

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

Greatworth Green Tunnel Schedule 17 Construction Arrangements Written Statement for Information

Document number: 1MC12-EKF-TP-STA-CS10-000014

Revision	Date	Author	Checked by	Approved by	Revision Details
C01	11/06/20	S. Randall	M. Roberts	D. Jones	First Issue

Stakeholder Review Required (SRR)
<input type="checkbox"/> COUNTY / DISTRICT / LONDON BOROUGH COUNCIL <input type="checkbox"/> LOV <input type="checkbox"/> LUL <input type="checkbox"/> NRL <input type="checkbox"/> TFL <input type="checkbox"/> UTILITIES COMPANY <input type="checkbox"/> OTHER

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

Greatworth Green Tunnel

Schedule 17 Construction Lorry Route Statement
for Information

NCC-C23-TW-TR-S17LR-HS2-00002CUCD

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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 Ferrovia BAM Joint Venture 19 Cornwall Street Birmingham B3 2DT
Site Address	Greatworth Green Tunnel Compound, Greatworth Road, Sulgrave, Northamptonshire. OX17 2HF. Grid Reference E454536, N244599
Description	<p>Submission under Schedule 17 (6) of the High Speed Rail (London-West Midlands) Act 2017 for approval of lorry routes to/ from the above site for works comprising.</p> <p>The Site / Works</p> <p>Greatworth Green Tunnel Compound for highways, structures, earthworks and utility works associated with:-</p> <ul style="list-style-type: none"> • Brackley South Cutting • Brackley Embankment • Brackley North Cutting • Greatworth South Embankment • Greatworth South Cutting • Greatworth North Embankment • Greatworth North Cutting • Greatworth Green Tunnel • Thorpe Mandeville Cutting • Thorpe Mandeville Embankment • Lower Thorpe Viaduct • Lower Thorpe South Embankment • Lower Thorpe South Cutting • Lower Thorpe North Embankment • Lower Thorpe North Cutting • Culworth Embankment • Culworth Cutting • Edgcote South Embankment • Edgcote Viaduct • Edgcote North Embankment • Edgcote Cutting • Chipping Warden Green Tunnel

Site	Details
	<p>The Route :-</p> <p>Route 1</p> <ul style="list-style-type: none">• M40 Junction 11 and east on to the A422 towards Middleton Cheney for a distance of 1.65km. Then turn north east on to the B4525 Thorpe Lane and continue for a distance of 6.5km. Then turn north on to Sulgrave Road and continue for a distance of 0.9km to the compound entrance <p>Route 2</p> <ul style="list-style-type: none">• A43 and west onto the B4525 and continue for a distance of 8.9km. Then turn north on to Sulgrave Road and continue for a distance of 0.9km to the compound entrance <p>Large Goods Vehicles (LGV) exiting the compound to use the same route as the access route, however, in the opposite direction.</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)¹ to the sites listed above.
- 1.2.3 The information in this Written Statement is provided for information to assist in determining the request for approval. It is not for approval.**

1.3 Introduction to High Speed 2

- 1.3.1 HS2 is a new high speed railway network that will connect major cities in Britain. It will bring significant benefits for inter-urban rail travellers through increased capacity and improved connectivity between London, the Midlands and the North. It will release capacity on the existing rail network and so provide opportunities to improve existing commuter, regional passenger and freight services.
- 1.3.2 Phase One of HS2 will provide a dedicated high speed rail service between London, Birmingham and the West Midlands. It will extend for approximately 230km (143 miles). Just north of Lichfield, high speed trains will join the West Coast Main Line for journeys to and from Manchester, the North West and Scotland.

¹ Vehicles over 7.5 tonnes.

1.3.3 For further information on HS2 and the route through Northamptonshire please refer to the Planning Context Report for Northamptonshire County 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.

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 Principles².

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.

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

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

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 xxx.

