

Public Document Pack

SOLIHULL METROPOLITAN BOROUGH COUNCIL

HS2 Implementation Advisory Group

Thursday, 13 December 2018 at 6.00 pm

Civic Suite

Disclosing Pecuniary Interests - What Must You Do?

(a) You must complete a declaration of your disclosable pecuniary interests, including those of your spouse/civil partner (or someone with whom you are living as such) and send it to the Monitoring Officer within 28 days of your election or appointment to the Council.

(b) When you attend a meeting of the Council, Cabinet, Scrutiny Board, Committee, Sub-Committee or Joint Committee etc, and a matter arises in which you have a disclosable pecuniary interest, unless you have been granted a dispensation, **you must:**

- Declare the interest if you have not already registered it
- Not participate in any discussion or vote
- Leave the meeting room until the matter has been dealt with
- Give written notice of any unregistered interest to the Monitoring Officer within 28 days of the meeting

(c) If you are the Leader or a Cabinet Portfolio Holder you may not exercise any of your delegated powers as a single member in relation to a matter in which you have a disclosable pecuniary interest or take any other step except to give written notice of any unregistered interest to the Monitoring Officer within 28 days of your becoming aware of the interest, or arrange for another person or body to deal with the matter.

Disclosable Interest	Description
Employment, office, trade, profession or vocation	Any employment, office, trade, profession or vocation carried on for profit or gain by you or your partner.
Sponsorship	Any payment or provision of any other financial benefit (other than from the Council) made or provided within 12 months of your declaration of interests in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses.
Contracts	Any contract between you or your partner (or a firm or body corporate in which you or your partner is a partner or a director, or in the securities of which you or your partner has a beneficial interest)) and the Council (a) under which goods or services are to be provided or works are to be executed; and (b) which has not been fully discharged.
Land	Any beneficial interest in land which is within the area of the Council and which gives you or your partner a right to occupy the land or receive income.
Licences	Any licence held by you or your partner (alone or jointly with others) to occupy land in the area of the Council for a month or longer.
Corporate tenancies	Any tenancy where (to your knowledge)— (a) the landlord is the Council; and (b) the tenant is a body in which you or your partner has a beneficial interest i.e. a firm or body corporate in which you or your partner is a partner or a director, or in the securities of which you or your partner has a beneficial interest.
Securities	Any beneficial interest held by you or your partner in securities of a body where— (a) that body (to your knowledge) has a place of business or land in the area of the Council; and (b) either— (i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or (ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you or your partner has a beneficial interest exceeds one hundredth of the total issued share capital of that class. “securities” means shares, debentures, debenture stock, loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.

SOLIHULL METROPOLITAN
BOROUGH COUNCIL

To:
Councillors A Rolf (Chairman), D Bell,
D Cole, T Diccico, B Holmes,
K Macnaughton, T Richards OBE

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CHIEF EXECUTIVE

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Date 6 December 2018

HS2 IMPLEMENTATION ADVISORY GROUP - Thursday, 13 December 2018

AGENDA

1. **APOLOGIES**

2. **DECLARATIONS OF INTEREST**

To receive notification of any declaration of pecuniary and/or conflict of interest from Members.

3. **QUESTIONS AND DEPUTATIONS**

To answer questions, if any, asked by any resident of the Borough pursuant to Standing Orders.

4. **MINUTES** (Pages 5 - 16)

To receive the minutes of the previous meeting.

A question and answer document regarding Kenilworth Greenway is included for information, as it responds to queries raised at the previous meeting regarding Bailey Brook.

5. **HIGHWAY SERVICES UPDATE** (Pages 17 - 18)

To receive a verbal update on the High Speed Rail 2 (HS2) project from the Council's Highway Services Division.

Current version of the Highway applications tracker sheet attached.

6. **PROGRAMME UPDATE FROM HS2 LTD** (Pages 19 - 24)

Advisory Group to receive an update from the Senior Engagement Manager, HS2 Ltd.

Current version of the key issues tracker attached.

