the north of the village of Chipping Warden and 1km to the south of the village of Aston le Walls in rural Northamptonshire, see Figure 2.
- 2.3.2 The A361 is the principal access point from the M40 Junction 11 in the south.

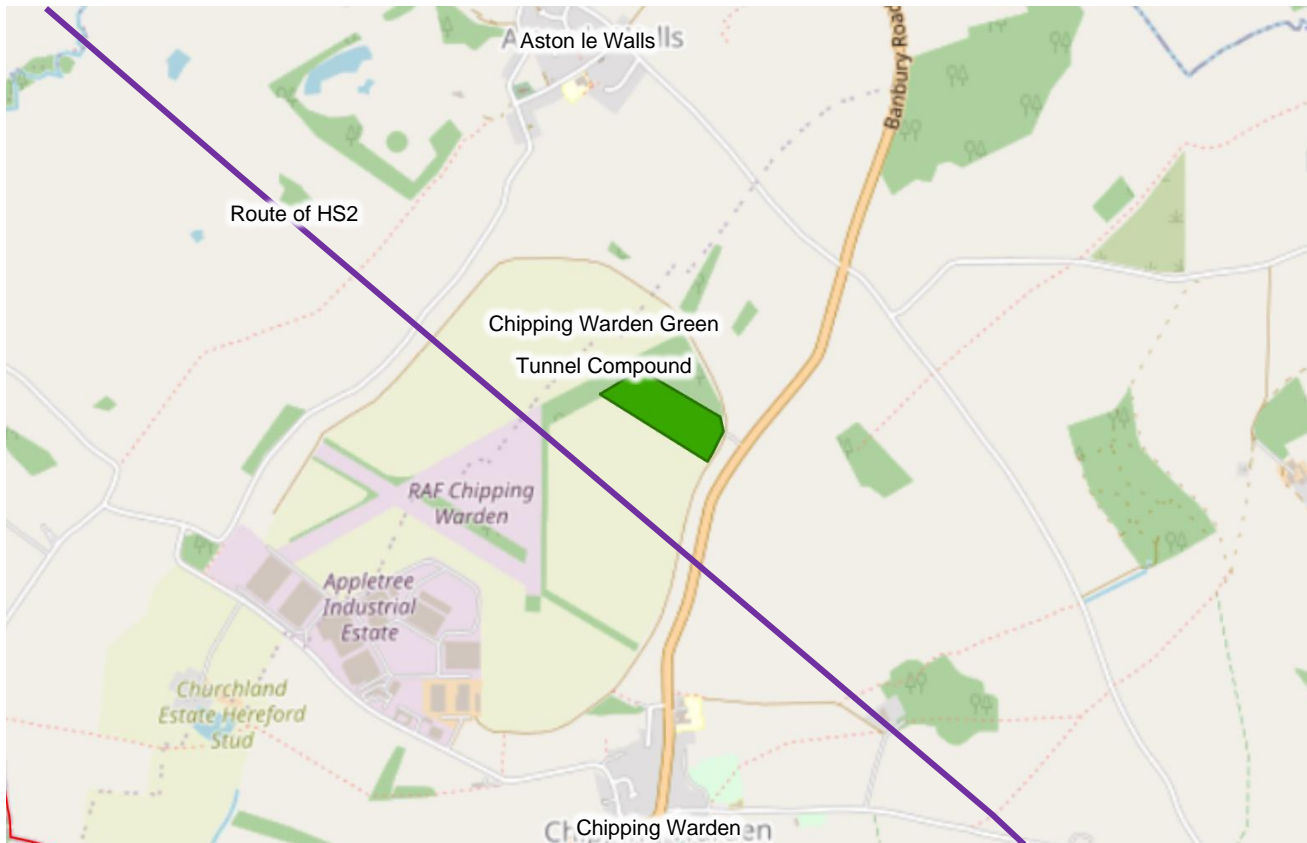


Figure 2. Site location: Chipping Warden Green Tunnel compound

- 2.3.3 The site access will take the form of a roundabout and construction traffic will follow 'left in, right out' access/egress arrangements. The access will be located on the western side of the A361 Chipping Warden Bypass to the Chipping Warden Green Tunnel Compound. Visibility splays will be provided in accordance with the prevailed speed of traffic. The position of the site access/egress is neither required nor integral to this Schedule 17 approval. Approval for the site access/egress will be secured separately under Schedule 4 of the Act and considered by the local Traffic Liaison Group as appropriate. The location of the access/egress points is therefore presented for context and information purposes and not for approval. Refer to section 6 of this Written Statement for 'Other Consents' for further information on Schedule 4 parts 1 and 2.