Table 2: route for approval Vehicle

Worksite / Sites where materials will be reused / waste disposal sites.	Routes to be used.
<p>Greatworth Green Tunnel Compound for highways, structures, earthworks and utility works associated with:-</p> <ul style="list-style-type: none"> • Brackley South Cutting • Brackley Embankment • Brackley North Cutting • Greatworth South Embankment • Greatworth South Cutting • Greatworth North Embankment • Greatworth North Cutting • Greatworth Green Tunnel • Thorpe Mandeville Cutting • Thorpe Mandeville Embankment • Lower Thorpe Viaduct • Lower Thorpe South Embankment • Lower Thorpe South Cutting • Lower Thorpe North Embankment • Lower Thorpe North Cutting • Culworth Embankment • Culworth Cutting • Edgcote South Embankment • Edgcote Viaduct • Edgcote North Embankment • Edgcote Cutting • Chipping Warden Green Tunnel 	<p>Route 1 M40 Junction 11 and east on to the A422 towards Middleton Cheney for a distance of 1.65km. Then turn north east on to the B4525 and continue for a distance of 6.5km. Then turn north on to Sulgrave Road and continue for a distance of 0.9km to the compound entrance</p> <p>Route 2 A43 and west onto the B4525 and continue for a distance of 8.9km. Then turn north on to Sulgrave Road and continue for a distance of 0.9km to the compound entrance</p>

2.1.2 Route 1: The proposed lorry route for construction traffic to access and egress the site will comprise vehicles travelling from the south west to access site and exit route to travel

south west. The route will involve accessing the A422 from the M40 Junction 11 heading west for approximately 1.65km to the junction with the B4525. Vehicles will turn left onto the B4525 at the junction and head north east on the B4525 for approximately 6.5km to the junction with Sulgrave Road, Thorpe Mandeville. At the junction with Sulgrave Road, vehicles will turn left and head north on Sulgrave Road for approximately 0.9km to the work site access. Vehicles will turn left into the work site access and will transition along the site internal access road 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 A422 is a dual carriageway road for the section between the M40 Junction 11 and its junction with the B4525 Banbury Lane. There are infrequent agricultural access tracks and side roads on the 1.65km section of the A422, with no PRow or residential accesses. There are no designated footways along the A422. The B4525 Banbury Lane is a rural single carriageway road for the entirety of its length between the A422 and Sulgrave Road. There are infrequent commercial, agricultural and residential accesses along its 9km length, and infrequent crossings of low-use PRow. There are also a number of side roads along the 9km length of the B4525 between the A422 and Sulgrave Road, heading towards villages, namely Middleton Cheney, Chacombe and Thorpe Mandeville. There is one bus stop on Banbury Lane, neat Middleton Cheney, used by Bus Route 500 to connect Banbury Town Centre and Brackley. The route itself does not use the B4525. There is no designated footway along the B4525. Sulgrave Road is also a rural, single carriageway road, and has agricultural accesses on both sides of the road, as well as a single accommodation access on the eastern side of the carriageway. There are no PRow crossings, side roads or designated footways along this 0.9km section of Sulgrave Road.
- 2.1.4 Route 2: The proposed second lorry route for construction traffic to access and egress the site will comprise vehicles travelling from the south east to access site and exit route to travel south east. The route will involve accessing the B4525 Welsh Lane from the A43 Trunk Road. Vehicles will continue on the B4525 heading west for approximately 8.9km to the junction with Sulgrave Road, where a left turn will be taken onto Sulgrave Road. Vehicles will continue north on Sulgrave Road for approximately 0.9km to the work site access. Vehicles will turn left into the work site access and will transition along the site internal access road 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.
- 2.1.5 The B4525 Welsh Lane is a rural, single carriageway road for the entirety of its length between the A43 and Sulgrave Road. There are multiple commercial, agricultural and accommodation accesses along the 8.9km section between the A43 and Sulgrave Road. There are infrequent side roads and junctions along the B4525 heading to rural villages in the area, namely Syresham, Helmdon, Falcutt, and Greatworth. There are infrequent crossings of low-use PRow along this 8.9km section of the B4525. There are no bus stops

or designated footways along the B4525 in this area. Sulgrave Road is also a rural, single carriageway road, and has agricultural accesses on both sides of the road, as well as a single accommodation access on the eastern side of the carriageway. There are no PRow crossings, side roads or designated footways along this 0.9km section of Sulgrave Road.