HS2 IMPLEMENTATION ADVISORY GROUP - 4 October 2018

MINUTES

Present: Councillors: A Rolf (Chairman), D Bell, T Diccico, B Holmes, K Macnaughton, T Richards OBE and Dame C Spelman MP

Officers: Anne Brereton – Director of Managed Growth
Derek Lawlor – Group Delivery Manager
Walter Bailey – Group Manager - Transport & Infrastructure Commissioning
Paul Tovey – Group Leader - Sustainable Travel and Highway Management
Joseph Bright – Democratic Services Officer

Representatives: Jonathan Lord – Senior Engagement Manager, HS2 Ltd

1. APOLOGIES

There were no apologies.

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. QUESTIONS AND DEPUTATIONS

Requests to address the Advisory Group were submitted by Sheila Cooper, Berkswell resident, Councillor Courts, Vicky Woodall, Hampton-in-Arden Parish Council and Richard Lloyd, Heart of England High Speed Railway Action Group.

Sheila Cooper made a deputation, where she explained she was speaking as an individual and Berkswell resident. She highlighted the publication of maps and text following a EIR (Environmental Information Regulations) Tribunal Judgement against Solihull Council – she detailed how she believed there had been disappointing flaws in procedure and due process. She expressed concern that the presumption in favour of disclosure was not met – she also stated that, in her view, the reasons for applying the exemption was unsound. Sheila Cooper detailed how she believed the information was in the public interest.

Sheila Cooper explained that the three year old maps showed the proposed A46/A45 Phase 3 Link Road routes. She also detailed how a report on the Link Road presented to Full Cabinet in June 2017 indicated:

- High level discussions were taking place with HS2 Ltd.
- Officers were engaged to consider how Phase 3 might relate to options that HS2 Ltd were considering to manage construction haul movements in the Balsall Common area.
- HS2 Ltd were exploring alternative options to manage haul route movements with potential for a specific HS2 haul road.

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- Officers would continue to engage with HS2 Ltd with a view to securing the provision of a segregated haul road; and
- Subject to the outcome of their options assessment, the work with HS2 Ltd could also influence potential alignment options for Phase 3 of the A46/A45 Link.

Sheila Cooper detailed how, from the points raised in the report, it was clear that maximum benefit for Solihull and the wider region was as important as the benefits for affected communities. She also noted it was agreed for updates to be provided to Cabinet.

Sheila Cooper explained that one of the recently published proposed Link Road routes had been adopted by High Speed Rail as their preferred haul route through the area.

Sheila Cooper queried the following:

- Why didn't the Council provide the information requested, under the EIR presumption in favour of disclosure? Also, why was the Council continuing not to provide further information, which she believed was in the public interest?
- Why did Council Officers advise 2 months ago they were maintaining a watching brief on the Link Road?
- To what degree had the Council been involved in discussions with HS2 Ltd to use the proposed Link Road Route down Hall Meadow Road and beyond as a haul route?
- Had the Cabinet and the Advisory Group been kept updated?

Sheila Cooper explained that, in her opinion, the proposed use of Hall Meadow Road and beyond as a haul route, or as a future by-pass, was unacceptable for many reasons, including the health, safety and well-being of residents.

Sheila Cooper detailed how she believed HS2 Ltd had promised the community a trace line Continuous Haul Route. She expressed concern at the route identified in the recently disclosed maps. She also noted that, so far, the provision of a segregated haul route had not been secured.

Sheila Cooper highlighted how the Highway Services report, included as part of that evenings agenda, stated the following:

'The HS2 Project has strong links/outputs with the following Council priorities – improve health and wellbeing.' Sheila Cooper emphasised that, if the proposed haul route became a reality, she believed this Council priority would not have been fulfilled.

Sheila Cooper requested for the Council to provide openness, transparency and full disclosure of information.

Councillor Courts also made a deputation about the A46 Link Road. He detailed how this subject had been reported in the press recently and it concerned him that some of the statements he had seen and heard were really not, in his opinion, accurate or reasonable. As a result, he set out his understanding of the position.

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Councillor Courts detailed how he understood Solihull Council was obliged to respond to requests for information and proposals from other public authorities, and this was what the council had done in this case. He explained that the notion of the Link Road, which was a Warwickshire, Coventry and Warwick District Council proposal and not an SMBC proposal, was considered by the Cabinet in June 2017, at which it was resolved:

(i) That the Coventry City Council, Warwickshire County Council and Warwick District Council proposal for a new road linking the A46 with A45 corridor, and the phased manner in which the proposal is being developed be noted; and

(ii) That Officers continued proactive engagement with the scheme promoters to develop an informed understanding of the potential implications and opportunities associated with the proposal within Solihull, is endorsed.

