

HS2

High Speed Rail (London – West Midlands) Act 2017

HS2 Ltd

Solihull Metropolitan Borough Council

Schedule 17 Construction Lorry Route Written
Statement for Information

Meriden access routes – A452 Kenilworth Road
(Diddington Lane)

SMB.LR.10013

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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> J Murphy & Sons Hawks Green Lane, Cannock, Staffordshire, WS11 7LH
Site Address	JMS Meriden Construction Site Compound, Diddington Lane, Hampton in Arden, B92 0BZ
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>All works comprising and associated with the diversion of the following Severn Trent Water assets: WMI-4A-0033</p> <p>This schedule 17(6) application is for the approval of routes to and from the JMS Meriden construction site compound via Gates R31 G83 and N21 G1 on Diddington Lane. Approval has previously be granted (ref.PL/2020/02094/HS2DIS) for access to and egress from the JMS site via Gate N11 G50 on the A452 Kenilworth Road.</p> <p>Inbound: The access route for the works will be from the M6, A446, M42 and A45 Coventry Road, at Stonebridge roundabout take the exit onto the A452 Kenilworth Road heading Southbound. For access Gates R31 G83 & N21 G1, when travelling Southbound on the A452 Kenilworth Road, take the 5th exit at the Meriden Roundabout back onto the A452 Northbound. Head back towards the A45 for approx. 1.5km and turn left into Diddington Lane. Follow Diddington Lane for approx. 1.25km turning left into nominated site gate.</p> <p>Outbound: When leaving site via Diddington Lane Gates R31 G83 & N21 G1, turn right and travel approx. 1.25km on Diddington Lane Northbound. Turn Left on the A452 Northbound taking the relevant turn off at Stonebridge Island for M6, A446, M42 and A45.</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 Solihull Metropolitan Borough 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 Northwest and Scotland.
- 1.3.3 For further information on HS2 and the route through Solihull please refer to the Planning Context Report for Solihull Metropolitan Borough 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.

¹ Vehicles over 7.5 tonnes.

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- 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.

1.5.2 All construction vehicles attending the site locations will be subject to the HS2 vehicle compliance requirements. These include meeting the FORs and CLOCs specifications for vehicle and road user safety and a booking process to capture the data of received vehicles, driver training and vehicle specifications.

1.5.3 Emission outputs are considered with the request for all attending constructions vehicles over 7.5t to meet the Euro VI engine specifications, to take return loads and combine deliveries where possible.

1.5.4 The vehicle routes are planned in line with the HS2 approved routes and are forwarded to the suppliers and hauliers regularly and in a format, that enables these to be given to the drivers.

²

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

1.6 Schedule 17 Statutory Guidance

- 1.6.1 The Schedule 17 Statutory Guidance issued by the Secretary of State (April 2021)³ provides guidance to all planning authorities determining requests for approval under Schedule 17 to the Act. Paragraph 20 of the Statutory Guidance states that planning authorities should not through the exercise of Schedule 17 seek to modify controls already in place such as the Environmental Minimum Requirements, other controls in the Act such as those under Schedule 4 or 33, or existing legislation.
- 1.6.2 As set out in the Statutory Guidance, Local Planning Authorities may request additional information it considers is necessary to make a decision on the application. Planning authorities must only address relevant considerations when making a determination under Schedule 17. Therefore, any information requested should be relevant to the limited specified grounds of refusal. Annex 1 to PFN 17, Information for Decision Making, sets out further guidance on what information could be required to make Schedule 17 decisions on lorry route applications. The need for any further information should be identified during the pre-application stage.
- 1.6.3 When making decisions, Local Planning Authorities (LPAs) should have regard to the grounds set out in paragraph 6(5) of Schedule 17. LPAs should clearly identify both the planning matter and the specific ground under which an approval is being conditioned or refused. The planning authority should also explain and give reasons as to why and how the submitted routes ought to be modified relevant to the grounds.
- **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.

