



**High Speed Rail (London - West
Midlands) Act 2017**

High Speed Two (HS2) Ltd

Northamptonshire County Council

Chipping Warden Lorry Routing

**Schedule 17 Lorry Route Approval
Written Statement for Information**

HS2 Submission Ref: NCC.LR.01

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1 Introduction

1.1 Background Information

Scheme	High Speed 2
Applicant	High Speed Two (HS2) Limited
Applicant Address	Fusion 5th Floor Cornerblock 2Cornwall Street Birmingham B3 2DX
Site Address	Dawnus Construction Ltd, Chipping Warden Site Compound A361 Byfield Road, Chipping Warden, Banbury, OX17 1LD
Description	Submission under Schedule 17 (6) to the High-Speed Rail (London-West Midlands) Act for approval to lorry route from the above compounds to the Strategic Road Network

1.2 Terms of reference

This Written Statement has been compiled in accordance with the High Speed Two (HS2) Planning Memorandum and Forum Notes as required by the planning regime established under Schedule 17 of the High-Speed Rail (London-West Midlands) Act (the Act).

This statement provides Northamptonshire County Council with information to assist with the determination of the lorry route submission in relation to the above description of works. This statement is for information only and not for approval.

1.3 Introduction to High Speed 2

Phase One of HS2 will provide dedicated high-speed rail services between London, Birmingham and the West Midlands. It will extend for approximately 230km (143 miles).

Phase One of HS2 is a new high-speed railway network proposed by the Government to 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 between London, Birmingham and the West Midlands and so provide opportunities to improve existing commuter, regional passenger and freight services.

1.4 High Speed Rail (London-West Midlands) Act 2017

The Act provides powers for the construction and operation of Phase One of HS2. Schedule 1 of the Act describes the ‘scheduled works’ that the nominated undertaker will be authorised to carry out.

For the routes which are the subject of this lorry route application HS2 Ltd is the nominated undertaker.

Section 20 of the Act deems planning permission to be granted for the development authorised by it, subject to the provisions of Section 20 and conditions set out in Schedule 17.

Schedule 17 includes conditions requiring various matters to be approved by the relevant local planning authority. This is therefore a different planning regime to that which usually applies in England (Town and Country Planning Act 1990) and is different in terms of the nature of submissions and the issues that the local planning authorities (LPAs) can have regard to in determining requests for approval.

The Planning Conditions set out in Schedule 17 of the Act requires the nominated undertaker to submit requests for approval to qualifying authorities for:

- Construction Arrangements (including large goods vehicles);
- Plans and Specifications;
- Bringing into Use Requests; and
- Site Restoration Schemes.

Schedule 17 of the Act sets out the grounds on which the qualifying authority may impose conditions on approvals or refuse to approve the requests.

This document includes information supporting the lorry route submission in relation to the matters outlined in the table below:

Construction Arrangements	These works form part of the Enabling Works to facilitate Main Works and include: Access to the site compound at the Chipping Warden Relief Road LGV’s will be used to import and export materials for the construction of the Relief Road. Delivery of plant and equipment
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1.5 High Speed 2 Code of Construction Practice

The nominated undertaker is contractually bound to comply with the controls set out in the Environmental Minimum Requirements (EMR). The scope of the EMR encompasses the High Speed 2 Code of Construction Practice (CoCP).

2 Location and Characteristics of the Area

2.1 Description of the Sites

The Chipping Warden Relief Road lies to the north west of Chipping Warden, Northamptonshire. It is a proposed realignment of the existing A361 to the north and west of Chipping Warden. It will diverge from the A361 at the south of Chipping Warden, cross over the existing Appletree Road, with a connection back to the existing A361 north of Chipping Warden. A connector road will be provided from the Relief Road to Chipping Warden Village on the north side of the village with a section of the existing A361 converted to a Cul de Sac on completion of the Main Works HS2 Project.

The A361 Welsh Road Junction lies 1.1km north of Chipping Warden Village and will incorporate a reconfigured junction between the A361 in the north/south direction and Welsh Road which is in the East/West.

The area of land required for the Chipping Warden Relief Road is located within the Middleton Cheney and Woodford Halse Undulating Hills and Valleys Landscape Character Area (LCA). The LCA is characterised by a broad undulating landform, agricultural land use and tree and hedge lined fields and has a medium sensitivity to change. The LCA is of medium tranquillity and local value.

The Chipping Warden Relief Road would predominantly be located within arable land and pasture, much of which was located on a former airfield. The section of the former airfield comprises two large arable fields and four smaller grassland fields used as pasture.

