

HS2

High Speed Rail (London – West Midlands) Act 2017

HS2 Ltd

Staffordshire County Council

Cadent Gas HP24 Pipeline Diversion

Schedule 17 Construction Lorry Route
Written Statement for Information

Submission Ref: S17.AN.SCC.CADENT.LR.51

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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	c/o Agent: J Murphy & Sons 1 Bridge Court, Stonecross Business Park, Golborne, Wigan, WA3 3JD
Site Address	HP24 Site Compound Access, Wood End Lane, King's Bromley, Staffordshire The nearest postcode is WS13 8ET
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 HP24 works comprise the diversion of an existing gas main to a new alignment under the proposed HS2 route. These works are required in advance of the main HS2 works. The works are proposed to start in March 2021 and be completed in November 2021.</p> <p>The works will primarily comprise civil engineering works, including the establishment of a site compound, site preparation and enabling works, main earthworks, site restoration, and removal of the site compound.</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 Staffordshire 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 Vehicles over 7.5 tonnes.

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

1.3 Introduction to High Speed 2

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

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

1.3.3 For further information on HS2 and the route through the County of Staffordshire please refer to the Planning Context Report for the County of Staffordshire, 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 local authority.

- 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 local authority 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.

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 is provided in **Section 2**;
- **Section 3** summarises the development authorised by the Act to which the LGV routes relate;
- **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

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 1002-000020-JMS-24-XX-DR-C-0030 P01.

Table 2: route for approval Vehicle

Worksite / Sites where materials will be reused / waste disposal sites.	Route to be used.
HP24 Site Compound	The single route for inbound and outbound LGVs to and from the HP24 site compound access will be from the A38 at Hilliard's Cross - west on Wood End Lane for approximately 4.5km and right into the HP24 site compound access.

2.1.2 The route passes through an area of industrial units for the first 2km with the remainder of the route being rural in character interspersed with a scattering of dwellings and farmsteads to the north of Lichfield.

2.1.3 There are no ecological or heritage assets in close proximity to the proposed route.

2.2 Route Rationale and Options Considered

2.2.1 The HP24 site compound access is located approximately 4.5km west from the A38.

2.2.2 The proposed lorry route linking the HP24 site compound to the SRN has been determined based on the best available highway corridor with the aim of minimising impacts on the local road network.

2.2.3 The proposed lorry route from the SRN to the HP24 site compound access was assessed in the HS2 Supplementary Environmental Statement (SES) 3 and Additional Provision (AP) 4 Volume 2 Community Forum Area (CFA) 22 Whittingham to Handsacre (dated October 2015), HS2 SES and AP2 Volume 2 CFA22 Whittingham to Handsacre (dated October 2015) and HS2 Environmental Statement (ES) Volume 2 CFA 22 Whittingham to Handsacre (dated Nov 2013) as a construction lorry route.

2.2.4 The proposed maximum volume of 50 LGV movements/day to and from the HP24 site access is within the upper limit of 106 LGV movements/day that was assessed within the Environmental Statement for the adjacent Curborough Brook Viaduct Compound. Safety and accident data from Staffordshire County Council for the roads affected by the lorry route was assessed in the Environmental Statement and no significant accident clusters were identified.

2.2.5 No other routes were assessed in the HS2 Environmental Statement for access to Wood End Lane.

2.3 Site Description

2.3.1 Cadent Gas are required to divert a 260m section of the Alrewas to Ebstree gas pipeline to facilitate the construction of HS2.

2.3.2 The proposed route of the HP24 diversion passes through agricultural land north of Wood end Lane to the north of Lichfield.

2.3.3 A site compound will be required during the diversion works and this will be accessed from a new construction access on the north side of Wood End Lane.

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) HP24 Gas Main Diversion, Wood End Lane, Staffordshire County Council PMO-HS2-HS-ZZ-PL-X-0005. 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 Staffordshire County Council and other relevant stakeholders.

2.5.3 The LTMP has been developed by J Murphy & Sons with input from HS2, Staffordshire county Council and the emergency services. The LTMPs has been consulted on through the HS2 Staffordshire County Council Traffic Liaison Group meetings 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

3

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

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 30 movements/day. The peak number of LGVs using the route is expected to be 50 movements/day.
- 2.6.2 A high level programme for the works to which this LGV route application relates to is contained in Section 5. Core working hours will be from 08.00 to 18.00 on weekdays (excluding bank holidays) and from 08.00 to 13.00 on Saturdays. An additional hour before and up to one hour after the core working hours will be utilised for start-up and close-down activities.
- 2.6.3 Peak LGV movements will occur during site set up, compound construction and reinstatement and demobilisation.
- 2.6.4 In accordance with Planning Forum Note 6, the above information is taken from the relevant Local Traffic Management Plan (LTMP) HP24 Gas Main Diversion, Wood End Lane, Staffordshire County Council PMO-HS2-HS-ZZ-PL-X-0005 and is provided for information. Updates to predicted LGV numbers and timings will be provided through updates to the LTMP, as necessary.
- 2.6.5 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 in accordance with Planning Forum Note 6.

3 Lorry Routes For Approval

3.1 Plans and documents for approval

3.1.1 The following documents are submitted for approval.

Document Ref:	Title:
1002-000020-JMS-24-XX-DR-C-0030 P01	HP24 SITE COMPOUND TRAFFIC ROUTE OVERVIEW

3.2 Document for information

3.2.1 The following documents are provided for information.

Document Ref:	Title:
S17.AN.SCC.CADENT.LR.51	Written Statement
PMO-HS2-HS-ZZ-SH-X-0011	Covering letter
PMO-HS2-HS-ZZ-PL-X-0005	Local Traffic Management Plan

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 / Engagement Date	Method of Consultation / Attendees	Summary of Consultation
Staffordshire County Council			

5 Indicative Construction Programme

5.1.1 A high level programme for the works to which this LGV route application relates 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)
Q2 2021	Site Setup	Q2 2021
Q2 2021	Construction Compound Setup	Q2 2021
Q2 2021	Pipeline Construction	Q3 2021
Q3 2021	Reinstatement and Demobilisation	Q4 2021

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.

Table 5: Other Consent Requirements

Consent	Works Requiring Consent
HS2 Act, Schedule 4, Part 1 to be submitted	Two new construction accesses on either side of the A445 Leicester Lane
HS2 Act, Schedule 4, Part 2 to be submitted	Creation and operation of two new construction accesses on either side of the A445 Leicester Lane.
HS2 Act, Schedule 4, Part 2 to be submitted	Management of PRow W130b