2.1.6 Figure 1. Details the route from the M40 Junction 11 to Greatworth Green Tunnel Compound

2.1.7 Figure 2. Details the route from the A43 Trunk Road to Greatworth Green Tunnel Compound

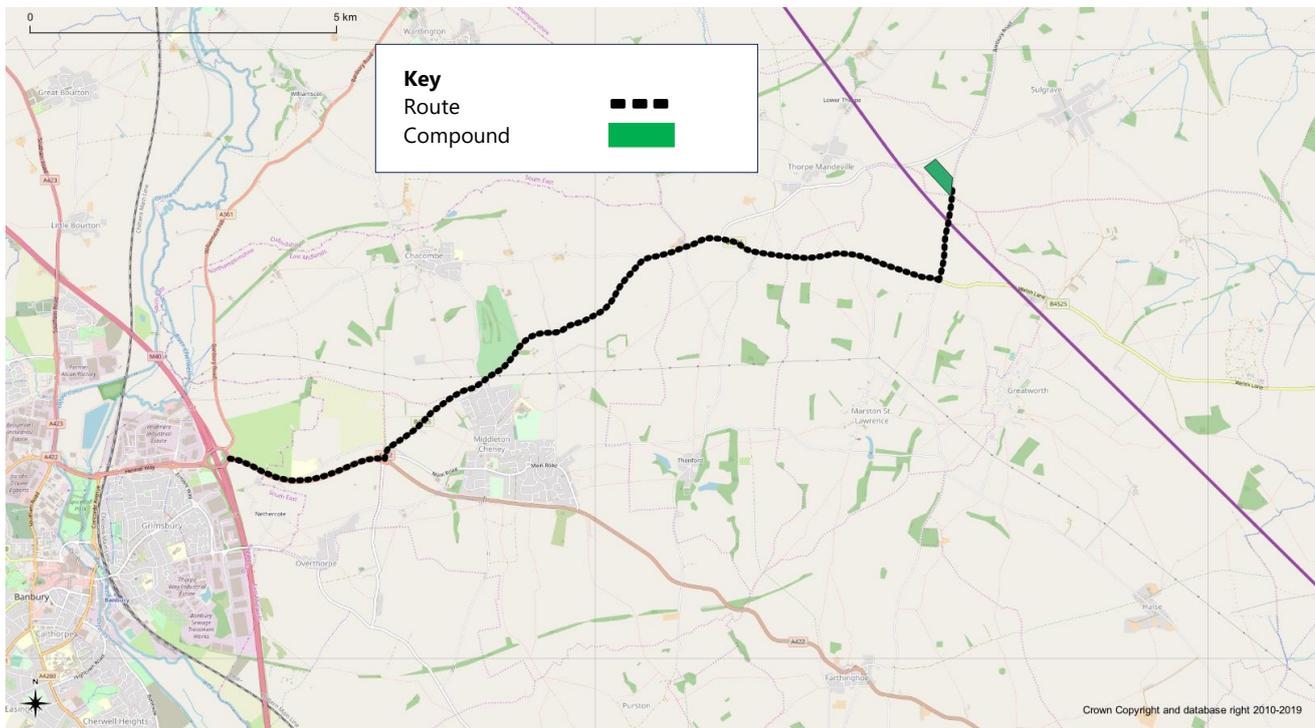


Figure 1 Route to site via M40 Junction 11

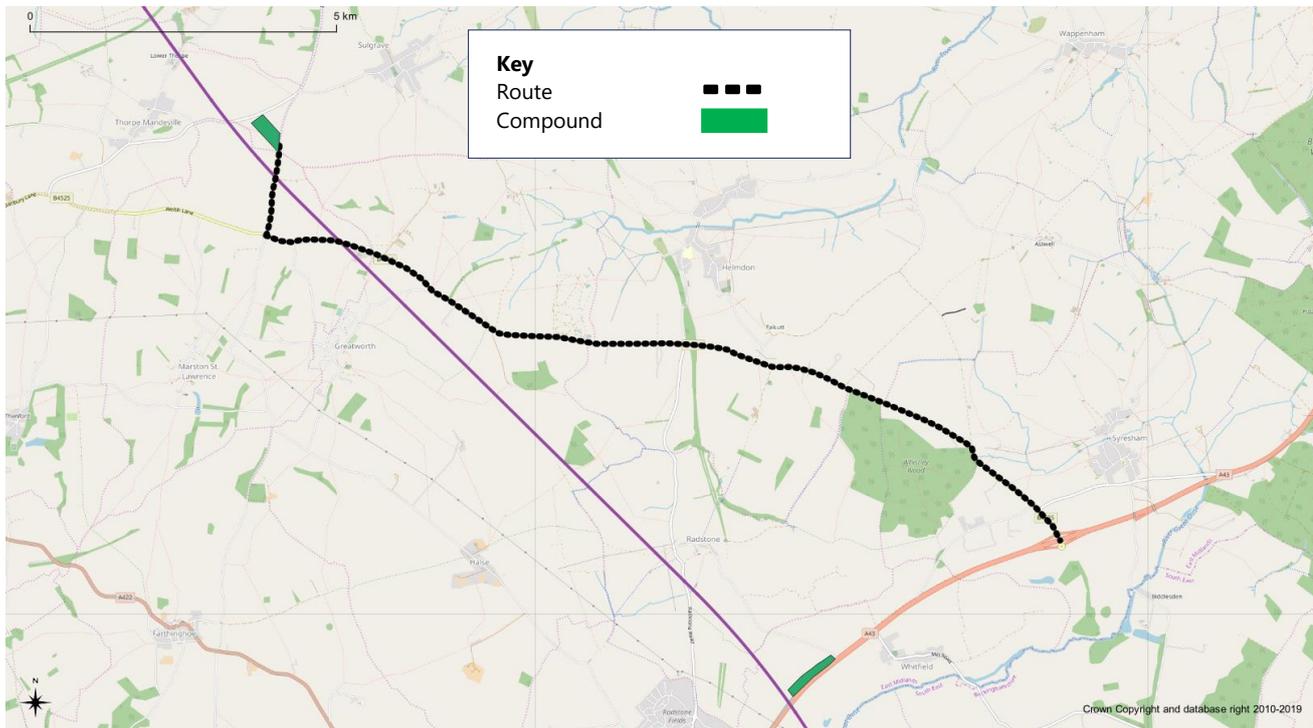


Figure 2 Route to site via A43

2.1.8 Where a supplier/business supporting these HS2 works are 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 approved route. This general provision will include a requirement that these routes, where reasonably identifiable, are discussed at the relevant Traffic Liaison Group.

2.1.9 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.

2.1.10 Northamptonshire County Council shall have regard to the submitted Programme required under paragraph 16 of the Planning Conditions Schedule 17 of the HS2 Act.

2.1.11 The main existing land uses for the route consist of agricultural use. And the majority of the route is surrounded by arable land in a rural setting, with small areas of both Broadleaved Woodland, Improved Grassland and Rough Grassland.

2.2 Route Rationale and Options Considered

2.2.1 There are two routes to site as detailed in the ES. The principal route is via the M40 at Junction 11 Banbury. An alternative route is shown via the A43 and B4525 just to the north of Brackley.