The internal field boundaries comprise tree lines and small areas of plantation woodland composed of both broadleaved and coniferous trees which were predominantly young to semi-mature. The boundaries with the existing A361 and Apple Tree Road comprised native species-rich hedgerows. Wide grass margins were present along some of the edges of the arable fields.

The area to the south of Apple Tree Road is not part of the former airfield. It also comprises arable fields and pasture and is next to allotment plots. The field boundaries comprised some hedgerows, including a species-rich hedgerow along the existing A361, plus fence lines and strips of tall ruderal and scrub. Several small agricultural buildings were present within the survey area.

Worksite	Location
Chipping Warden Construction Compound Easting: 449931 and Northing: 249979 (see figure 2 on page 9).	A361 Chipping Warden

2.2 Highway Network

The A361 runs through Chipping Warden and serves as the main road within the area. The M40 is approximately 6 miles south of the site and the A423 is to the west. The M1 is approximately 16 miles north of the site Via the A45 passing through Daventry

The A361 runs through Chipping Warden and serves as the main route between Daventry and the M40. The new A361 Chipping Warden Relief Road will lie to the north west of Chipping Warden, Northamptonshire. It will cross several public rights of way, Appletree Road and a concrete road forming the old airfield perimeter road. Towards its northern end it will cross over Chipping Warden Green Tunnel.

The crossing over the green tunnel will be constructed by the main works contractor and therefore, a temporary tie in to the south of the tunnel to the existing road will be required to allow traffic to avoid the village whilst not affecting the construction of the green tunnel. This will also require the permanent diversion of the old airport perimeter road, and several public rights of way.

Worksite	Routes to be used
Chipping Warden Relief Road	M40 Junction 11 - A361 to Chipping Warden

2.3 Route Rationale

The route to site will be from the M40 Junction 11 - A361 to Chipping Warden Construction site compound. The rationale behind this decision includes the following:

- It is the most direct route to the site compound
- It is the only approved lorry route highlighted in the Environmental Statement that links to the Strategic Road Network

Lorry movements will be planned to ensure there are no deliveries outside the site working hours and traffic disruptions will be managed especially around the Chipping Warden Primary Academy.

The chosen route has been assessed in the Environmental statement (CFA 15) and has been deemed safe to use as a construction lorry route for the HS2 project.

The route has been assessed using data retrieved from Crash map (accident analytical website), over ten years (2008-2017) and the accident history on 'crash map' (accident analytical website), the M40 – A361 (southern) route has suffered four (4) fatal and twenty-two (22) serious accident.

2.4 Pre-application discussions and assessment of alternative routes

Pre-application date 05/11/18 and 09/11/18.

All suppliers will be informed to use approved routes only.

3 Description of the Works

3.1 Introduction

The proposed A361 Chipping Warden Relief Road lies to the north west of Chipping Warden, Northamptonshire. It will cross several public rights of way, Appletree Road and a concrete road forming the old airfield perimeter road. Towards its northern end it will cross over Chipping Warden Green Tunnel. The crossing over the green tunnel will be constructed by the main works contractor and therefore, a temporary tie in to the south of the tunnel to the existing road will be required to allow traffic to avoid the village whilst not affecting the construction of the green tunnel. This will also require the permanent diversion of the old airport perimeter road, and several Public Rights of Way.

