



High Speed Rail (London – West Midlands)
Act 2017

HS2 Ltd

Warwick District Council

B4455 Fosse Way Overbridge

Schedule 17 Plans and Specifications Written
Statement for Information

WAC.PS.10043

Contents

1	Introduction	3
1.1	Background Information	3
1.2	Terms of Reference	3
1.3	Introduction to High Speed 2	4
1.4	High Speed Rail (London – West Midlands) Act 2017	4
1.5	Code of Construction Practice	5
1.6	Schedule 17 Statutory Guidance	5
1.7	Structure of Written Statement	6
2	Site Location and Characteristics	7
2.1	Site Location	7
2.2	Site Characteristics	7
2.3	Surrounding Highway and Public Rights of Way (PRoW) Network	9
3	Description of the Works	11
3.1	Introduction	11
3.2	Works for Approval	11
3.3	Indicative Mitigation	14
3.4	Construction Method	18
3.5	Historic Environment	19
3.6	Environmental Management During Construction	21
4	Design Criteria and Rationale	23
4.1	Introduction	23
4.2	Design Rationale	23
4.3	Design Constraints	23
4.4	Options Considered	25
4.5	Selected Option	26
4.6	Consideration against the relevant grounds for refusal in Schedule 17	27
5	Pre-submission Consultation	32
6	Construction Programme	41
7	Other Consents	42

List of Tables

Table 1: Schedule 17 Address Details and Description of Works	3
Table 2: Schedule 17 Plans and Specifications Submission Details	5
Table 3: Reasons for refusal relating to buildings and/or structures	28
Table 4: Reasons for refusal relating to earthworks	29
Table 5: Possible grounds for refusal relating to fencing	30
Table 6: Possible grounds for refusal relating to road vehicle parks	30
Table 7: Pre-submission Consultation with LPA and Statutory Consultees	32
Table 8: WDC pre-application comments	34
Table 9: Proposed Programme and Sequence of Works	41
Table 10: Other Consent Requirements	42

List of Figures

Figure 1: Extract of Site Location Plan	7
Figure 2: ES Community Area Forum Map CFA17: Offchurch and Cubbington	10
Figure 3: FPD design of B4455 Fosse Way Overbridge	24

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> Balfour Beatty Vinci (BBV) IM House, South Drive, Coleshill Manor, Coleshill, West Midlands, B46 1DF
Site Address	The works are located at; X (Easting): 437146.87, Y (Northing): 265489.82. Land to the east of Fosse Way, in the vicinity of Offchurch, Warwickshire.
Description	Plans and Specifications submission under Schedule 17 to the High Speed Rail (London – West Midlands) Act 2017 for works comprising: Building works: An overbridge structure; and Earthworks associated with the construction of drainage ditches, HS2 vehicular accesses, an accommodation access and a maintenance access strip (MAS), creation of the Global System for Mobile Communications-Railway (GSM-R) platform and to realign the B4455 Fosse Way; and Fencing – Four Vehicle Restraint Systems (VRS), two to the south and two to the north of the overbridge; and Road Vehicle Park: Parking/turning areas for 4x4 utility vehicles.

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.

1.2.2 This statement provides Warwick District Council with information to assist with the determination of the Plans and Specifications submission under Schedule 17, in relation to the above description of works.

- 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 Warwick District please refer to the Planning Context Report for Warwick 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 Plans and Specifications 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 LPA:
- 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 LPAs can have regard to, in determining requests for approval.

- 1.4.4 Schedule 17 of the Act sets out the grounds on which the LPA may impose conditions on approvals, or refuse requests for approval.
- 1.4.5 This Written Statement includes information supporting the Plans and Specifications submission in relation to the matters outlined in **Table 2** below.

Table 2: Schedule 17 Plans and Specifications Submission Details

Site	Details
Plans and Specifications (permanent works)	Building works: An overbridge structure; Earthworks associated with the construction of drainage ditches, HS vehicular accesses, an accommodation access and a maintenance access strip (MAS), creation of the Global System for Mobile Communications -Railway (GSM-R) platform and to realign the B4455 Fosse Way; Fencing – Four Vehicle Restraint Systems (VRS), two to the south and two to the north of the overbridge; and Road Vehicle Park: Parking/turning areas for 4x4 utility vehicles.

- 1.4.6 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 Principles¹.

1.5 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 High Speed Two Code of Construction Practice (CoCP).
- 1.5.2 The works subject to this request for approval of Plans and Specifications will be undertaken in accordance with the Code of Construction Practice, and with the Class Approval issued by the Secretary of State (March 2017)².

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

¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/618074/General_principles.pdf
² <https://www.gov.uk/government/publications/high-speed-rail-london-west-midlands-act-2017-class-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.

1.7 Structure of Written Statement

1.7.1 This Written Statement is structured as follows:

A description of the location and main characteristics of the works area is provided in **Section 2**;

Section 3 describes the main works being undertaken in the area, as set out in Schedule 1 of the Act, and those that are the subject of this Schedule 17 Plans and Specifications submission;

The design criteria and rationale for the works which are the subject of this Schedule 17 Plans and Specifications submission are described in **Section 4**;

Section 5 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;

A high level programme for the works and how they fit into the wider programme for other works in the area, as set out in Schedule 1 of the Act, is provided in **Section 6**; and

Section 7 identifies any other main consents, or known forthcoming consents associated with the works.

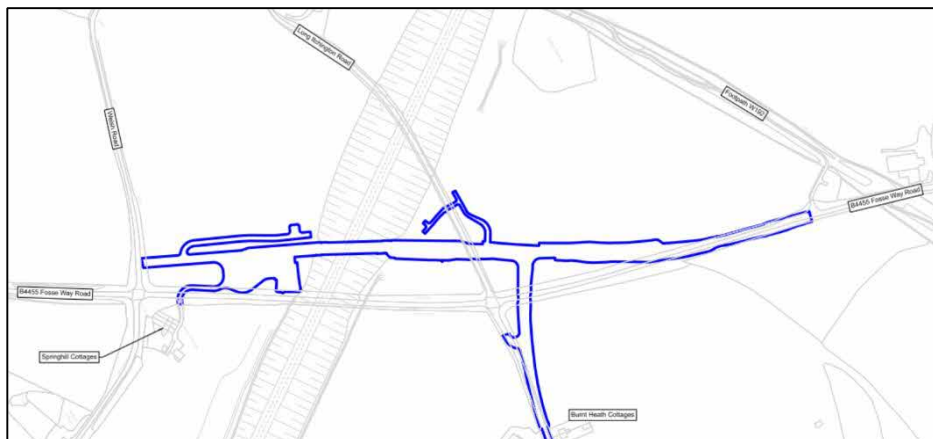
³ <https://www.gov.uk/government/publications/high-speed-rail-london-to-west-midlands-act-2017-schedule-17-statutory-guidance/high-speed-rail-london-to-west-midlands-act-2017-schedule-17-statutory-guidance>

2 Site Location and Characteristics

2.1 Site Location

- 2.1.1 B4455 Fosse Way Overbridge (“the overbridge”) is a proposed overbridge that will carry the realigned B4455 Fosse Way over Offchurch Cutting and the HS2 rail line in this location.
- 2.1.2 The overbridge is located approximately 1.3km to the southeast of Offchurch. The small village of Hunningham Hill is located approximately 2.3km to the northeast of the site, while Long Itchington is located approximately 4.5km to the east of the site. Long Itchington is a large village with a population of around 2,000 people. The market town of Southam is located to the south east of the site, and Ufton, a small village, is situated approximately 3.3km to the south of the site. Royal Leamington Spa is located approximately 4km west of the site.
- 2.1.3 Burnt Heath Farm is located to the east of the works as are Spring Hill Cottages. Fosse Farm is located to the north of the B4455 Fosse Way Road. The location of the site is shown in:

Figure 1: Extract of Site Location Plan



2.2 Site Characteristics

Land Use

- 2.2.1 The overbridge will be in an area predominantly characterised by agricultural uses. The land within the site boundary comprises open space located alongside the highway network. The B4455 Fosse Way and the Long Itchington Road both cross the land within the site boundary. The terrain is undulating and the topography dips to the south.

- 2.2.2 The area surrounding the site has few major developments. There are light industrial uses, a warehouse and a tyre depot located off Long Itchington Road/National Cycle Route 41, approximately 450m east of the site.

Ecology

- 2.2.3 There are no statutory or non-statutory designated ecology sites situated within the footprint of B4455 Fosse Way Overbridge. However, there are five non-statutory designated sites within 1km of the site. These are:

Burnt firs potential Local Wildlife Site (pLWS) located 400m to the southwest of the asset;

Burnt Firs ecosite 80/36 located 400m to the southwest of the asset;

Sutton Spinney ecosite 26/36 forms part of the Rugby-Leamington Disused Railway - Leamington Extension Local Wildlife Site (LWS) located 60m to the northwest of the asset;

Rugby-Leamington Disused Railway - Leamington Extension LWS and ecosite 18/36S located 60m to the northwest of the asset; and

Burnt Firs Ancient Woodland and Reservoir - located approximately 400m to the southwest of the asset.