- 2.2.2 After consultation with Northamptonshire County Council it was proposed to split the routes equally between the M40 Junction 11 and A43 routes
- 2.2.3 No alternative routes to site were considered due unsuitable roads

2.3 Site Description

- 2.3.1 The proposed Greatworth Green Tunnel Compound is located approximately 1km to the east of the village of Thorpe Mandeville, and 1km to the south west of the village of Sulgrave, in rural Northamptonshire.
- 2.3.2 The B4525 connects the town of Banbury in the south west with the A43 Trunk Road to the east.
- 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 Sulgrave Road the Greatworth 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 Access to the sites listed below will be the use of a temporary internal access road to be constructed adjacent to the trace of the railway. All works associated with this route are detailed in Table 2 and summarised below:-
- 2.3.5 Brackley South Cutting
- The line heads further north for approximately 1.5km in the Brackley South cutting and up to the Helmdon disused railway SSSI. This section will include hedgerows on either side of the cutting, a replacement overbridge of bridleway AX16 and an area of woodland habitat creation on the east side of the railway.
- 2.3.6 Brackley Embankment and Brackley North Cutting
- The route continues on the Brackley embankment for approximately 200m before entering into the Brackley north cutting section for approximately 1.3km ending south of Halse Copse South. Landscape earthworks will feature on both sides of the cutting from Radstone Road to the south of Halse Copse South.
- 2.3.7 Greatworth South Embankment, Greatworth South Cutting, Greatworth North Embankment, Greatworth North Cutting
- The railway enters the Greatworth area on embankment south-east of Halse Copse South. At this point there will be a regraded replacement floodplain storage area to the west of the railway. The line will then pass into the Greatworth North cutting for approximately 2.1km.
- 2.3.8 Greatworth Green Tunnel

- Passing east of Greatworth the route will enter into the Greatworth green tunnel where it will emerge just west of Sulgrave Road. The south portal buildings and associated access arrangements will be located east of Helmdon Road. There will be a reinstatement of Helmdon Road over the green tunnel and a permanent diversion of footpath AN13.

2.3.9 Thorpe Mandeville Cutting

- The route, continuing north, will enter into the Thorpe Mandeville cutting for approximately 750m. The cutting will feature landscape planting on both sides and a low height retaining wall required to maintain the stability of the earthwork.

2.3.10 Thorpe Mandeville Embankment, Lower Thorpe Viaduct, Lower Thorpe South Embankment

- Passing from the Thorpe Mandeville cutting the route will continue onto the Lower Thorpe embankment for approximately 350m, then over Banbury Lane on the Lower Thorpe viaduct for approximately 200m and 9m above ground level before entering onto the Lower Thorpe South embankment for the next 100m. Noise barriers will extend along both sides of the railway from the start of the embankment and across the viaduct to approximately 240m north of Banbury Lane at Lower Thorpe.

2.3.11 Lower Thorpe South Cutting, Lower Thorpe North Embankment, Lower Thorpe North Cutting

- The route will then enter into a short cutting (Lower Thorpe South Cutting), approximately 50m long where it passes onto the Lower Thorpe North embankment for approximately 440m before descending into the Lower Thorpe North cutting approximately 660m long and up to 26m deep. This cutting will require a low height retaining wall, required to limit the extents of the cutting.

2.3.12 Culworth Embankment

- Travelling north the railway begins its approach to the Edgcote viaduct. The route passes onto the Culworth embankment for approximately 900m. At this point the Culworth Grounds accommodation overbridge will provide an online replacement of Bridleway AG9 and will feature planting to help integrate the structure into the landscape. A balancing pond for railway drainage with associated access will be located north of the accommodation overbridge and on the west side of the railway.

2.3.13 Culworth Cutting, Edgcote South Embankment

- The line will then enter into the Culworth cutting for approximately 250m before passing onto the Edgcote South embankment for the next 400m. There will be a realignment of bridleway AG10 across an overbridge with associated landscaping south of Wardington Road. The overbridge will also serve a farm access and entry to a balancing pond on the west side of the railway.