Councillor Courts detailed how this resolution was based on the fact that, at the time of its drafting, there was "insufficient information available regarding Phase 3 of the Link Road to be able to provide Cabinet with anything material to consider", and that on-going engagement by Officers was required "until such a time that Cabinet can be provided with the necessary information to develop a formal Council position in respect of the A46 Link Road proposal."

Councillor Courts confirmed that, personally, until that week, he had had no formal meetings with Warwickshire, Coventry or Warwick Councils which had taken the proposal beyond the Cabinet report and they, as an Authority, were still awaiting the information they required in order to be able to understand just what was being proposed, never-mind determine whether or not they believed in it.

Councillor Courts emphasised that he had made clear on more than one occasion, over the last year or so, that the suggestion of a 60mph dual carriageway road near to such a large community would not have his support. Also, he detailed how he could not see the justification for the proposal anyway at that point, as the main traffic problem that he could see was near the university in Coventry and he believed that a different solution there would seem more appropriate. Councillor Courts also explained how he had said that any proposal of this sort would cause great concern in the communities and, in his opinion, the sooner there was clarity the better.

Councillor Courts highlighted that, in relation to Local Plan proposals, reference had been made to a bypass, which he believed had to be actively considered, although not of the nature that WCC and partners were proposing. He stated how he believed the Council had been open about the fact that they were considering the need for a bypass to Balsall Common as part of the Local Plan process. In relation to HS2 Haul Routes, he confirmed that what had been presented at this Implementation Advisory Group was all that the Council had received from HS2 Ltd. about their plans to manage their traffic in the Balsall Common area.

Councillor Courts flagged up how it had been suggested that SMBC had deliberately tried to keep information from residents and explained that he wished to address this point. He emphasised he had not been involved himself

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with the work, but from what he had seen, he believed the Council had been open about what they had been doing. Councillor Courts detailed how he understood Solihull Council might not have published all of the material sent by Warwickshire and Coventry Councils, as it was high level and incomplete, exploratory work. He expressed concern the release of such material would be confusing, could lead to perceived blight and would cause unease amongst the local community in relation to a proposal which was far from being certain.

Councillor Court explained that he had recently been led to believe that no design work was being developed by WCC and partners in relation to Phase 3, and he was awaiting a statement from them to that effect.

Vicky Woodall, Hampton-in-Arden Parish Council, made a deputation, where she informed the Advisory Group how the Village Church was looking to submit a bid to the HS2 Community Fund, for repair works. She also requested an update on the location of the Bickenhill Waste Recycling Plant.

The Senior Engagement Manager detailed how HS2 Ltd's construction contractor, Balfour Beatty Vinci (BBV), was still working on detailed design proposals for the area. He explained how it was intended for a representative from BBV to attend the next meeting, to provide an update upon these proposals and the implications in regards to the Waste Recycling Centre.

Richard Lloyd, Heart of England High Speed Railway Action Group, made a deputation to the Advisory Group, where the points raised included the following:

- The development of the Key Issues Tracker was welcomed.
- The HS2 Act dis-applied the statutory consultation arrangements for standard planning applications. Richard Lloyd requested for a mechanism to be developed, to enable local residents to be notified of and view HS2 related applications – he noted that Planning Officers were currently looking at this.
- Richard Lloyd highlighted that, in regards to the Balsall Common haul route, an outstanding issue had been identified concerning the width restriction near Baileys Brook. He explained how he believed this issue could be addressed – he also noted this could allow the development of a haulage route away from the main roads. Richard Lloyd also expressed concern no structural survey of Kenilworth Greenway had been conducted.
- Richard Lloyd raised the matter of Public Rights of Way – he detailed how an issues list had been submitted to HS2 Ltd on 23 September.
- Richard Lloyd also flagged up the issue of structure design – he expressed concern following negative coverage of design proposals in the Chilterns. He emphasised how the viaduct design was critical. Richard Lloyd requested for local engagement on design proposals to be conducted as soon as possible.

