



# **HS2 Phase One Planning Forum – Highways Sub-group**

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Meeting #2

November 2014

# Agenda

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- Schedules 4 part 1 – Highways Accesses
- Schedule 16 – Road traffic routes
- Schedule 16 – Mud control measures
- Schedule 24 – Lorry ban orders



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# Provisions within the HS2 Bill

All attendees



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# Highways Accesses

All attendees

# Schedule 4 part 1 : Highway accesses

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Formation of a new access or modification of an existing access.

- Must be within limits to have deemed planning permission
- Does not have to be shown on the deposit plans
- Can be permanent or temporary

# Schedule 4 part 1 : Highway accesses

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Highway authority may object to the proposals on grounds of:

- Local amenity
- Road safety
- Free flow of traffic

But if the location were shown on the deposit plans, it must be capable of being carried out at another place within the Act Limits.

The works must be reasonably capable of being carried out at the alternative location.

# Schedule 4 part 1 : Highway accesses

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After 28 days of submitting an application for consent, if no objection received, then it is “deemed” to have been approved.

In practice:

- Plans will be discussed prior submission
- Submissions will provide all necessary details
- When the contractor wishes to carry out the works, a notification will be issued in advance

# Schedule 4 part 1 : Highway accesses

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An application for consent will include:

- General layout drawing
- Details of materials to be used for forming access
- Revised road markings, signing etc
- Evidence that it meets highway design standards for visibility
- Temporary traffic management layouts for construction



# Schedule 4 part 1 : Highway accesses

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....and depending on the location, nature of road and volumes of traffic, could include:

- Proposed relocation of street lighting, changes to drainage
- Traffic assessment, for significant turning movements
- Road safety audit, where design features require
- Traffic order applications, if required
- Other pre-agreed conditions etc.



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# Road Traffic Routes

All attendees

# Schedule 16 : Road transport

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As a condition to the deemed planning permission, road transport routes are subject to the approval of the relevant (qualifying) planning authorities, this is either:

- (a) A unitary authority or
- (b) A county council

In whose area the development is to be carried out.

Schedule 16 part 4, 28 - London Boroughs are identified as the planning authority in London.

# Schedule 16 : Road transport

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Routes do not require consent where:

- a) the use is less than than 24 LGV\* movements per day.
- b) the roads are special roads or trunk roads

Note: London does not have trunk roads, but does have the TLRN.

\*LGVs – large goods vehicles, defined as over 7.5t

# Schedule 16 : Road transport

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The relevant authority can request modifications to routes on grounds of:

- preserving the local environment or local amenity,
- to prevent or reduce prejudicial effects on road safety or on the free flow of traffic in the local area, or
- to preserve a site of archaeological or historic interest or nature conservation value

And must be reasonably capable of being modified

Conditions placed on any decision would require the agreement of the nominated undertaker on the three grounds above, alone.

# Schedule 16 : Road transport

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In practice:

- Stakeholder workshop(s) will consider how LGV routes, controls, identification and monitoring would work in practice.
- Requirements would be set out in a Route-wide TMP, which will be issued for consultation, as identified in the draft CoCP
- An initial network of main routes would be developed for Schedule 16 approval by HS2.

# Schedule 16 : Road transport

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In practice:

- The ES and resulting impacts are based on best forecasts.
- Contractors will be required to input their own estimates and route requirements.
- Review against ES, Undertakings and Assurances and LEMPs as they are developed
- Contractors will identify additional routes within Local TMPs and seek approval.
- Site specific access arrangements will need to consider turning circles on the approach to access points and physical changes as necessary – kerb changes, temporary signals etc and highway schemes developed.

# Schedule 16 : Road transport

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In practice:

- Monitoring flows and routes (and driver/vehicle safety) will be undertaken via a separate route-wide contractor.
- Controls likely to be via using monthly, weekly and daily forecasts and actual flows via booking management which will enable volumes to be spread
- Need to consider the extent of direction signing required – starting with emergency access wayfinding





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# Mud Control Measures

All attendees

# Schedule 16 : Mud control measures

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Road mud control measures will be subject to the approval of the relevant qualifying planning authority (conditions of deemed planning permission) or a class approval (Next Slide).

If not undertaken through a class approval, the relevant qualifying authority is:

- a) unitary authorities or,
- b) in a non-unitary area:
  - a) the district council for most development –
  - b) The County Council if the road mud control measure is related to:
    - a) Waste or soil disposal
    - b) The Excavation of bulk material from Borrow Pits.

# Schedule 16 : Mud control measures

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- Secretary of State may make a Class Approval for Road Mud Control Measures
- Will set out standard measures to apply on a routewide basis – following consultation to Planning Authorities by the Secretary of State.
- Deviation from routewide measures or specific requests for approval for particular arrangement would still be submitted to the relevant qualifying planning authority

# Schedule 16 : Mud control measures

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“Road mud control measures” means :

measures to be taken on land within the Act limits to prevent or reduce the carrying of mud onto any public highway as a result of carrying out the development.

# Schedule 16 : Mud control measures

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The relevant authority can request modifications on grounds of:

- preserve the local environment or local amenity,
- to prevent or reduce prejudicial effects on road safety or on the free flow of traffic in the local area

And are reasonably capable of being modified.

And with the agreement of the nominated undertaker.

# Schedule 16 : Mud control measures

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In practice:

- Mud control measures at sites subject to planning approval and other locations where planning approval will not be required will be set out within the Route-wide TMP and would be included within contractual requirements for hard standing and wheel washing.
- Mud control measures will be required at all site access points and road crossing points, commensurate with the risk of mud and will include mechanical and hand sweeping to keep the highway mud free. The scope will extend to gulley sucking.
- Particular attention will be given to safety of 2-wheel vehicles.
- Measures for Road Cleanliness are also set out in Section 14.2.6 of the Draft Code of Construction Practice.



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# Lorry Ban Orders

All attendees

## Schedule 24 : Lorry ban orders

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Where a lorry ban order applies (except for a width restriction) made under Sections 1 or 6 of the RTRA 1984, the permitting authority is to issue permits to the applicant for the carrying out of works which are authorised by the (Act).

Conditions cannot be attached to a permit which would obstruct the carrying out of the authorised works—

- (a) in a timely and efficient manner, or
- (b) in accordance with approved arrangements.



# Schedule 24 : Lorry ban orders

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In practice:

Discussions will be held with London Councils regarding the operation of the London Overnight and Weekend Lorry Ban Order regarding the granting of “virtual” exemption permits.

Discussions will be held with other authorities as necessary.