Heritage

- 2.2.4 There are no designated heritage assets situated within the footprint of the B4455 Fosse Way Overbridge. There are also no designated heritage assets within proximity to the HS2 scheme which were identified in the Environmental Statement (ES) as being impacted by the works described in this written statement. There are also no statutory designated heritage sites within 1km of the scheme. The closest designated heritage assets are Saint Gregory's Church and the Retreat House (OFC022), approximately 1.2km away.
- 2.2.5 There is one non-designated heritage asset situated within the footprint of the work. This is a section of the Fosse Way Roman road (OFC012).
- 2.2.6 There is also one non-designated heritage asset within proximity of the work for which impacts are reported in the ES. This is the Burnt Heath Farm (south side of road) (OFC010), located approximately 250m east of the site boundary. The ES reports a minor adverse impact through changes to its setting.
- 2.2.7 The impacts on these assets and/or their setting are described in the HS2 Phase One ES Volume 2 CFA 17 impact assessment tables: Offchurch and Cubbington (Ref: volume 5 cultural heritage appendix CH-003-017).

Flood risk

- 2.2.8 The land within the site boundary is in Flood Zone 1. There are no areas designated as falling within Flood Zone 2 or Flood Zone 3 within proximity of the site.

Open Space Network

- 2.2.9 As set out in paragraph 2.2.1 there is expansive areas of open space surrounding the submission boundary, on each side of the highway at this location.

2.3 Surrounding Highway and Public Rights of Way (PRoW) Network

- 2.3.1 The site boundary encompasses the B4455 Fosse Way which will be realigned as part of the proposed works. Currently, the B4455 is a dual carriageway with one lane in each direction. Once complete, B4455 Fosse Way will be realigned approximately 50 metres north-west of where it currently exists. The corridor will meet with the current alignment with the Welsh Road roundabout to the south and approximately 160 metres passed the Long Itchington junction to the north.

- 2.3.2 Long Itchington Road/National Cycle Route 41 is also a dual carriageway that crosses the land within the site boundary.

- 2.3.3 Welsh Road is a two-lane dual carriageway to the south of the site boundary. Welsh Road extends on a northwest/southeast axis between Offchurch and Southam.

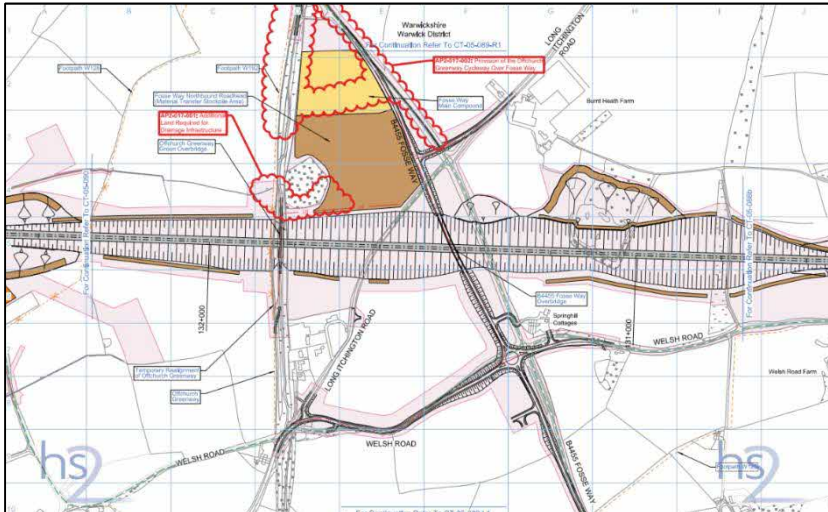
- 2.3.4 The nearest A-road to the site is the A423 which runs on a north/south axis through Long Itchington, approximately 4km to the east of the site.

- 2.3.5 There are no Public Rights of Way (PRoWs) located within the Limits of Land to be Acquired or Used (LLAU) for Fosse Way Overbridge. The nearest PRoWs to the overbridge are:

Footpath W192 which runs north west/south west of the site;
Footpath W128 which runs north west/south west of the site; and
Footpath W125 which runs south east /south west of the site.

- 2.3.6 The location of the nearest PRoWs is shown in **Figure 2**.

Figure 2: ES Community Area Forum Map CFA17: Offchurch and Cubbington



3 Description of the Works

3.1 Introduction

- 3.1.1 This Written Statement supports the Schedule 17 submission for the approval of plans and specifications for the B4455 Fosse Way Overbridge, and associated works in the vicinity of Offchurch.
- 3.1.2 The Plans and Specifications submitted for approval are listed in the pro-forma accompanying the application. A summary of the proposed works for approval is provided in Section 3.2 below.
- 3.1.3 Section 3.3 summarises the indicative mitigation relevant to the works being submitted in accordance with paragraph 7.5.2 of the Planning Memorandum.
- 3.1.4 Sections 3.4 – 3.6 provide information on other aspects of the works to assist in understanding the context of the works being submitted for approval. The information in Sections 3.5- 3.7 is not for approval under Schedule 17.

3.2 Works for Approval

- 3.2.1 The relevant scheduled works as set out under Schedule 1 to the Act to which this Schedule 17 submission relates are:

Work No. 2/153 – A diversion of Fosse Way commencing at a point 560 metres south-west of its junction with Welsh Road and terminating at a point 400 metres north of its junction with Long Itchington Road. Work No. 2/153 includes a bridge over Work No. 2/146.

- 3.2.2 The works submitted for approval comprise the B4455 Fosse Way Overbridge structure, earthworks to create a HS2 vehicular accesses, an accommodation access and a maintenance access strip (MAS), Global System for Mobile Communications-Railway (GSM-R) platform and to realign the B4455 Fosse Way, along with four VRS.
- 3.2.3 The overbridge crosses the HS2 line within Offchurch Cutting (consented separately) at a minimum headroom clearance of 7.6m. Offchurch Greenway Green Overbridge is located approximately 400m north of the site, which is to be consented separately.
- 3.2.4 Please see the submitted General Arrangement Plan (Reference: 1MC08-BBV_MSD-PL-DGA-NS01_NL02-131402) which shows the location of Offchurch Cutting in relation to the overbridge. This plan also shows the enabling works that have taken place in the area.

- 3.2.5 The enabling works associated with Offchurch Cutting and B4455 Fosse Way were consented as part of an earlier application (Reference: W/20/0545/HS2). This application obtained consent for a permanent roundabout at the junction of the B4455 Fosse Way and Welsh Road. This roundabout was required to facilitate the safe turning movements of construction vehicles between Fosse Way and Welsh Road. This roundabout is intended to be part of the permanent works.
- 3.2.6 In addition, the application (Reference: W/20/0545/HS2) also obtained consent for the construction of a temporary roundabout at the junction of the B4455 Fosse Way and Long Itchington Road, and a temporary highway realignment. The temporary roundabout is necessary to facilitate access to the Fosse Way compound, third party land, and for the proposed permanent B4455 Fosse Way realignment. The temporary roundabout and temporary road realignment has enabled the continued use of the National Cycle Route 41 which forms part of Long Itchington Road. It is the intention that the temporary roundabout will be removed and therefore it is not encompassed in the permanent works for this area.

Earthworks

- 3.2.7 To realign the B4455 Fosse Way to the north-west of its current location, shallow cuttings of approximately 2m or less will be made to provide the highways approach from the existing B4455 Fosse Way to the overbridge across the HS2 line. Earthwork slopes of 1:2:5 have been used and planting will be provided on the adjacent land.
- 3.2.8 Minor earthworks will be carried out to form drainage ditches, HS2 vehicular accesses, an accommodation access and a maintenance access strip (MAS), as well as a Global System for Mobile Communications-Railway (GSM -R) platform.
- 3.2.9 HS2 vehicular accesses are approximately 3.5m wide and facilitate vehicular access between the road network and HS2 assets.
- 3.2.10 The proposed accommodation access will give access from the realigned B4455 Fosse Way road to the road to the south which leads to Springhill Farm, with the works connecting to the existing carriageway in this location. The access itself is approximately 725 metres squared and will be made of Type 1 Sub-base.
- 3.2.11 The MAS to the north of the realigned B4455 Fosse Way will tie into the Offchurch cutting MAS and will feature a parking and turning head for a 4x4 utility vehicle. The MAS will be approximately 3m wide and will allow HS2 staff to conduct inspection or maintenance activities using a four-wheel drive vehicle. All accesses have been designed to accommodate the vehicles that will use the access.

- 3.2.12 Public road will be finished in asphalt, the vehicular and accommodation accesses will be bound surfaces, with the maintenance access strip being a grassed strip.
- 3.2.13 There is a GSM-R compound located to the south of Fosse Way Overbridge with a footprint of 34x36m inclusive of the path outside the compound. An HS2 vehicular access leads to this compound. The earthworks needed to form the GSM-R platform form part of the works for approval with this application. The GSM-R mast is not for approval at this stage. Fencing will surround the compound which will be consented as part of a separate Schedule 17 application.