The Senior Engagement Manager explained that, in regards to land near Baileys Brook, he understood an explanation had been provided as to why it wasn't possible to progress this as a haul route. He confirmed he could arrange for this to be circulated to the Advisory Group. The Senior Engagement Manager explained how he understood there were concerns the bridge near

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Truggist Hill Farm wouldn't be safe for HGV traffic. He also noted that some of the land referred to was outside of the area granted to HS2 Ltd, as part of the HS2 Act.

The Senior Engagement Manager also detailed how HS2 Engagement events on design were being held locally – it was noted this would be explained as part of the HS2 Ltd programme update.

4. MINUTES

The Advisory Group received the minutes of the meeting held on 19th July 2018.

RESOLVED

That the minutes of the meeting held on 19th July 2018 be confirmed as a correct record.

5. PROPOSED HS2 INTERCHANGE IMAGES

The Senior Engagement Manager confirmed the proposed HS2 Interchange Images were not yet available for the Advisory Group to consider. He detailed how a number of station design engagement events were scheduled over the next month in the local area. It was noted how the proposed Interchange images would be provided at these events.

6. HIGHWAY SERVICES UPDATE

The Group Leader for Sustainable Travel and Highway Management provided an update on the HS2 project, from the Council's Highway Services Division. He detailed how the HS2 team were currently focusing their efforts, in Solihull, on upgrading the following parts of the highway network:

- Solihull Interchange Station Road network
- A452 Kenilworth Road/Park Lane junction
- A45 Coventry Road between Stonebridge and M42 Junction 6

The Group Leader explained that, to support the design process, HS2 contractors were currently carrying out a wide range of Ground Investigation work and traffic surveys. It was noted the majority of this work had been completed overnight or under short duration temporary road closures, to minimise the impact upon the highway network.

The Group Leader detailed how the above 3 work packages would then be progressed to 'Detailed Design' where a construction programme would be prepared. It was noted how HS2 Ltd would lead on stakeholder engagement for this.

The Advisory Group was also informed how HS2 Ltd were required to submit their highways designs for approval by the Council. It was noted that all temporary and minor interference applications would be subject to approval by the Head of Highway Services, whilst all major schemes would be considered at the public meetings of the Cabinet Member for Transport and Highways.

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The Group Leader provided an update on the HS2 Road Safety Fund, detailing how Officers were currently collecting data, to determine sections of the highway network most likely to be impacted by the HS2 project. He detailed how they were looking to provide an update on this project at the Advisory Group meeting in March.

Dame Spelman highlighted how the development of a relief road at junction 6 was impacting upon the Gaelic sports club. She expressed concern that a viable alternative site had not yet been agreed and detailed how she had raised the matter with the Secretary of State. The Group Leader confirmed this was a Highways England promoted scheme and explained he would raise these points with the relevant Officers there.

Richard Lloyd highlighted the roundabout to be created near Park Lane, to facilitate the development of HS2. He expressed concern that, if this roundabout was kept following the development of HS2, it would result in the road becoming a 'rat-run.' The Group Leader detailed how they were currently working with the Parish Council to identify potential traffic calming measures.

RESOLVED

The HS2 Implementation Advisory Group:

- (i) Noted the update on the individual elements of the HS2 project.
- (ii) Agreed to receive a further update at the next meeting of the HS2 Implementation Advisory Group in December 2018.

7. PROGRAMME UPDATE FROM HS2 LTD

The Senior Engagement Manager provided a programme update on behalf of HS2 Ltd, where the points raised including the following:

- Enabling works – the Advisory Group was advised of a range of work planned over the next 6 months, which included archaeological surveys, area wide vegetation clearance, as well as compound constructions at Quartz Point Business Park and Balsall Common.
- Interchange Triangle – the Senior Engagement Manager highlighted the construction and highway upgrade works planned in the interchange triangle, currently anticipated from Spring 2019 to early-mid 2021. It was noted the Design and Construction Officers could attend a future meeting to provide an update upon the details of the programme.
- Ground investigation – work was being undertaken around Balsall Common and to the south towards Burton Green. The Advisory Group was also advised of the ground penetration radar surveys planned to be undertaken.
- Balsall Common Haul Routes – the Senior Engagement Manager advised that feasibility, vehicle volumes and requirements were still being worked on. It was noted updated positions were anticipated from the Design and Construction teams by end of October.