³ <https://www.gov.uk/government/publications/high-speed-rail-london-to-west-midlands-act-2017-schedule-17-statutory-guidance/high-speed-rail-london-west-midlands-act-2017-schedule-17-statutory-guidance>

2 Background Information

2.1 Route Description

2.1.1 There are two routes available to site. This Schedule 17 application by JMS is for Diddington Lane, using gates R31 G83 & N21 G1. The route submitted for approval is in Table 2 below and shown on drawing ref. 21708.025 Diddington Lane Construction Route. BBV have a separate, approved Schedule 17 (ref. PL/2020/02094/HS2DIS) for the Gate N11 G50 on A452 Kenilworth Road which will also be used by JMS.

Table 2: Vehicle Route for Approval

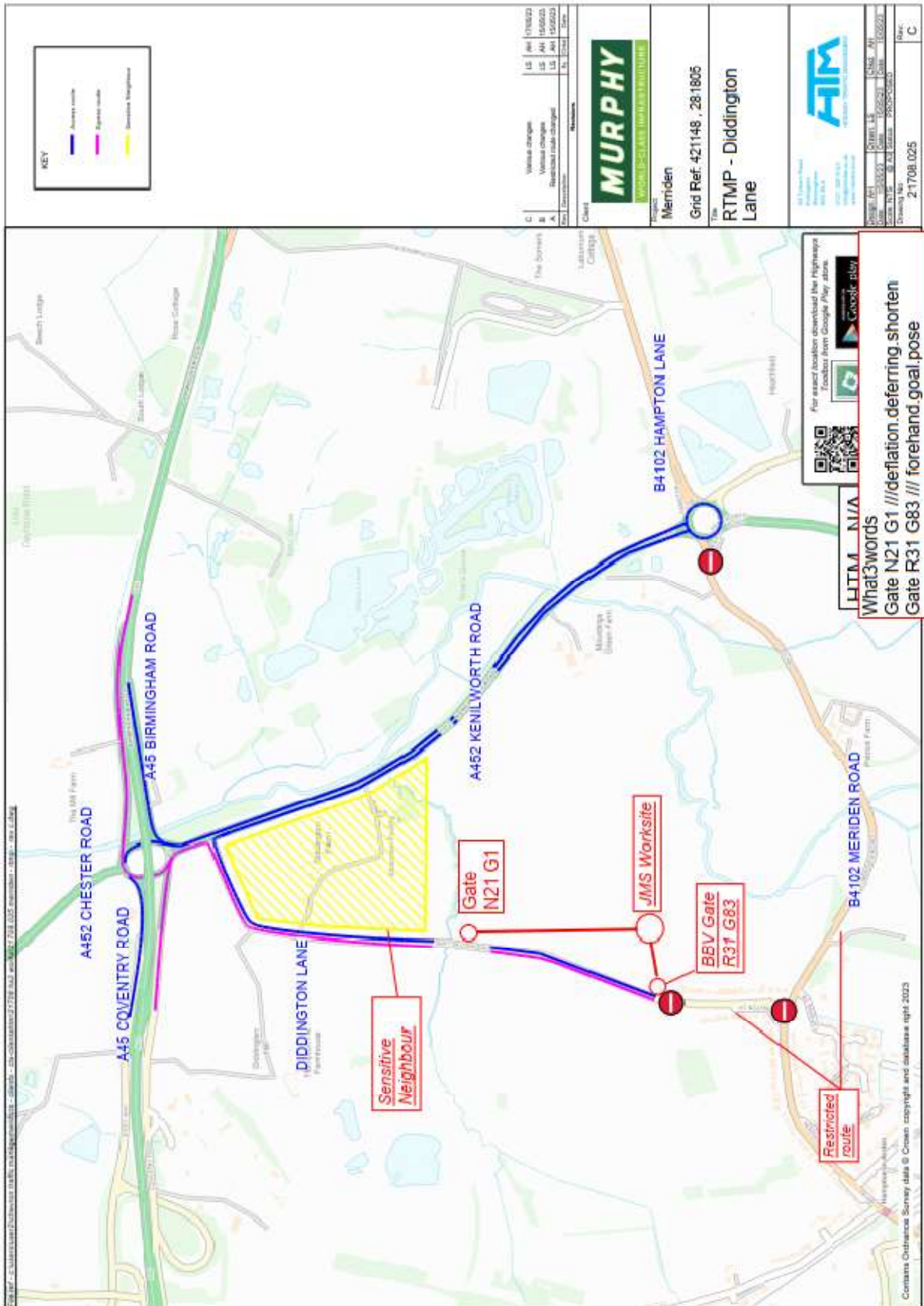
Worksite / Sites where materials will be reused / waste disposal sites.	Routes to be used.
Meriden site access – A452 Kenilworth Road	<p>21708.025 Meriden Construction Routes</p> <p>This schedule 17(6) application is for the approval of routes to and from the JMS Meriden construction site compound via Gates R31 G83 and N21 G1 on Diddington Lane. Approval has previously be granted (ref. PL/2020/02094/HS2DIS) for access to and egress from the JMS site via Gate N11 G50 on the A452 Kenilworth Road.</p> <p>Inbound: The access route for the works will be from the M6, A446, M42 and A45 Coventry Road, at Stonebridge roundabout take the exit onto the A452 Kenilworth Road heading Southbound. For access Gates R31 G83 & N21 G1, when travelling Southbound on the A452 Kenilworth Road, take the 5th exit at the Meriden Roundabout back onto the A452 Northbound. Head back towards the A45 for approx. 1.5km and turn left into Diddington Lane. Follow Diddington Lane for approx. 1.25km turning left into nominated site gate.</p> <p>Outbound: When leaving site via Diddington Lane Gates R31 G83 & N21 G1, turn right and travel approx. 1.25km on Diddington Lane Northbound. Turn Left on the A452 Northbound taking the relevant turn off at Stonebridge Island for M6, A446, M42 and A45.</p>