Structures

- 3.2.14 The overbridge will have a structural form of a 4-span semi-integral bridge with eight precast pretensioned T-beams supporting a reinforced concrete deck. The top of the deck will be finished with concrete class U4. The bridge is approximately 77m long with a width between parapets of 13.6m. 1.8m high precast concrete parapets provide edge protection over the structure tying into transition VRS on approach to the structures.
- 3.2.15 The bridge will be supported on integral abutments at each end and reinforced concrete leaf piers will provide intermediate supports. Piers adjacent to the railway will be integrated deck connections via cast-in situ reinforced concrete diaphragms, whilst the remaining pier closest to the east cutting slope will support the deck on bearings. The 4-span bridge has 3 piers, P01, P02 and P03, and the bridge also has two abutments, AB0 and AB04.
- 3.2.16 At all reinforced concrete abutments and piers, geotechnical support is provided by bored piled foundations. Concrete finishes for the piers and abutments will be class F2, and the beams and diaphragms will also be finished with class F2. Concrete finish class F2 is intended to be left as struck but imperfections such as surface discolouration or fins shall be made good. Parapets will have a concrete finish of class F3 so it shall be obtained from only one source throughout the structure.
- 3.2.17 The parapets submitted for approval in this application comprise Common Design Elements (CDE) agreed by the Phase 1 Planning Forum 2 in Planning Forum Note (PFN 16). Therefore, in accordance with paragraph 4.1.4 of the Phase 1 Planning Memorandum, unless there are particular local circumstances relevant to the grounds in paragraphs 2 and 3 of Schedule 17 to the Act, there should be a presumption in favour of the approval of these designs. The CDE parapets will be finished with concrete class F3.

Road Vehicle parks

Two bell mouth/parking areas are proposed as part of the scheme, which will be used by 4x4 vehicles to turn and park. The size of the areas has been designed to allow the maximum vehicle likely to use the access, a 4x4, to access/egress safely. Schedule 17 consent is sought for these parking/turning areas.

Fences and Walls

- 3.2.18 There are four VRS proposed as part of the works for approval. Two of the VRS are located to the south of the bridge, with the other two located to the north side of the bridge. The height of the VRS outside of the overbridge is 0.75m. Where the parapets terminate at each end of the bridge, the finish of the VRS will be the same as the parapet, and will be concrete class F3. The overbridge parapets will have an approximate height of 2.12m. The fencing and gates surrounding the development will be standard from the HS2 fencing provisions, whereby security fencing will have a minimum height of 1.8m. All fencing will be consented separately.

3.3 Indicative Mitigation

- 3.3.1 The Planning Memorandum (paragraph 7.5.2) states: *'When designs of HS2 works are submitted for approval, the nominated undertaker shall, where reasonably necessary for the proper consideration of the design proposed, provide an indication or outline of the appropriate mitigation measures (if any) which it intends to submit subsequently under paragraphs 9 or 12 of the Planning Conditions Schedule. ...' and '.... While not material to approvals under paragraph 2 or 3, this information will provide reassurance in advance of the request for approval under paragraph 9 that the mitigation is appropriate, and will present an opportunity to raise concerns.'*

- 3.3.2 Details of the indicative mitigation relevant to the design proposed in this application are shown on the following drawings:

General Arrangement Plan (Document reference number: 1MC08-BBV_MSD-PL-DGA-NS01_NL02-1314012)

Landscape and Environmental Masterplan (Document reference number: 1MC08-BBV_MSD-EV-DGA-NS01_NL02-560800).

- 3.3.3 The Council's views on the indicative mitigation have been requested separately to this application (indicative mitigation consultation letter reference 1MC08-BBV_MSD-PL-CRO-NS01_NL02-100048).

3.3.4 Details of planting and soft landscaping do not require approval of plans and specifications under paragraphs 2 or 3 of Schedule 17.

3.3.5 The mitigation will comprise part of the overall mitigation scheme in relation to the scheduled works listed in section 3.2 above.

Noise

3.3.6 Paragraph 7.5.2 of the Planning Memorandum⁴, states: '*Where the works for approval will have a mitigating effect in relation to operational noise from the railway or new roads, the nominated undertaker will provide information to show, so far as is reasonably practicable at that stage in the design process, how the noise mitigation performs and the expected conditions. While not material to approvals under paragraph 2 or 3, this information will provide reassurance in advance of the request for approval under paragraph 9 that the mitigation is appropriate and will present an opportunity to raise concerns.*'

3.3.7 A noise demonstration report, (NDR) 1MC08-BBV_MSD-EV-REP-NS01_NL02-100089, has been produced to accompany this Schedule 17 application that provides this information and includes the following:

- a) A description of the additional mitigation options considered to control noise;
- b) Plans showing the surrounding environment and receptor positions;
- c) Details of the methodology used in predicting noise and vibration levels;
- d) Assumptions relating to the acoustic performance of rolling stock and track; and
- e) Tables setting out the predicted levels of operational noise at all individual receptors where the lowest observable adverse effect level (LOAEL) is likely to be exceeded.

3.3.8 The predicted levels of noise provided in line with item e) above show that none of the operational noise impacts are 'environmentally significant' and that no additional mitigation in the form of noise barriers is required to meet the objectives set out above for the Long Itchington Wood to Offchurch area that incorporates the B4455 Fosse Way Overbridge. The mitigation option that was considered was not selected as it would have limited impact in resultant noise levels.

3.3.9 There are no noise related undertakings and assurances (U&As) that are specifically applicable to the Long Itchington Wood to Offchurch area that incorporates the B4455 Fosse Way Overbridge.

⁴https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/593594/Planning_Memorandum.pdf

Ecology

- 3.3.10 The overbridge does not intersect any statutory and non-statutory designated sites.
- 3.3.11 Planting proposed within the Overbridge Landscape and Environmental Masterplan⁵, includes pockets of broadleaved woodland to the west of HS2 where a new roundabout will be constructed at the intersection between the realigned B4455 Fosse Way Overbridge and Welsh Road. In addition, there will be shrub and hedgerows on the realigned sections of the B4455 Fosse Way and the Welsh Road to the east and west of HS2. The landscape and ecology habitat creation proposed will compensate for the permanent loss of the terrestrial habitat that will be lost as part of the development of the B4455 Fosse Way Overbridge, Offchurch Cutting and the Offchurch Greenway Green Overbridge.
- 3.3.12 The woodland creation will aim to establish a W10/W8d woodland National Vegetation Community (NVC) (as defined by British Plant Communities, J.S. Rodwell 1991) through planting of species including pedunculate oak *Quercus robur*, hazel *Corylus avellana* and wild cherry *Prunus avium*, of local provenance. The woodland and hedgerow creation will aim to achieve habitat connectivity and creating new blocks of connectivity towards the Offchurch Greenway Green Overbridge. The habitat creation will aim to be in line with the aspirations of the Warwickshire Nature Recovery Network Map⁶.
- 3.3.13 Bat activity surveys recorded a new assumed commuting route (ACR) running parallel to B4455 Fosse Way Road east-west that follows the old Welsh Road alignment and connects with Burnt Firs Ancient Woodland. The B4455 Fosse Way Overbridge is valuable for commuting bats. Bat fencing, woodlands and species-rich hedgerows are to be created for Offchurch Cutting and the proposed overbridge to direct and guide bats towards areas of safe passage across the HS2 line such as Offchurch Greenway Green Overbridge. Fencing will be consented separately, as part of the Offchurch Cutting pack. This will reduce the impacts of both the Offchurch Cutting to the north and to the south of the overbridge on the ACR in this area.
- 3.3.14 One of the nine buildings at Springhill Cottages, 80m south of B4455 Fosse Way, is a confirmed maternity building roost for pipistrelle species (*Pipistrellus* sp.). One out of three residential buildings at Burnt Heath cottages along Welsh Road, 10m to the north of the overbridge, is a confirmed day building roost for one common pipistrelle. There are two trees with moderate bat roosting potential and two with

⁵ B4455 Fosse Way Overbridge Landscape and Environmental Masterplan (Document reference number: 1MC08-BBV_MSD-EV-DGA-NS01_NL02-560800-S3-P01)

⁶ Warwickshire Wildlife Trust (2019). Nature Recovery Network. Available at: <https://www.warwickshirewildlifetrust.org.uk/bringing-wildlife-back/nature-recovery-network> (Accessed 7th June 2022)

low bat roosting potential within the footprint of the asset, but no confirmed roosts have been identified. There are six trees with moderate bat roosting potential and three trees with low bat roosting potential situated adjacent to the overbridge. However, the woodland planting proposed will provide additional bat roosting opportunities in the long term.