2.3.14 Edgcote Viaduct

- From this point the line of route will pass onto the Edgcote viaduct, a key design element that will be approximately 600m long and up to 9m above ground level. The viaduct will carry the railway over Wardington Road and the River Cherwell and will feature 1.4m high protection barriers adjacent to the tracks on both sides.

2.3.15 Edgcote North Embankment, Edgcote Cutting

- The railway will then continue onto the Edgcote North embankment for approximately 150m before descending into the Edgcote cutting for the next 900m and up to Culworth Road. A revised access will be provided to Blackgrounds Farm 24 from Culworth Road to the north. It will be necessary to Stop Up Culworth Road on either side of the railway with a bridleway constructed to provide a right of way to the north of Culworth Road and over the Chipping Warden green tunnel.

2.3.16 Chipping Warden Green Tunnel

- The 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.

2.4 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 Plan³ (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

³

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/637988/hs2_phase_one_traffic_management_plan.pdf

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 Route 1 – M40 Junction 11. The average number of LGVs using the route is expected to be 600 movements/ day. The peak number of LGVs using the route is expected to be 1100 movements/ day.
- 2.6.2 Route 2 – A43. The average number of LGVs using the route is expected to be 40 movements/ day. The peak number of LGVs using the route is expected to be 50 movements/ day.
- 2.6.3 A high level programme for the works to which this LGV route application relates and how they fit into the overall programme for other works in the area is contained in Section 5.
- 2.6.4 The working hours are in accordance with the CoCP.
- Monday to Friday – 8am to 6pm
 - Saturday – 8am to 1pm
 - Sunday – No work permitted
- 2.6.5 The start-up and close down will be 1 hour before the start of the day to 1 hour after the end of the working day.
- 2.6.6 On completion of the Internal Access Road from the A43 it is proposed to only use the A43 to access all the worksites detailed in the written statement.
- 2.6.7 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-C003-00001 and is provided for information. Updates to predicted LGV numbers and timings will be provided through updates to the LTMP, as necessary.

2.6.8 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 plans are submitted for approval.

Document Ref:	Title:
1MC07-CEK-CL-DGA-C003-000006	Schedule 17 Lorry Route Greatworth Green Tunnel Via M40- B4525 1 of 2
1MC07-CEK-CL-DGA-C003-000007	Schedule 17 Lorry Route Greatworth Green Tunnel Via M40- B4525 2 of 2
1MC07-CEK-CL-DGA-C003-000004	Schedule 17 Lorry Route Greatworth Green Tunnel Via A43- B4525 1 of 2
1MC07-CEK-CL-DGA-C003-000005	Schedule 17 Lorry Route Greatworth Green Tunnel Via A43- B4525 2 of 2

3.2 Document for information

3.2.1 The following documents are provided for information.

Document Ref:	Title:
1MC07-CEK-PLN-C0003-000031	Northamptonshire Route Management Improvement and Safety Plan
1MC12-EKF-TP-APP-CS10-000023	Northamptonshire County Council: Greatworth Green Tunnel Schedule 17 Lorry Route: Submission Number NCC-C23-TW-TR-S17LR-HS2-00002CUCD
1MC12-EKF-TP-STA-CS10-000014	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 3: 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 4 below. The programme for works may vary from the indicative dates shown.

Table 4: 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 Greatworth Green Tunnel Compound	3 months
Q4 2020	Contractors compound set up at Greatworth Green Tunnel compound	3 months
Q1 2021	Material deliveries to London Road 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 5 below. Consent requirements may alter during design development and further consents not yet identified may be required.
- 6.1.2 Table 5 gives details of the other consents required as part of the Greatworth Green Tunnel compound

Table 5: Other Consent Requirements

Consent	Works Requiring Consent
HS2 Act, Schedule 4, Part 1	Site access from Greatworth Road to compound
HS2 Act, Schedule 4, Part 2	Interference with the highway for the construction of the above
HS2 Act, Schedule 4, Part 3	Construction of new temporary carriageway
HS2 Act, Schedule 4, Part 2	Interference with the highway for the construction of the above