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- Design engagement events – Members were advised that engagement development meetings were planned in the Parishes of Berkswell, Hampton-in-Arden and Balsall Common over the next month.
- Interchange Station Design engagement – the Senior Engagement Manager detailed how a 4 week engagement period was planned, based around the design vision for the Interchange Station. It was noted that events were planned at a number of locations across the local area.
- National Grid works update – the Advisory Group were advised of the overhead line works planned to the south of Hams Hall, near Coleshill. The Senior Engagement Manager flagged up that the works may require temporary closures to footpaths and roads; however he emphasised how they would look to keep local residents and stakeholders informed.

Members requested an update on public space in Chelmsley Wood – it was noted that, one year ago, HS2 Ltd had expressed a commitment towards working with Solihull Council to identify mitigation measures for the loss of land at Heath Park. Members queried what potential options were being explored. Dame Spelman expressed concern there was a negative perception amongst local residents in Chelmsley Wood towards the development of HS2, due to the loss of this green space. She emphasised the importance of effective mitigation measures being identified, to demonstrate the concerns of the public were being considered.

The Senior Engagement Manager explained that a meeting with Council Officers, to consider potential mitigation options for Heath Park, was scheduled in November. He confirmed he would look for an update to be provided at the next Advisory Group meeting in December.

The Senior Engagement Manager also highlighted how funding from the HS2 Community and Environment Fund (CEF) had been granted for two projects in Solihull:

- Kingshurst Children's Sports Project – this project would install a multi-use games area at St Anthony's Catholic Primary School in Kingshurst, Solihull.
- Community Roots – this project was being delivered by Groundworks, in partnership with Solihull Community Housing, to empower local residents to take ownership of, use and improve their local green spaces for positive activities.

End time of meeting: 7.05 pm

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Kenilworth Greenway through Burton Green

What are early works?

Early - or enabling - works are carried out by LM – a joint venture between Laing O'Rourke and J. Murphy & Sons. LM's works include vegetation clearance, archaeological surveys and environmental mitigation works to create HS2's vision for a green corridor along the route. Early works prepare the route for the main contractor, Balfour Beatty Vinci (BBV), to construct the railway alignment, such as bridges, cuttings and embankments with main works expected to begin in some areas next year.

When will work begin?

Vegetation clearance and some tree planting around Crackley Lane, Kenilworth, began as part of early works in the summer. Further vegetation clearance will continue in the next few weeks to allow construction of the haul route to begin in November. Construction of the temporary greenway between Burton Green and Berkswell station is set to start at the same time. We expect to complete both by the middle of next year.

Why are you building a temporary greenway?

The route of HS2 will pass beneath Cromwell Lane through a 'cut and cover' tunnel in Burton Green and then continue north along the line of the old railway as far as Berkswell station. This means that a temporary greenway will be required - though only for the duration of the construction. It will cross over Red Lane next to the entrance to the new village hall and over Cromwell Lane. The diverted greenway then follows a route along the edges of fields, crossing Waste Lane and finishing at Berkswell station.

Once construction of HS2 between Burton Green and Berkswell station is complete, then the greenway will be moved to run alongside the high speed track and the temporary greenway will be removed.

What is a haul route?

A haul route is a temporary 'roadway' constructed from compacted hard-core for the movement of materials and vehicles. It will be used by HS2 contractors only, to deliver materials and equipment to site. Where necessary it will also be used to remove soil for use along other parts of the route. Confining as much of our movements as possible along the haul route.

Haul Routes are private road/routes within the construction area that are used to move people, plant, equipment, excavated materials and new material around the site and on or off it. Haul routes are our preferred routes as they avoid interfering with the road network

and we are working to make the greatest possible use of them. Many haul routes will have been referred to in the Environmental Statement rainbow maps.

Haul routes require structures to be created first in order for them to be effective. Our planning reflects this requirement.

Where haul routes cross bridleways and public footpaths controls will be put in place to ensure public safety.

Delivery Routes are the permitted public road routes we use to bring materials, etc. to sites and compounds and to remove surplus material from the construction area. Traffic Management Plans are developed and approved with Local Authorities for delivery routes. These routes will have been identified in the Environmental Statement rainbow maps. It will always be necessary for the road network to be used to allow materials and equipment to be delivered to sites and compounds.

Until haul routes within the construction area can be established delivery routes and the road network will be used.

Will the Burton Green haul route follow the same path as the Kenilworth greenway?