- 3.3.15 No pond loss will take place as a result of the construction of the overbridge, but there will be the loss of core terrestrial habitat with the construction of the Offchurch Cutting, B4455 Fosse Way Overbridge and Offchurch Greenway Green Overbridge assets. The Great Crested Newt (GCN) licence method statement Assumed Meta Populations (AMPs)⁶³⁷ is a document that outlines the GCN mitigation actions required to be in accordance with the HS2 GCN organisational licence (licence reference WML-OR25). The method statement requires the creation of 3.3ha of terrestrial habitat (hedgerow, scrub and woodland) and pond creation for Offchurch Cutting, the overbridge and Offchurch Greenway Green Overbridge. This was considered sufficient by the licence to provide suitable mitigation for this AMP.

- 3.3.17 The proposed woodland, hedgerow and scrub planting in the vicinity of the works and at Offchurch Cutting, works for which are to be consented separately, is anticipated to increase the availability of habitat for a range of protected and notable species.

Heritage

- 3.3.18 The ES reports a minor adverse impact on the non-designated Burnt Heath Farm (south side of road) (OFC010) through changes to its setting. The overbridge will have a permanent adverse impact on the setting and character of this heritage asset due to its visual presence. Therefore, elements of the design mitigation will be employed to reduce the impacts on the setting of this non-designated heritage asset.
- 3.3.19 This will be done through landscape planting, as described in section 3.3.21 -24. The planting will aim to screen the trace, road, and overbridge from the locality. This will therefore lessen the visual impact on the setting of the farm.

⁷ AMP 63 - Method Statement for Works under HS2 Organisational GCN Licence (Document reference number: 1EW04-LMJEV-MST-NS01_NL02-054009_C06)

Archaeology

- 3.3.20 No design mitigation is required, based on the findings of the Early Work Contractors' (EWC) archaeological investigations. Details of archaeological investigation undertaken to enable construction works can be found in section 3.5.2.

Landscape

- 3.3.21 The earthworks at have been designed to integrate the works with the local topography and tie into the overbridge and other nearby earthworks.
- 3.3.22 Woodland planting will be used to integrate the road as it crosses the trace and at the new roundabout at Welsh Road.
- 3.3.23 Pockets of native broadleaved woodland have also been provided to the west of HS2 where a new roundabout will be constructed at the intersection between the realigned B4455 Fosse Way and Welsh Road. The woodland planting will provide screening, landscape integration and habitat creation. The screening, landscape integration and habitat creation mitigation will be further bolstered by sections of hedgerow that has been provided along the approaches to the overbridge and the realigned sections of the various roads to the east and west of HS2.
- 3.3.24 Planting will include native broad-leaved woodland, shrub and hedgerows and the selection of species will reflect tree and shrub species native to the area landscape, as mentioned above, and consider possible climate change impacts associated with the quality and availability of water, as well as the potential increase in pests and diseases.

3.4 Construction Method

- 3.4.1 This section summarises the general construction methodology and the main temporary works arrangements. The arrangements described may alter, are for information and background only and do not form part of this request for approval.
- 3.4.2 It is anticipated that the overbridge will be constructed in the following high-level sequence:

- Set up temporary traffic management/diversion;
- Divert and protect existing services (if required);
- Piling platform construction;
- Piling of the abutments and piers;
- Pile cap construction;

Construct abutments (including at high level: formwork, fixing reinforcement, casting slab, striking reinforcement);
Construct piers (including at high level: formwork, fixing reinforcement, casting slab, striking reinforcement);
Water proofing around the piers and abutments ;
Install precast deck beams and construct in-situ crossbeams (over piers), abutment;
Connection and wingwalls;
Installation of kerbing/edges ;
Diverting of services onto the overbridge (installation of ducting etc);
Diversion of services undertaken by competent contractor;
Construction of B4455 Fosse Way overbridge road build-up;
Surfacing works and road realignment tie in;
Snagging works; and
Removal of Traffic Management and any diversions in place so that the overbridge may be utilised.

3.4.3 The temporary construction compound that will manage the construction of the works will be the Fosse Way main compound. The relevant lorry routing consent for this development is BBV.WCC.LR.03 (Reference: 1MC08-BBV-TM-APP-N001-000002) and is dated 12/02/2020.

3.4.4 It should be noted that the demolition of Long Itchington Road and redundant section of Fosse Way B4445 are deemed to be only allowable on completion of utility diversions. These utility diversions are consented separately.

3.5 Historic Environment

3.5.1 As set out within the HS2 Heritage Memorandum (part of the HS2 Environmental Minimum Requirements), a route-wide generic written scheme of investigation: Historic Environment Research and Delivery Strategy (GWSI: HERDS) has been prepared in consultation with Historic England (HE) and the local planning authorities along the route. It sets out the research framework and general principles for design, evaluation, investigation, recording, analysis, reporting and archive deposition to be adopted for the design development and construction.

3.5.2 The HS2 Heritage Memorandum also sets out how the historic environment (including heritage assets and their setting) will be addressed during design. The HS2 Environmental Memorandum sets out the approach to landscape and visual mitigation which takes account of the historic environment.

Archaeological Summary Statement

- 3.5.3 The arrangements for the management of archaeology during construction are not a matter for approval under Schedule 17.
- 3.5.4 Following the guidance of the ES and Historic Environment Research Delivery Strategy (HERDS) the area has undergone archaeological trial trenching and mitigation by the Early Works Contractors (EWC). The final trial trenching report for this area has been produced (Document Number: 1EW04-LMJEV-REP-NS01_NL01-029001).
- 3.5.5 Evaluation has confirmed that most of the area investigated during trial trenching was devoid of features of archaeological significance. A number of the trenches in this area contained the remains of furrows likely associated with farming practices in the area.
- 3.5.6 No further archaeological works are required in this area to mitigate the works described in this written statement.
- 3.5.7 The unexpected finds procedure (1MC08-BBV_MSD-EV-PRO-N000-100001) will be employed to mitigate any unexpected archaeology that has not previously been recorded by EWC.

Built Heritage

- 3.5.8 The HS2 Heritage Memorandum also sets out how the historic environment (including heritage assets and their setting) will be addressed during design. The HS2 Environmental Memorandum sets out the approach to landscape and visual mitigation which takes account of the historic environment.
- 3.5.9 There are no designated or non-designated built heritage assets within the limits of deviation/limit of land to be acquired or used (LOD/LLAU). Therefore, no relevant works such as historic building recording, movement monitoring or setting assessment has been considered necessary under Schedule 18 of the Act or through the GWSI:HERDS process. Discussion of any impact and associated mitigation on the setting of built heritage are covered above in section 3.3.

3.6 Environmental Management During Construction

3.6.1 The Environmental Memorandum (part of the HS2 Environmental Minimum Requirements) sets out the arrangements for the management of environmental issues during construction and the Code of Construction Practice (CoCP) sets out specific details and working practices that apply. The CoCP is supported by Local Environmental Management Plans (LEMPs) which include specific measures by topic, relevant to each relevant local authority area. The LEMP relevant to the works subject to this Schedule 17 submission is Local Environmental Plan Warwick District Council (December 2017) it can be found here:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/669187/warwick_local_environment_management_plan.pdf

3.6.2 Environmental management arrangements during construction do not form part of this request for approval of Plans and Specifications under Schedule 17.

Ecology

3.6.3 Section 9 of the CoCP sets out general provisions and measures which apply to ecology. Section 9.1.3 of the CoCP states that, where reasonably possible, mitigation will be provided by design and implemented by contractors. Section 9.1.5 of the CoCP also states that where possible habitat loss will be minimised by keeping the working area to that of the minimum required for construction of Phase 1. The CoCP sets out which ecological management measures will be required. These measures include:

The summary of ecological features (receptors) of statutory designated sites, non-statutory designated sites, and ancient woodland as identified within the ES which may be affected due to construction;

Plans showing the location of these statutory designated sites, non-statutory designated sites, and ancient woodland that may be impacted due to construction, including access routes; and

The use of best practice methods to mitigate impacts on ecological features during construction and plans of proposed mitigation locations. The plans will be included in LEMPs.

3.6.4 The CoCP also includes as a measure that Ecology Site Management Plans are produced to include the above information for:

Terrestrial and wetland habitats; and
Legally protected, notable and invasive non-native species.

- 3.6.5 Protected species works will be in accordance with the requirements of the route wide activity licences. In recognition of the potential presence of breeding birds, habitat clearance will be completed outside of breeding bird season, or under ecological supervision.

Dust

- 3.6.6 As set out in Environmental Minimum Requirements Annex 1: Code of Construction Practice, 'The nominated undertaker will require its contractors to control and limit dust, air pollution, odour and exhaust emission during the construction works as far as reasonably practicable and in accordance with best practicable means (BPM)'.

Noise

- 3.6.7 Best practicable means (BPM) will be applied during construction works to minimise noise (including vibration) arising from construction activities.