2.3.4 All works associated with this route are detailed in Table 2 and summarised below as extracted from the planning context report:-

2.3.5 Chipping Warden Green Tunnel:-

- The HS2 railway route will approach the Chipping Warden green tunnel, emerging again to the east of Highfurlong Brook. The south portal buildings and associated access arrangements will be located west of Culworth Road.

2.3.6 Aston-le-Walls Embankment Highfurlong Brook Viaduct and Highfurlong Brook Embankment:-

- Emerging from the Chipping Warden green tunnel the line continues north onto the Aston le Walls embankment for approximately 600m before passing onto and over the Highfurlong Brook viaduct, approximately 150m long and up to 9m high. Noise barriers are proposed that will extend for approximately 800m along the east side of the railway from the north tunnel portal, over the viaduct and to slightly north of Highfurlong Brook. The Chipping Warden mid-point autotransformer station with associated access will be located approximately 300m south of Highfurlong Brook on the west side of the track.

2.3.7 Lower Boddington Cutting, Lower Boddington Embankment and Boddington Cutting:-

- The HS2 railway route continues north in the Lower Boddington cutting for approximately 600m before passing onto the Lower Boddington embankment for the next 1.2km. Within this section of route there will be a new online replacement overbridge at Claydon Road (also known as Hill Road) incorporating the diverted footpaths AC1 and AC2. Tree planting will be provided on the overbridge approaches along 26 with a balancing pond for highway drainage south of Claydon Road and land drainage areas either side of Claydon Road to the east of the railway.

2.3.8 The above works involve major civils works, including earthworks cut and fill for the construction of cuttings and embankments. In addition, this will include structures works, utility diversions and highways works.

2.3.9 All of the above works will be subject to Schedule 17 plans and specifications submissions.

## 2.4 Route-Wide Traffic Management Plan

2.4.1 In accordance with the Phase 1 Code of Construction Practice, generic construction traffic control measures are set out in the Phase 1 Route-wide Traffic Management Plan<sup>3</sup> (RTMP) produced in consultation with the highway and traffic authorities, the emergency services and other relevant key stakeholders.

## 2.5 Local Traffic Management Plan

2.5.1 Local traffic control measures are been set out in the Local Traffic Management Plan (LTMP) 1MC07-CEK-CL-PLN-C003-000011. The LTMP does not form part of this application for LGV route approval.

2.5.2 The measures contained in the Local Traffic Management Plan will be kept under review during the execution of the works, in consultation with Northamptonshire County Council and other relevant stakeholders.

2.5.3 The LTMP has been developed by Eiffage Kier JV with input from HS2, Northamptonshire County Council, the emergency services Oxfordshire County Council and Highways England. The LTMPs has been consulted on through the Northamptonshire Traffic Liaison Group which have been established in accordance with the CoCP and the RTMP.

2.5.4 The construction traffic management measures contained in the LTMP may change in response to different phases of work, or if new or altered management measures are identified as the works progress. Any revisions to an LTMP will be made following consultation with the highway and traffic authorities, the emergency services and other relevant key stakeholders. Updates to LTMPs will be prepared in accordance with the Route-wide Traffic Management Plan. Updates may be provided through supplements or addenda.

2.5.5 The RTMP and LTMP are part of the HS2 Phase 1 Environmental Minimum Requirements, which HS2 (as nominated undertaker) and its contractors are required to comply with.

## 2.6 Estimated LGV Numbers and Timings

2.6.1 The average number of LGVs using the route is expected to be 500 movements/ day. The peak number of LGVs using the route is expected to be 1000 movements/ day.

2.6.2 A high level programme for the works to which this LGV route application relates and how they fit into the overall programme for other works in the area is contained in Section 5.

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<sup>3</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/637988/hs2\\_phase\\_one\\_traffic\\_management\\_plan.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/637988/hs2_phase_one_traffic_management_plan.pdf)

2.6.3 In accordance with Planning Forum Note 6, the above information is taken from the Northamptonshire and North Oxfordshire Local Traffic Management Plan 1MC07-CEK-CL-PLN-C003-000011 and is provided for information. Updates to predicted LGV numbers and timings will be provided through updates to the LTMP, as necessary.