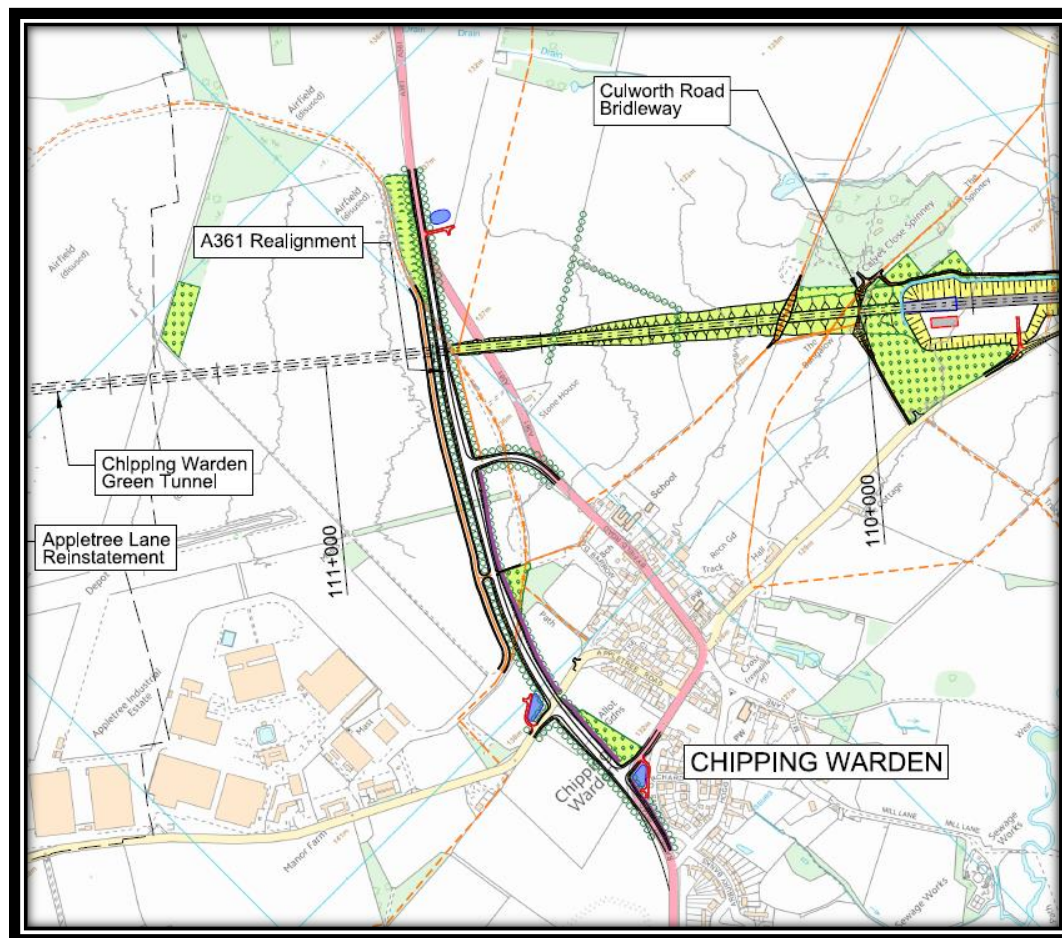


Figure 1 Chipping Warden Relief Road Location Plan (extract from C222-ATK-CV-DPP-020-000014-FPD)

The works consist of site compound establishment, road construction and localised widening, junction improvements, service diversions and associated infrastructure works including, fencing, drainage, landscaping, signage and signalling. Site mobilisation (compound construction) is expected to commence on 27/08/18 to 28/09/18 with a 5-week duration. Expected construction duration is approximately 8 months from September 2018 to June 2019.

3.2 Site Access

The site compound is situated in an existing farmer’s field north of Chipping Warden and the A361. The site compound will be accessed from the A361 from a designated existing access point. The main works will, in turn be accessed from the site compound. Designated access points from the main compound will be installed to allow construction staff and plant to gain access to the new road construction trace.

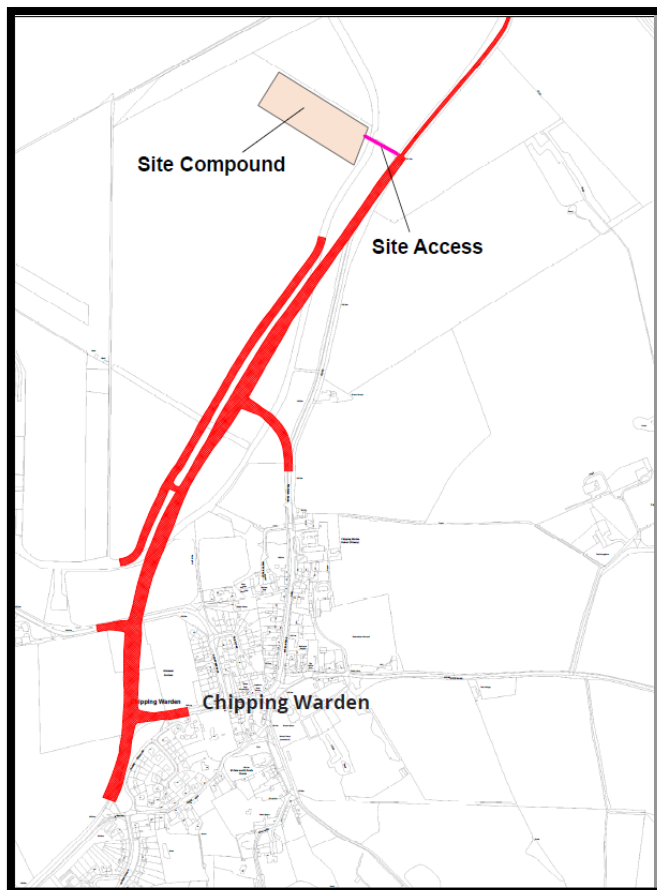


Figure 2: showing access to Chipping Warden site compound

Access	New or existing	Notes
A361 to main compound	Existing	To be widened to accommodate construction traffic

3.3 Estimated Large Goods Vehicles (LGV) numbers

The M40 Junction 11 - A361 to Chipping Warden will be used for the delivery of Plant and other equipment at the mobilisation stage as well as materials such as fencing, signs and cabins. As the job progresses the routes will be used more frequently to deliver materials such as aggregate, concrete, kerbs and edgings.