4 Design Criteria and Rationale

4.1 Introduction

- 4.1.1 All HS2 developments have been designed to the highest standard. The HS2 Design Vision considers three core design principles: People, Place and Time. The overbridge has been subject to design refinement, assuring that it produces minimal negative impact, as discussed in paragraph 4.5.1–4.5.8 below. Mitigation measures outlined in Section 3.3 of this Written Statement highlight how the proposal will be integrated into the landscape to preserve the quality of the local environment and landscape.
- 4.1.2 The overbridge will provide a single carriage way crossing over the HS2 line and the earthwork Offchurch Cutting, consented as part of a separate Schedule 17 application, in conjunction with the realignment to the existing B4455 Fosse Way. This will facilitate connectivity of the existing local highway network in the area.
- 4.1.3 The overbridge will be delivered in conjunction with wider works in the area, namely Offchurch Cutting underneath the overbridge, and Offchurch Greenway Green Overbridge. The works associated with these other developments form part of separate consents applications.

4.2 Design Rationale

- 4.2.1 The proposed overbridge is required in this location to carry the B4455 Fosse Way over the earthworks cutting (Offchurch Cutting), which will alter the existing topographic profile of the site and the surrounding area.
- 4.2.2 The proposed design of the cutting has been informed by consultation with key stakeholders. As detailed in Table 6, consultation with stakeholders including Warwick District Council was undertaken and the views of key stakeholders has influenced the proposed design.
- 4.2.3 The proposed overbridge will facilitate the HS2 line and will be delivered in conjunction with a number of neighbouring assets. It will deliver mitigation through landscape planting to reduce any impacts of the development, thus preserving the ecological assets in the area and the surrounding amenity.

4.3 Design Constraints

- 4.3.1 The following constraints have influenced the proposed design of B4455 Fosse Way Overbridge and associated works:

Requirement to coordinate design with the permanent works already constructed for highways, drainage, and utilities at B4455 Fosse Way.

Requirement to design the utilities to meet the requirements of the statutory undertakers.

Requirement to provide the appropriate headroom to cross the tracks.

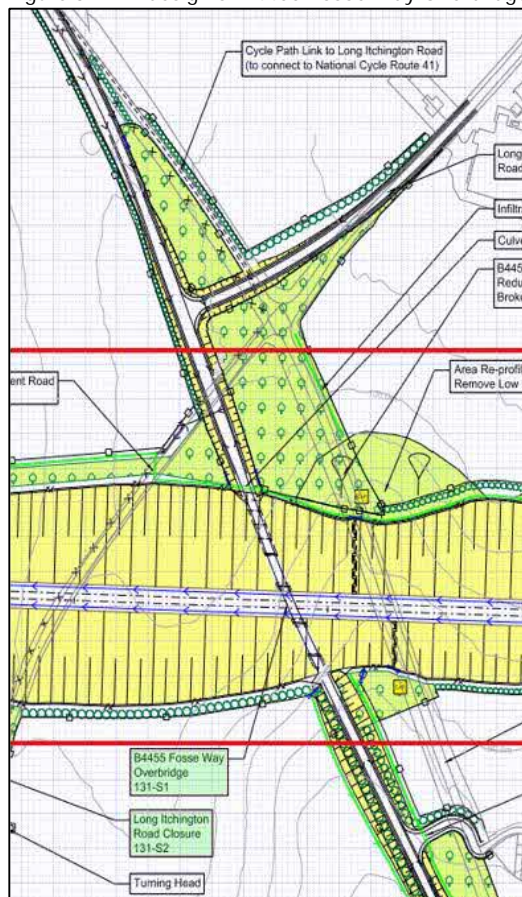
Requirement to reduce impact on the non-designated heritage asset Burnt Heath Farm (south side of road) (OFC010).

Requirement to keep the footprint of the works within the Limits of Deviation (LoD) and Limits of Land to be Acquired and Used (LLAU).

Design Evolution Since Final Preliminary Design (FPD)

A number of the design elements have changed since the FPD stage (the design as assessed in the ES). The FPD scheme design is shown in **Figure 3**:

Figure 3: FPD design of B4455 Fosse Way Overbridge



4.3.2 All changes at the detailed design stage are assessed as EMR complaint. These changes, as outlined below, optimise the proposed design:

The length of the bridge has been reduced from 149.6m to 77.77m. This is because the track alignment has been raised in Offchurch Cutting, located below the bridge, which has reduced the width of the cutting.

The number of bridge spans has been increased from 3 to 4, as detailed in section 4.4.

Foundation pile caps have generally been reduced in size. The latest design adopts a straight bridge structural design resulting in an increased structure width to 13.61m from 9m.

Internal beam arrangement has increased from 8 to 9 beams whilst retaining the same 2 external beams.

Cross section configuration is now a reverse incline deck solution where the T beams are rotated slightly to ensure the top flange sits flush with the base of the deck slab.

The highway alignment has been widened to accommodate a 6.8m carriageway width.

Clearance has reduced from 13.1m to 7.6m. A single row of larger pile diameter (1.2m) has been adopted beneath piers compared to the double row of smaller diameter piles at scheme design.

The deck has been deepened to provide additional cover to the Gas Main.

Accesses to maintenance access strips at the crest of Offchurch Cutting have been developed.

4.4 Options Considered

4.4.1 Options were evaluated through a series of workshops and the following options were considered for the overbridge structure:

Option 1– Multi-span deck

Option 2– Single span deck with large, backfilled abutments

Option 3– Multi-span deck (steel composite)

4.4.2 Additionally, the following design and construction opportunities were considered:

To standardise and use precast beams for the deck.

To reduce vertical clearance and height of bridge.

4.4.3 Options 2 and 3 were rejected as these options would result in significantly larger abutments and therefore a larger structure that would be less cost effective.

4.5 Selected Option

4.5.1 A multi-span deck (Option 1) with CDE parapets (see paragraph 3.2.10) is the selected option. The B4455 Fosse Way Overbridge will provide a single carriage way crossing over the HS2 line and the earthwork Offchurch Cutting (consented as part of a separate Schedule 17 application), to provide a realignment to the existing B4455 Fosse Way. The design is for a straight 4-span bridge which gives a width of 13.61m with a 6.8m carriageway width and an approximate length of 77m.

4.5.2 The overbridge will carry several utilities (1 Cadent Gas Main, 1 Severn Trent Water Main, 4 British Telecom ducts, 4 Western Power Distribution LV and HV ducts) that have been diverted from the existing B4455 Fosse Way, across the HS2 line. The design team have carefully considered the placement of these utilities within the overbridge working with the relevant statutory undertakers. The deck was deepened to provide additional cover to the gas main.

4.5.3 The alignment of the B4455 Fosse Way Overbridge has been developed to meet the appropriate railway headroom clearance requirements while tying in with the designs for the highway approaches. As part of detailed design, the bridge length was reduced from 149.6m to approximately 77m and the number of bridge spans has been increased from 3 to 4. This was due to the track alignment being raised in Offchurch Cutting which reduced the width of the cutting. The 45.4m and 23.4m long abutments have been removed and replaced with beams spanning up to the cutting slope face.

4.5.4 The concrete finishes for the piers and abutments will be class F2. Concrete finish class F2 is intended to be left as struck but imperfections such as surface discolouration or fins shall be made good. The parapets will have a concrete finish of class F3 so it shall be obtained from only one source throughout any one structure and any imperfections in the finish will be made good.

4.5.5 HS2's design policy as set out in HS2 Information Paper D1 (Section 3) includes the principle that the design of all visible elements of the built and landscaped environment in both rural and urban areas are sympathetic to their local context, environment and social setting, and that design cohesion is achieved through a strong aesthetic ethos and a recognisable architectural language. CDEs are part of a holistic approach to the design of all the railway infrastructure and landscaping.

- 4.5.6 Elements of the design mitigation have been employed to reduce impacts on the local topography, overbridge and other nearby associated works as well as the non-designated heritage asset identified in paragraph 3.3.18. The landscape earthworks and landscape planting have been designed to integrate the works with the surrounding area and therefore lessen the visual impact to preserve the local environment and heritage reducing the impact on the non-designated heritage asset Burnt Heath Farm (south side of road) (OFC010). As set out in Section 3 (subsections for Archaeology, Built Heritage, and Historic Environment), no further archaeological works are required in this area to mitigate the works described in this written statement.
- 4.5.7 The design of the overbridge therefore meets the requirements of the constraints outlined above and with the use of CDEs in line with PFN 16 which follow the principles governing the overall design of the railway set out in the HS2 Design Vision and in HS2's design policy.
- 4.5.8 The earthworks are located where required to tie into the overbridge structure and are to provide development platforms for: maintenance access tracks, the GSM-R platform, the realignment of the B4455 Fosse Way and drainage ditches. The VRS is also located to tie into the proposed overbridge.

4.6 Consideration against the relevant grounds for refusal in Schedule 17

- 4.6.1 As set out above, the proposed development includes a range of activities for which approval of Plans and Specifications is required, in line with Schedule 17 of the Act. These activities fall into the following categories:

Buildings and/or structures;
Earthworks; and
Fences and/or walls.