2.6.4 Where a supplier/business supporting these HS2 works are located between the Strategic Road Network and the site, LGV's from that supplier/business to the site will be required to take the most appropriate route to join the approved route. Where this is identified a discussion, can take place with Northamptonshire County Council at the Traffic Liaison Group

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

2.7.1 In accordance with Planning Forum Note 6, a ROMIS document Northamptonshire Route Management Improvement and Safety Plan 1MC07-CEK-PLN-C0003-000031 has been provided to Northamptonshire County Council for information. The contents of the ROMIS is as described in section 4.3 of the Route Wide Traffic Management Plan. The ROMIS includes:

- a summary of any physical changes necessary to facilitate the use of the route by LGVs; and
- a summary of measures required to ensure the safety and free flow of traffic in the proximity of the worksite access points.

## 3 Lorry Routes For Approval

### 3.1 Plans and documents for approval

3.1.1 The following documents are submitted for approval.

Table 3 – plans for Approval

<b>Document Ref:</b>	<b>Title:</b>
1MC12-EKF-CL-DGA-CS10-000001	Schedule 17 Lorry Route Chipping Warden Green Tunnel Compound A361 1 of 2
1MC12-EKF-CL-DGA-CS10-000002	Schedule 17 Lorry Route Chipping Warden Green Tunnel Compound A361 2 of 2

### 3.2 Document for information

3.2.1 The following documents are provided for information.

Table 4 – plans for Information

<b>Document Ref:</b>	<b>Title:</b>
1MC07-CEK-PLN-C0003-000031	Northamptonshire Route Management Improvement and Safety Plan
1MC12-EKF-TP-APP-CS10-000022	Northamptonshire County Council: Chipping Warden Green Tunnel Schedule 17 Lorry Route: Submission Letter Number NCC-C23-TW-TR-S17LR-HS2-00002CUCJ
1MC12-EKF-TP-STA-CS10-000013	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 5 below.

Table 5: Pre-submission Consultation

Consultee Name	Consultation Date	Method of Consultation / Attended by	Summary of Consultation Outcome
Northamptonshire County Council (LHA)	16/10/2019	First pre-application meeting. The meeting was attended by representatives of Eiffage Kier, HS2 and Northamptonshire County Council.	The meeting introduced the proposed lorry routes to various sites or contractors' compounds in the Calvert area. It did not go in to detail on the forecast lorry movements.
Northamptonshire County Council (LHA)	15/11/2019	Second pre-application meeting. The meeting was attended by representatives of Eiffage Kier, HS2 and Northamptonshire County Council.	Page turn of the Draft written statement.
Northamptonshire County Council (LHA)	04/03/2020	Third pre-application meeting. The meeting was attended by representatives of Eiffage Kier, HS2 and Northamptonshire County Council.	Agreement of NCC comments and EKFB responses.

## 5 Indicative Construction Programme

5.1.1 A high level programme for the works to which this LGV route application relates and how they fit into the overall programme for other works in the area is contained in Table 6 below. The programme for works may vary from the indicative dates shown.

Table 6: Indicative Programme and Sequence of Works

Anticipated Start on Site Date (quarter/year)	Activity	Estimated Completion of Works (quarter/year)
Q3 2020	Construct Access to Chipping Warden Green Tunnel Compound	3 months
Q4 2020	Contractors compound set up at Chipping Warden Green Tunnel compound	3 months
Q1 2021	Material deliveries to Chipping Warden Green Tunnel compound	40 months

## 6 Other Consents

- 6.1.1 Other main consents granted or likely to be required for the works are summarised in Table 7 below. Consent requirements may alter during design development and further consents not yet identified may be required.
- 6.1.2 The Enabling Works Contractor has already secured the approval of the access to egress onto the Chipping Warden Bypass from Chipping Warden Green Tunnel Compound, through Schedule 4 of the Act.

Table 7: Other Consent Requirements

Consent	Works Requiring Consent
HS2 Act, Schedule 4, Part 1	Construction of new compound access from the A361 Chipping Warden Bypass
HS2 Act, Schedule 4, Part 2	Interference with the highway for the construction of compound access from Chipping Warden Green Tunnel Compound