2.1.2 Access gate N11 G50 haul road and bridge is being constructed by BBV and is anticipated to be available for use at the end of September 2023. BBV has a Schedule 17(6) approval (ref. PL/2020/02094/HS2DIS) in place for this access route. JMS will be

using the same route once available and under the same conditions previously agreed by the Local Authority.

- 2.1.3 Access gates R31 G83 & N21 G1 lorry route via Diddington Lane will be required for construction traffic until access gate N11 G50 becomes available. JMS therefore submit this Schedule 17 application to increase the vehicle movements for these gates.
- 2.1.4 There are no ecological constraints or heritage assets in close proximity to the proposed route.
- 2.1.5 Routes from supplier hubs are supported by M6 Birmingham and Cannock, M42 Solihull and A45 Coventry to and within the area via the A452 Kenilworth Road.
- 2.1.6 Route drawings referenced are supplied below.

21708.025 Meriden Construction Route - Gate R31 G83 Diddington Lane



2.2 Route Rationale and Options Considered

- 2.2.1 The HS2 route maps within the Environmental Statement volume 5, page 139 was used to ascertain the routes to and from the works compound access.
- 2.2.2 All HS2 Construction traffic must follow the approved construction routes. The B4102 Meriden Road will not be used for construction traffic.

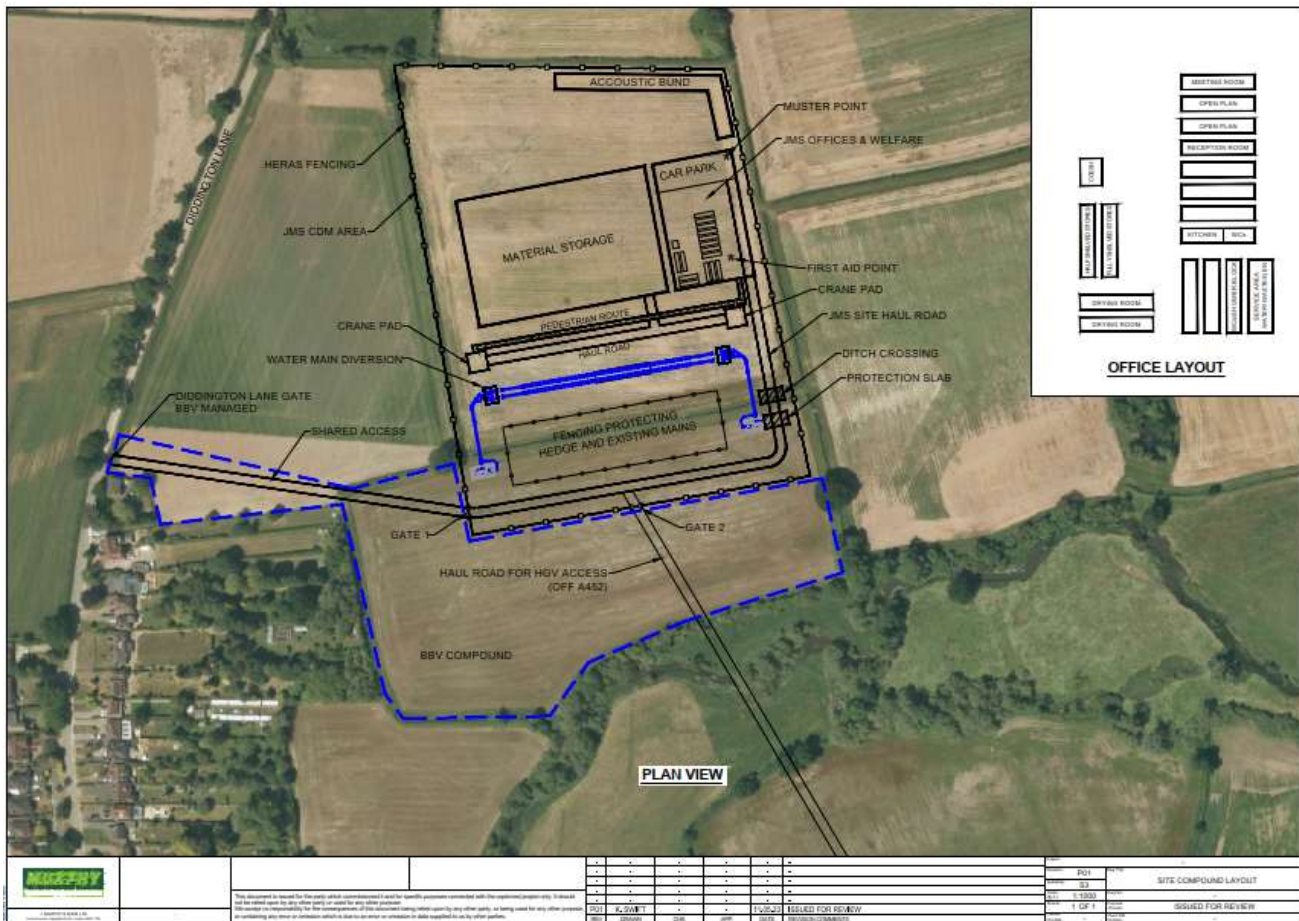
2.3 Site Description

- 2.3.1 JMS are required to divert the 2no. clean water mains in the Solihull Metropolitan Borough Council on behalf of Severn Trent Water to facilitate the construction of HS2. Two site compounds will be required during the diversion works,
- Lavender Hall Farm
 - Meriden Road

Revision: C01

[STW Batch 2 Utility Diversions – Meriden]

Overview location drawing for Meriden STW Diversion Works



As part of the works, Severn Trent have identified two diversions upgrades etc. to accommodate the High Speed (HS2) rail link from Birmingham to London with the Solihull Metropolitan Borough Council. Meriden Road, for which this statement covers and a second at Lavender Hall Farm, which will be covered under a separate submission.