Buildings and/or Structures

- 4.6.2 As detailed in Section 3 above, a structure is proposed, the B4455 Fosse Way Overbridge.
- 4.6.3 Possible grounds for refusal relating to buildings and/or structure are set out in Section 3 of Schedule 17. These are considered in **Table 3**:

Table 3: Reasons for refusal relating to buildings and/or structures

Possible Grounds for Refusal	Assessment of Proposed Development
<p>That the design or external appearance of the works ought to, and could reasonably, be modified—</p> <p>(a) to preserve the local environment or local amenity,</p>	<p>The B4455 Fosse Way Overbridge is required in this location to provide a single carriage way crossing over the HS2 line and the earthwork Offchurch Cutting.</p> <p>The proposed design has been optimised to minimise the visual prominence and impacts of the proposal. The design of the overbridge has been enhanced since the FPD, which was assessed within the ES. These changes are predominately in response to the raising of the track alignment at Offchurch Cutting. The final design has been selected due to consultation with a number of stakeholders regarding the ecology proposals and mitigation, as detailed in Table 6 of this Written Statement.</p> <p>Therefore, there are no reasonable modifications that ought to be made to the designs to preserve the local environment or local amenity.</p>
<p>(b) to prevent or reduce prejudicial effects on road safety or on the free flow of traffic in the local area, or</p>	<p>The proposed works will not result in any prejudicial effects on road safety or the free flow of traffic.</p> <p>The overbridge will facilitate the connectivity of the highway in this location, as it will ensure that traffic can continuously flow on the B4455 Fosse Way which is to be realigned as part of the proposed works. The proposed maintenance access will facilitate access in multiple directions from the overbridge, including towards the cutting, which will allow maintenance personnel to have safe access to the proposed works and the wider works in the area.</p> <p>The development will therefore effectively integrate into the surrounding network and will ensure the continuation of the existing traffic flow. Additionally, it will ensure all areas of the proposed development are easily accessible.</p>
<p>(c) to preserve a site of archaeological or historic interest or nature conservation value.</p>	<p>As set out in Section 3 (subsections for Archaeology, Built Heritage and Historic Environment), there are no designated heritage assets which were identified in the ES as being impacted by the works described in this written statement. There is one non-designated heritage asset that will be subject to a permanent adverse impact due to the visual presence of the overbridge. Therefore, elements of the design mitigation will be employed to reduce the impacts on the setting of this non-designated heritage asset. This will be done through landscape planting, as described in section 3.3.21 -24. As set out in the paragraphs from 3.3.15 onwards, there will be a loss of core terrestrial habitat due to the construction of the overbridge, as well as the from the other developments in the vicinity. However, the landscape mitigation planting will compensate this loss and will ensure that the habitat is suitable to support bats, GCN and badgers.</p>
<p>That the development ought to, and could reasonably, be carried out elsewhere within</p>	<p>The form and location of the proposed overbridge, which in large part form part of Scheduled Works with defined acceptable LoD and therefore can be carried out within the LoD, cannot be reasonably</p>

the development’s permitted limits.	altered to avoid the identified sensitive environs, which include nearby non-designated heritage assets or ecological habitat, as the proposed works are required in this location to facilitate the HS2 rail line.
-------------------------------------	---

Earthworks

4.6.4 As detailed in Section 3 above, earthworks are proposed within the site boundary.

4.6.5 Possible grounds for refusal relating to earthworks are set out in Section 3 of Schedule 17. These are considered in **Table 4**:

Table 4: Reasons for refusal relating to earthworks

Possible Grounds for Refusal	Assessment of Proposed Development
That the design or external appearance of the works ought to, and could reasonably, be modified— (a) to preserve the local environment or local amenity,	<p>Earthworks are required to provide drainage ditches and to realign the B4455 Fosse Way. The proposed earthworks are considered necessary to facilitate the drainage and the works to the existing highway in this location.</p> <p>Minor earthworks are required to form the minor earthworks will be carried out to form drainage ditches, HS2 vehicular accesses, an accommodation access and a maintenance access strip (MAS). These access have been designed in the appropriate locations to ensure that the development integrates with the surrounding highway network and the other HS2 developments in the immediate vicinity of the realigned B4455 Fosse Way and the proposed overbridge. The size of the accesses and any turning/parking areas within them have been designed to safely facilitate the movement of the vehicles that will use them. The MAS will also ensure that maintenance personnel can access the overbridge safely.</p> <p>Therefore, there are no reasonable modifications that ought to be made to the designs to preserve the local environment or local amenity.</p>
(b) to prevent or reduce prejudicial effects on road safety or on the free flow of traffic in the local area, or	<p>The proposed minor earthworks required to create the maintenance access strip and works will not result in any prejudicial effects on road safety or the free flow of traffic. In contrast, the creation of these accesses will enable movement to the overbridge and to the cutting below and landscaped areas, which will help to ensure areas of the development are safely accessible and are well connected.</p> <p>Minor earthworks are required to realign the road. The realignment of this road will ensure that the development connects effectively the existing highway network in the area.</p> <p>The development will therefore effectively integrate into the surrounding network, have minimal impacts on the existing traffic flow and will ensure all areas of the proposed development are easily accessible.</p>

Fences and walls

- 4.6.6 The location of the VRS is set out on the General Arrangement plan (Reference: 1MC08-BBV_MSD-PL-DGA-NS01_NL02-131402) and summary details are provided in Section 3 above.
- 4.6.7 Possible grounds for refusal relating to fences or walls are set out in Section 3 of Schedule 17. This is considered in **Table 5**:

Table 5: Possible grounds for refusal relating to fencing

Possible Grounds for Refusal	Assessment of Proposed Development
That the development ought to, and could reasonably, be carried out elsewhere within the development's permitted limits.	<p>The proposed VRS are required in their proposed locations to ensure that the highway network is safe for all users.</p> <p>The VRS systems have been designed and positioned for function and relocating these works would reduce their effectiveness. As a result, the VRS cannot be reasonably carried out elsewhere within the development's permitted limits.</p>

Road Vehicle Parks

- 4.6.8 The location of the bell mouths/parking areas is set out on the General Arrangement plan (Reference: 1MC08-BBV_MSD-PL-DGA-NS01_NL02-131402) and summary details are provided in Section 3 above.
- 4.6.9 Possible grounds for refusal relating to fences or walls are set out in Section 3 of Schedule 17. This is considered in **Table 6**:

Table 6: Possible grounds for refusal relating to road vehicle parks

Possible Grounds for Refusal	Assessment of Proposed Development
<p>That the design or external appearance of the works ought to, and could reasonably, be modified—</p> <p>(a) to preserve the local environment or local amenity,</p> <p>(b) to prevent or reduce prejudicial effects on road safety or on the free flow of traffic in the local area, or</p> <p>That the development ought to, and could reasonably, be carried out elsewhere within</p>	<p>The size of the turning/parking areas have been designed to safely allow turning and parking of 4x4 vehicles and therefore the areas cannot be made smaller. They are required in these specific locations to ensure that vehicles can turn safely when accessing areas of the proposed development and the developments in the immediate vicinity, such as Offchurch Cutting below. These areas are in the optimal locations for their use and therefore they cannot be moved elsewhere within the site boundary.</p>

the development's permitted limits.	
-------------------------------------	--

Conclusion

- 4.6.10 In conclusion, considering the grounds for approval and refusal as set out in the HS2 Act whilst taking into account the requirements and constraints set out above, it is considered that the proposed overbridge with a multi-span deck with CDE parapets (Option 1) will sit appropriately within the environment and meet the technical standards and therefore, there are no reasonable modifications that can be made to the design of the overbridge. It is also considered that there is no reasonable modification that could be made to the earthworks to preserve the local environment or local amenity or that the VRS could reasonably be located elsewhere.

5 Pre-submission Consultation

5.1.1 Pre-submission consultation with the Local Planning Authority, statutory consultees and other relevant stakeholders is summarised in **Table 7** and **Table 8** below.