The total predicted number of vehicle movement for the construction of the relief road and widening of welsh road over the 38 weeks construction period is 9,500. These are broken down as follows

Activity	Daily average vehicle movement	Peak weeks where applicable
General	14	
Fencing	2	
Drainage	2	
Ducting	2	
Kerbs & edgings	2	
Aggregate	50	1 - 37
Concrete	12	31 - 41
Asphalt	10	40 - 46
Signage	2	
Landscaping	4	
TOTAL	100	

3.4 Route description

Highlighted below is the main routes that will be used by construction traffic which comprises of LGV's and is illustrated on the accompanying plan. The proposed route is detailed from the Strategic Road Network (SRN):

Main routes	Length (to and from)	Notes
From the South / M40 Junction 11 A361 from M40 junction 11 to Chipping Warden	6 Miles	Principal route from the south

Where a supplier/business is located between the SRN and the site, LGVs from that supplier/business to the site will be required to take the most appropriate route to join the SRN. This general provision will include a requirement that these routes, where reasonably identifiable, are discussed at the relevant Traffic Liaison Group.

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.

3.5 Programme and Sequence of Works

Activity	Indicative Timescale
Chipping Warden site establishment less than 24 movements per day on local highway network	August 2018 – November 2018
Chipping Warden Site Access from A361	June 2018 – June 2019
Chipping Warden Construction of relief road from Appletree Road to northern tie in.	November 2018 – June 2019
Chipping Warden construction of relief road from Appletree Road to Southern Tie in.	December 2018 – June 2019
Chipping Warden whole site adjustments to utility services (by stats undertakers)	Jan 2019 – May 2019
Welsh Road junction improvements (which will use the Chipping Warden compound)	November 2018 – March 2019

4 Other Main Consents Associated with the Works

Consents	Description of works
Schedule 4 Part 3 Para 11	Permanent construction of A361 highway and tie ins (HW1 form)
	Temporary construction work including roundabouts and temporary highway improvements (HW1 form)
Schedule 4 Part 2 Para 6	Traffic management for access to Chipping Warden Compound
	Traffic management for temporary closure of Appletree road
	Traffic management for temporary closure of PRow AE18
	Traffic management for construction of Appletree Plant crossing
	Traffic management for Northern A361 tie in
	Traffic management for Southern A361 tie in
Schedule 4 Part 2 Para 2	Permanent stopping up of Appletree road (HW3 form)
Schedule 4 Part 1 Para 1	New access off Appletree road for plant crossing (North) (HW5 form)
	New access off Appletree road for plant crossing (South) (HW5 form)
	Widening of existing access to the Chipping Warden compound (PLACEHOLDER)
Schedule 4 Part 3 Para 14	highway authority certifies the date of practical completion of Byfield road (HW9 form)
Schedule 17 Para 3	Plans and specifications application for the earthworks, fencing associated with the construction of the A361 Byfield road.
Schedule 17 Para 3	Plans and specifications application for the creation of additional noise and any earthwork mitigation measures associated with the construction of the A361 Byfield road
Schedule 17 Para 9	Bringing into use the mitigation of works associated with the A361 Byfield road
Schedule 27	Statement of Intent for the compound installation at Chipping Warden
	Statement of Intent for enabling works north of Appletree Road, including soil strip and site clearance
	Section 61 application for the construction of the A361 Byfield road
Schedule 33	Sewer connections into the existing highway utilities.

5 Pre –application consultation

Consultee	Northamptonshire County Council
Consulted	David Grindley / Esme Cushing
Date	5/11/2018 and 09/11/18

6 Lorry Route Submission

6.1 Plans and documents for approval

<i>Document Ref:</i>	<i>Title:</i>
Schedule 17 lorry route plan (M40 junction 11 to chipping warden): 1EW03- FUS-IN-PLN-CS07_CL13-012027 C01	List of Routes for Approval

6.2 Document for information

The following documents are submitted for information.

<i>Document Ref:</i>	<i>Title:</i>
1EW03-FUS-HW-FRM-C003-009696	Written Statement for information