Meriden Road B92 0BY is a Clean Water site. A diversion of the Client’s 47inch water main is required to enable construction of the HS2 line.

The existing main shall be replaced by constructing two new mains.

Two 1200mm diameter epoxy coated welded steel mains within 1500mm diameter sleeves.

The combined total of the diversions is around 500m in length

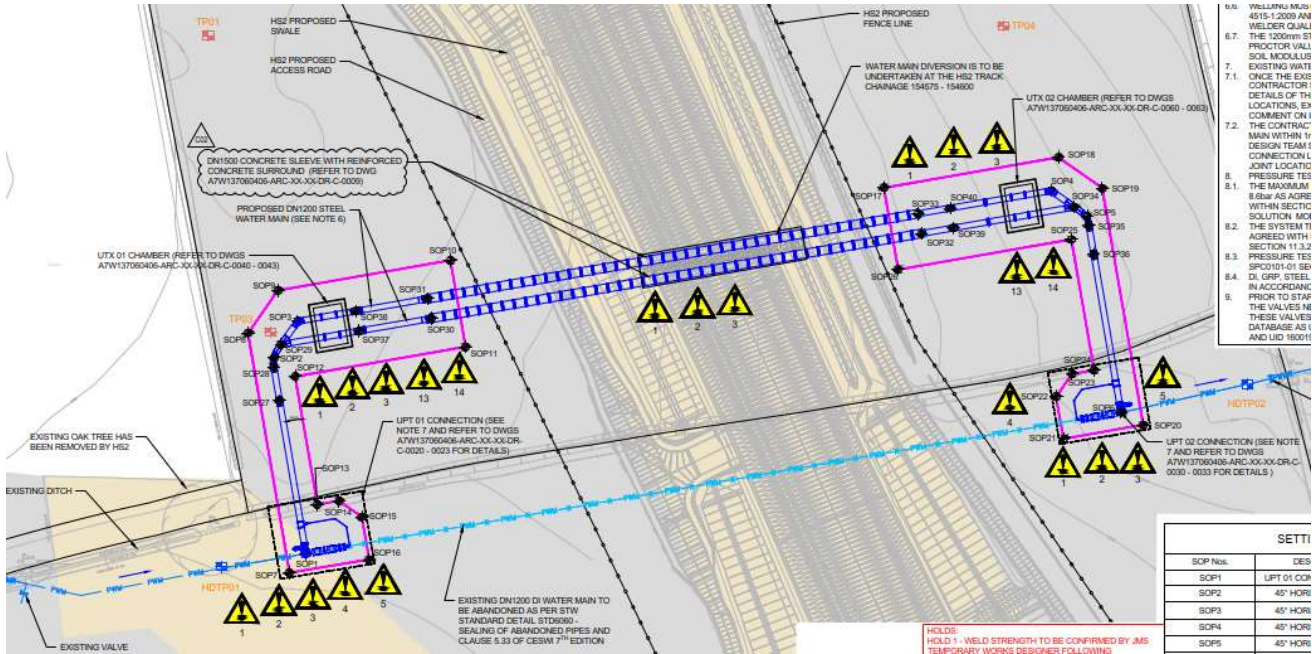
Tie-ins will be carried out under pressure.

Decommissioning of the impacted section of the water mains and all necessary testing, infill or grouting the decommissioned asset.

Construction of a protective slab above the newly diverted assets

2.3.2 Pipe Location Drawing

Pipe Location Drawing A7W137060406-ARC-XX-XX-DR-C-0002



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 Plan⁴ (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 have been set out in the Local Traffic Management Plan (LTMP) UC08-STW_MYG-UT-PLN-000-000187. 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 Solihull Metropolitan Borough Council and other relevant stakeholders.

2.5.3 The LTMP has been developed by J Murphy & Sons with input from HS2, Solihull Metropolitan Borough Council and the emergency services. The LTMPs has been

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

consulted on through the HS2 Solihull Metropolitan Borough 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 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 12 2-way movements/day.