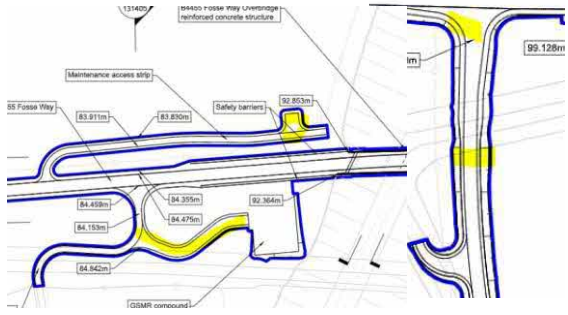
Table 7: Pre-submission Consultation with LPA and Statutory Consultees

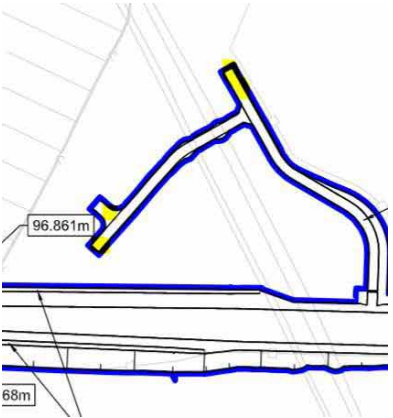
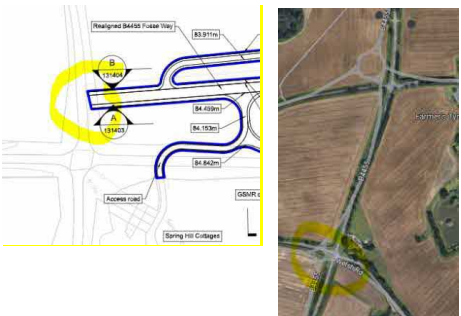
Consultee Name	Consultation Date	Method of Consultation	Details of the Consultation
Warwickshire Wildlife trust, Environment Agency, Woodland Trust and Warwickshire County Council	19/05/2022	Meeting	Discussion about the Ash Bed site nearby; proposed enhancement works outside of the LLAU; and on 'no net loss' figures. Clarifications provided. The conclusions from these discussions around ecology were noted and are incorporated into the design.
Warwick District Council	07/06/2023	Submission to LPA	Draft Schedule 17 submitted to WDC for pre-application consultation.
Warwick County Council	15/09/2023	Landscape comments at the pre-application stage	<p>Comment 1. The landscape proposals should be updated to reflect the revised layout.</p> <p>Response: We acknowledge that the current LEMP is out of date and does not match what it shown on the GA plan. An up to date and accurate LEMP will be submitted for approval at the Schedule 17 Bringing Into Use (BIU). This updated LEMP will match the scheme shown on the General Arrangement plans and the other consent drawings.</p> <p>Landscape design work is ongoing and will not be finalised until Bringing into Use submissions. All current landscaping proposals should be considered indicative at this stage. The Local Authorities views on the proposed landscaping proposals are being sought, as set out in the submitted Indicative Mitigation Letter. This process provides the Local Authority with the opportunity to shape the mitigation provided by the final landscaping proposals.</p> <p>Comment 2. The height of any overhead structures should be provided at this stage to allow landscape and visual impacts to be assessed.</p>

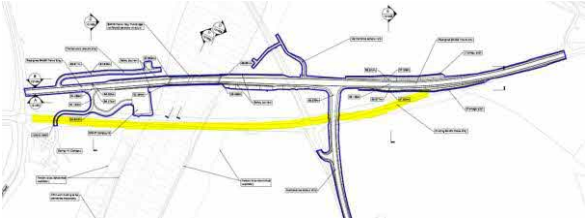

Consultee Name	Consultation Date	Method of Consultation	Details of the Consultation
			<p>Response: The height of the GSM-R is not stated, as in this application we are seeking consent for the GSM-R platform, not the mast itself. All impacts of the proposed development have been considered to develop appropriate mitigation measures, which are detailed in the written documents and shown on the accompanying drawings.</p> <p>Comment 3. The perimeter of the compound and the ends of maintenance accesses should be screened with planting.</p> <p>Response: Planting is proposed where slope gradients, technical standards and space allows. Access tracks will be grassed so their visual impact will be minimal.</p> <p>Landscape design work is ongoing and will not be finalised until Bringing into Use submissions. All current landscaping proposals should be considered indicative at this stage. The Local Planning Authorities (LPAs) views on the proposed landscaping proposals are being sought, as set out in the submitted Indicative Mitigation Letter. This process provides the Local Authority with the opportunity to shape the mitigation provided by the final landscaping proposals.</p> <p>Comment 4: Consideration should be given to providing grass / wildflower verges across the overhead road bridge to provide landscape continuity and to help retain the rural character of the road corridor.</p> <p>Response: Grass verges are not provided on the bridge due to maintenance /design reasons and instead a hardstanding area is provided between the carriageway and the parapet that serves the same function as the verge.</p> <p>Comment 5. Replacement hedges should include hedge trees in the mix.</p> <p>Response: Comments are noted. Landscape design work is ongoing and will not be finalised until the 'Bringing into Use' stage, all details provided as part of this submission are indicative and based on early design work. The LPA will have the opportunity to provide further comment on the landscape scheme during pre-app that will be undertaken prior to Sch.17 Bringing into Use submissions.</p>

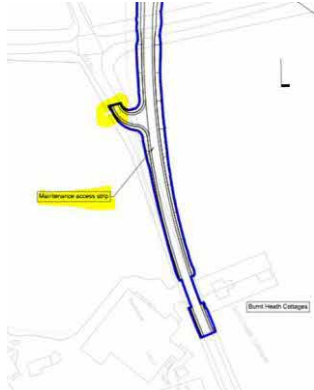
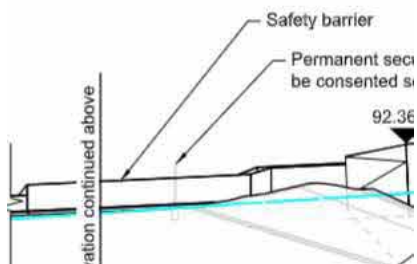
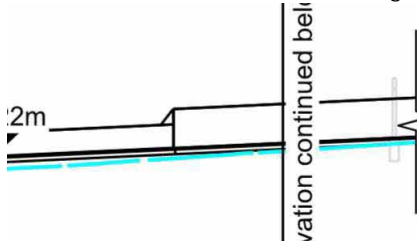
Consultee Name	Consultation Date	Method of Consultation	Details of the Consultation
			<p>Comment 6. Soil amelioration and de-compaction should be undertaken to create suitable soil condition before any planting and grass seeding works are undertaken.</p> <p>Response: This will be undertaken as standard practice Furthermore, the Written Statement sets out that we are only seeking Schedule 17 consent for the earthworks to make the GSM-R platform.</p>

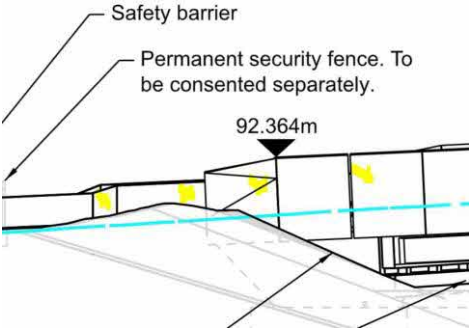
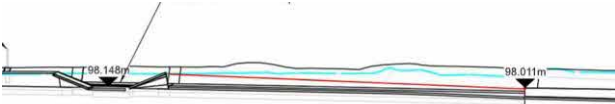
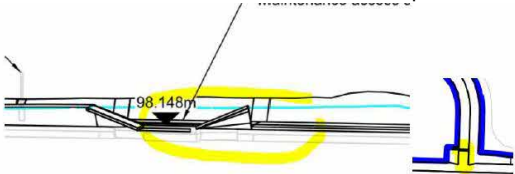
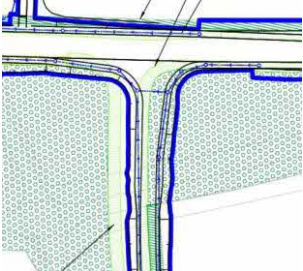
Table 8: WDC pre-application comments

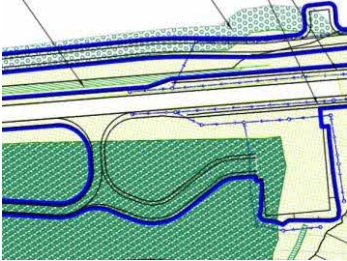
WDC Comment	Response to comment
<p>Ensure all bell mouths/ MAS/turning heads/parking spaces are as minimal as possible in width/length.</p> 	<p>Bell mouths are sized to allow the maximum vehicle likely to use the access to access/egress safely without over running the verges for public roads. They have been designed to accommodate the vehicles that will use the access. The access to the GSM-R platform is sized for an articulated flat-bed trailer. The maintenance accesses strip will be for 4x4 vehicles only.</p>
<p>Surface materials are good to know. Will there be any parking bays? Permeable surfaces preferred.</p>	<p>There is a turning area which could also be used for parking. The public road will be finished in asphalt.</p> <p>The vehicular and accommodation accesses will be bound surfaces, with the maintenance access strip being a grassed strip. Details of the materials are set out in full in the written statement.</p>
<p>Greyed context is good to show but we have greyed security fencing crossing access tracks and it is confusing.</p>	<p>This error is caused as fencing models are still under development in this area.</p> <p>All works to be consented are now shown on top of grey works across the drawings</p>
<p>Is there a reason why the whole track is configured this way? Is the road it is shown to cross even staying? It is quite</p>	<p>The access track is designed this way it is as this road will access various HS2 elements including the boundary fence, drainage ditches and landscaping areas.</p>

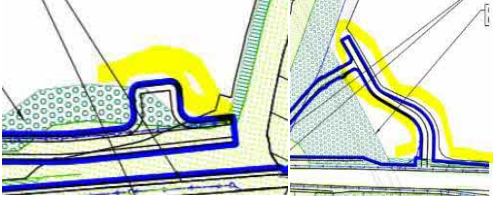
WDC Comment	Response to comment
<p>unclear. Clarity within the written statement would be helpful if it is to remain.</p> 	<p>Therefore, the configuration of the track is considered optimal for this purpose.</p> <p>The existing road is not remaining.</p>
<p>The junction with the site and the road network is not very clear. This is confusing to me assessing it so certainly will be a possible confusion to the public/councillors.</p> <p>Even if indicative lines of any sort can be shown to indicate the road re-joining existing Fosse Way, or a label for avoidance of doubt.</p> <p>The junction within the blue line should be clearer though as forms part of the application. There is also an existing roundabout here which has been recently built and another further north, and these should be shown grey if these are to be kept. The join to the north is also misaligned to the grey context.</p> 	<p>Paragraphs 3.2.5 and 2.3.6 have been added to the Written Statement to set out the temporary works in this area and to clarify which elements of the temporary works will be retained as part of the final scheme design.</p> <p>Further discussions with the LPA regarding potential changes to the base map (grey context) is proposed and to determine the preferred way to illustrate the existing, and proposed works within the locality including any tie-ins.</p>
<p>Is there a need to show the existing Fosse Way that is being realigned, on the GA drawing. I wonder if it would be a lot clearer to show either significantly lighter with a label clarifying the part of the road is realigned and therefore removed, or if it should be removed from the</p>	<p>Drawings showing the early works that have taken place in the area, and have been labelled to show the works that have taken place and which element of these works will be retained permanently!</p>

WDC Comment	Response to comment
<p>GA drawing altogether. It is available to see on the Location Plan. Same applies for Long Itchington road crossing the track.</p> 	<p>Paragraphs 3.2.5 and 3.2.6 have been added to the Written Statement to set out the temporary works in this area and to clarify which elements of the temporary works will be retained as part of the final scheme design.</p> <p>Further discussions with the LPA regarding potential changes to the base map (grey context) is proposed and to determine the preferred way to illustrate the existing and proposed works within the locality, including any tie-ins.</p>
<p>What is happening to this length of Long Itchington Road?</p> <p>Information should be given or referenced in the WS to clarify this. Similar to above, if being removed can it be shown lighter in colour than the existing and proposed works that will remain, as it's a little confusing.</p> 	<p>This part of the road will be landscaped.</p> <p>Landscape proposals are set out in this Written Statement.</p> <p>All aspects of the development that will remain, and those that will be removed, are now labelled on the drawings.</p> <p>Further discussions with the LPA regarding potential changes to the base map (grey context) is proposed and to determine the preferred way to illustrate the existing and proposed works within the locality including any tie-ins.</p>
<p>This is labelled MAS but I believe is Long Itchington Road / National cycle route 41? Check label corresponds on section and elevation. Where is the turning point, I have highlighted going? What is left beyond the site boundary? What is it for?</p>	<p>Agree the label has lost direction. The position of label has been amended.</p> <p>The MAS is required to provide access to a landscaped area.</p> <p>A further label has been added to identify Long Itchington Road.</p>

WDC Comment	Response to comment
	
<p>Safety barriers should have a description of type height indication.</p> 	<p>The description of the proposed VRSs is set out in full in the Written Statement.</p> <p>Only the location of the VRSs are for approval. Information relating to the finish and heights are however provided in the written statement.</p>
<p>There appears to be different types which vary in height so clarification and further labelling is required.</p> 	<p>The description of the proposed Vehicle Restraint Systems (VRS'S) are set out in the Written Statement.</p> <p>Only the location of the VRSs are for approval. Information relating to the finish and heights are however provided in the written statement.</p>
<p>Some more labelling required or a thicker line around the parapet and transitional ends may be beneficial for drawing clarity to differentiate from the safety barriers (example below).</p>	<p>No changes are currently proposed to the line detail for the transitional parapets ends and VRS.</p> <p>Further discussions with the LPA regarding the use of additional labelling is proposed.</p>

WDC Comment	Response to comment
	
<p>Appears to be a ground line missing here (indicated in red).</p> 	<p>The drawing shows the proposed works in a sectional elevation form. The drawing therefore shows the existing ground line and proposed ground lines in the foreground and background.</p> <p>We would be happy to further discuss how proposed works are shown within the drawings with the LPA to provide further clarity as required.</p>
<p>Not sure what is being shown here, I think missing some ground as above. What is this line on the plan showing?</p> 	<p>Some minor changes to the earthworks are now proposed. Drawings have been updated to reflect the changes.</p> <p>The drawing shows the proposed works in a sectional elevation form. The drawing therefore shows the existing ground line and the proposed works in the foreground and background.</p> <p>We would be happy to further discuss how proposed works are shown within the drawings with the LPA to provide further clarity as required.</p>
<p>Hatches very poorly aligned to drawing, and overlap the access tracks and GSM-R compound. Landscape should be removed from areas it is not proposed.</p> 	<p>We acknowledge that the current LEMP is out of date and does not match what it shown on the GA plan, as the LEMP appears to show planting across scheme elements such as the proposed Long Itchington Road, the accommodation access and the HS2 vehicular accesses.</p> <p>An up to date and accurate LEMP will be submitted for approval at the BIU stage. This updated LEMP will match the scheme shown on the General Arrangement plan and the other consent drawings.</p>

WDC Comment	Response to comment
	<p>It should be noted that the differences between the consolidation and the detailed design LEMPs are likely to be quite substantive, with the key changes as follows:</p> <p>Southwest quadrant; A GSM-R compound has been incorporated adjacent to the cutting, with access roads provided to the compound and the existing Springhill Cottages. Planting is located within the areas remaining between the access roads, Fosse Way and site boundary. The planting graduates from grass verges through to shrub and then woodland planting to provide a mixed habitat mosaic that will provide screening of the GSM-R compound and create a visual and physical boundary between the compound, HS2, and Springhill Cottages.</p> <p>Northwest quadrant; Majority of woodland screen planting has been removed north of hedgerow, due to requirement for maintenance access and limited space within the GVD. Hedgerow remains and includes trees within hedgerow.</p> <p>Southeast quadrant; Maintenance access provision has reduced volume of woodland within this quadrant and turn diagonally to the west of the quadrant bisecting the planting. Access road is set within grass verges graduating to a narrow layer of shrubs, then woodland planting to provide screening and mixed habitat.</p> <p>Northeast quadrant; Block of woodland planting is bisected by maintenance access provision but remains relatively substantial. Hedgerow with trees runs to the east but is set back further from the road to reduce gradient of cutting.</p>
<p>Can indicative landscaping be shown to all areas immediately adjacent of the site boundary line where possible.</p>	<p>Landscape design work is ongoing and will not be finalised until the 'Bringing into Use' stage. All details provided as part of this submission are indicative and based</p>

WDC Comment	Response to comment
	<p>on early design work.</p> <p>The LPA will have the opportunity to provide further comment on the landscape scheme during pre-app that will be undertaken prior to Sch.17 Bringing into Use submissions at which time fully designed landscape and mitigation designs will be available.</p> <p>Landscape and mitigation comments received during the Plans and Specifications stated will be noted and taken into consideration within the ongoing design work.</p>

6 Construction Programme

6.1.1 A high level programme for the works subject to this submission and how they fit into the overall programme for other works in the area is contained in **Table 9** below. The programme for works on site may vary from the indicative dates shown.

Table 9: Proposed Programme and Sequence of Works

Activity	Anticipated Start on Site Date (quarter/year)
Pile caps/ beams/ abutments	Q1 2024
Beams and Backfill	Q2 2024
Parapets / waterproofing	Q4 2024
Carriageway Construction	Q3 2024
Utility Diversions	Q3 2024

7 Other Consents

7.1.1 Other main consents likely to be required for the works are summarised in **Table 10** below. Consent requirements may alter during design development and further consents not identified in Table 8 may be required.

Table 10: Other Consent Requirements

Consent	Works Requiring Consent
HS2 Act, Schedule 4	<p>Early works (Application Reference: W/20/0545/HS2)</p> <p>Fosse Way Signage – HS2 Reference TA016THW-WCC-BBV-974-01</p> <p>Fosse Way Plant crossing – HS2 Reference TA016THW-WCC-BBV-1050-01</p> <p>Long Itchington Road – HS2 Reference TA016THW-WCC-BBV-970-01</p>
HGV routes	BBV.WCC.LR.03 (Reference: 1MC08-BBV-TM-APP-N001-000002) and is dated 12/02/2020.
HS2 Act, Schedule 33, Part 5	B4455 Fosse Way: outfall structure into ordinary watercourse. Possibly working within Flood Zone 3 of a main river. Possible below ground construction within Secondary A (superficial) aquifer.
Ecological Licenses	
HS2 Act, Schedule 33, Part 1	For the Overbridge structure.
Schedule 17: Bringing Into Use	
HS2 Act, Schedule 17, Plans and Specifications for adjacent developments	<p>Offchurch Cutting (WAC.PS.10027) A cutting approximately 1.9km in length at a 1V:3H slope angle, associated drainage and maintenance access, near Offchurch, Leamington Spa.</p> <p>Offchurch Greenway Green Overbridge (WAC.PS.10015) located approximately 400m north of the site.</p>