2.6.2 The peak number of LGVs using the route is expected to be 100 2-way movements per day (50 in, 50 out).

2.6.3 The vehicles used for stone or concrete deliveries will be run on a turnaround basis and managed to maintain a free flow of traffic along the route.

2.6.4 In accordance with Planning Forum Note 6, the above information is taken from the relevant Local Traffic Management Plan HS2 Batch 2 STW Diversions 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 Large vehicle movements are expected to be kept to between 09.00 to 15.00 on weekdays (excluding bank holidays) and from 08.00 to 13.00 on Saturdays as far as practicable. Expected exemptions to this would be abnormal loads or emergency requirements.

2.6.6 LGV traffic movements will include, but are not limited to, the below:

- Plant deliveries and collections
- Site cabin installations and removals
- Stone and materials
- Concrete and grout

- Pipe deliveries and removals

2.6.7 Table 3: Estimated Peak Movements per Day

Dates	Peak vehicle movements per day Access A
Jun-23	Approx. 20 movements expected on peak days
Jul-23	Approx. 100 movements expected on peak days
Aug-23	Approx. 50 movements expected on peak days
Sep-23	Approx. 50 movements expected on peak days
Oct-23	Approx. 40 movements expected on peak days
Nov-23	Approx. 20 movements expected on peak days
Dec-23	Approx. 20 movements expected on peak days
Jan-24	Approx. 15 movements expected on peak days
Feb-24	Approx. 40 movements expected on peak days

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.

2.6.9 The work sites will be accessed via laid stone haul road into the compounds of laid stone standing. However, should there be a need for wheel washing facilities or a roadsweeper these will be bought into manage and remove any potential for debris on the road network.

2.6.10 Due to the location of our working areas, we will be sharing road space with BBV, with public and haul road usage. We will be co-ordinating with BBV via weekly and daily forecasts and co-ordination meetings between the delivery and logistics teams to reduce impacts on the local road networks.

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:
21708.025	21708.025 Diddington Lane Construction Route

3.2 Document for information

3.2.1 The following documents are provided for information.

Document Ref:	Title:
A7W137060406-JMS-XX-XX-RP-T-0001	Local Traffic Management Plan
UC08-STW_MYG-UT-STA-000-000013	Written Statement
UC08-STW_MYG-UT-CRI-000-000011	Covering letter
21708.024	21708.024 A452 Kenilworth Road Construction Route
A7W137060406-ARC-XX-XX-DR-C-0002	Pipe Location drawing
A7W137060406-JMS-XX-XX-SH-EN-0002	STW Diversion Batch 2 - Meriden Schedule 17 (EMRCN) Environmental Minimum Requirements Compliance Note

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 4: Pre-submission Consultation

Consultee Name	Consultation / Engagement Date	Method of Consultation / Attendees	Summary of Consultation
Solihull Metropolitan Borough Council	13/02/2023	Carla James, Chris Light	Consents meeting with Solihull & HS2 to confirm actions and routes
Solihull Metropolitan Borough Council	27/03/2023	Carla James, Chris Light	Pre-App for Schedule 17. Acceptable in principle and not anticipated to take the full 8 week determination period.

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 5: Indicative Programme and Sequence of Works

Anticipated Start on Site Date (quarter/year)	Activity	Estimated Completion of Works (quarter/year)
Q2 2023	Mobilisation, Concrete and stone delivery	Quarter
Q3 2023	Concrete and stone delivery	Quarter
Q4 2023	Concrete and stone delivery	Quarter
Q1 2024	Concrete and stone delivery, Demobilisation	Quarter

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 6: Other Consent Requirements

Consent	Works Requiring Consent
Schedule 4 Pt 1	Diddington Lane
Schedule 4 Pt 2	Diddington Lane
Schedule 17 submission for Lavender Hall Farm	Construction phase of works for pipe diversion
Schedule 4 Pt 2	Access B on Lavender Hall Road