No. The haul route will be constructed along the main railway alignment from the A429 Coventry road and continue north as far as Burton Green. This means that the greenway will remain open for use by everyone as usual.

What if I need to cross the haul route?

All crossings of the haul route, such as Connect 2 between Kenilworth and Warwick University, will be carefully managed to allow them to remain open to the public throughout HS2 construction works. All crossings will be carefully managed with controls put in place to always ensure public safety along bridleways and public footpaths.

Archaeological finds:

Current archaeological works are based on known areas of interest. EWC and MWCC work to an HS2 Limited protocol on how to deal with unforeseen finds. This is long-standing practice in the construction industry.

Key Design Elements:

The Balsall Common Viaduct and River Blyth Viaducts are Key Design Elements. That means HS2 Limited and Balfour Beatty VINCI will be running public exhibitions about them at which public feedback will be sought. The first step in this process will be working with the Parish Council to get input to the exhibition development.

Public Rights of Way:

The Environmental Statements set out the responsibilities that Balfour Beatty VINCI has with respect to PROW. These requirements and the maintenance of them form part of the construction planning process; as the construction time frame approaches the detail associated with each PROW will be explained to the local community.

Alternative Haul Route via Truggist Hill Farm Accommodation Bridge

Examination of the Parish council proposal identified that safe operation across the accommodation bridge (width, integrity, access, turning) represents an unacceptable risk.

Safe operations would require a restriction in vehicle size that would have a detrimental impact on programme – in effect increasing duration.

Land restrictions near Bailey Brook also mean that the operations on the route would be single track, again impacting on programme – a risk to extending works. To address this risk additional land would be needed outside Act powers and flood compensation areas would also be needed.

Balfour Beatty VINCI are exploring alternative proposals for delivery and haul routes to reduce traffic impacts through Balsall Common. These are only proposals and will require both land owner permission and planning consent. In all circumstances traffic management plans will also need to be approved by Solihull MBC.

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Sch 4 No.	HS2 Reference Number	Road Name	Proposed Start Date	Estimated End Date	Proposed TM	Works Description	Status of works
19	THW.AN.HE.LMJV.0085	A446 Stonebridge Road	07/11/2018	10/11/2018	Lane closure	Trial Holes	Consent granted
19	THW.AN.HE.LMJV.0085	Solihull Parkway	12/11/2018	14/11/2018	Lane closure	Trial Holes	Consent granted
19	THW.AN.HE.LMJV.0085	Northway Island	12/11/2018	14/11/2018	Lane closure	Trial Holes	Consent granted
19	THW.AN.HE.LMJV.0085	B4438 Bickenhill Parkway	14/11/2018	16/11/2018	Lane closure	Trial Holes	Consent granted
19	THW.AN.HE.LMJV.0085	B4438 Bickenhill Parkway	16/11/2018	20/11/2018	Lane closure	Trial Holes	Consent granted
19	THW.AN.HE.LMJV.0085	Northway Island	16/11/2018	20/11/2018	Lane closure	Trial Holes	Consent granted
19	THW.AN.HE.LMJV.0085	Solihull Parkway	16/11/2018	20/11/2018	Lane closure	Trial Holes	Consent granted
19	THW.AN.HE.LMJV.0085	A452 Chester Road	20/11/2018	22/11/2018	Lane Closure	Trial Holes	Consent granted
19	THW.AN.HE.LMJV.0085	Northway Island	20/11/2018	22/11/2018	Lane closure	Trial Holes	Consent granted
19	THW.AN.HE.LMJV.0085	B4438 Bickenhill Parkway	22/11/2018	24/11/2018	Lane closure	Trial Holes	Consent granted
19	THW.AN.HE.LMJV.0085	A452 Chester Road	26/11/2018	28/11/2018	Lane Closure	Trial Holes	Consent granted
19	THW.AN.HE.LMJV.0085	Middle Bickenhill Lane	28/11/2018	30/11/2018	Lane Closure	Trial Holes	Consent granted
19	THW.AN.HE.LMJV.0085	A452 Chester Road	28/11/2018	30/11/2018	Lane Closure	Trial Holes	Consent granted
19	THW.AN.HE.LMJV.0085	A452 Chester Road	30/11/2018	01/12/2018	Lane Closure	Trial Holes	Consent granted
19	THW.AN.HE.LMJV.0085	A446 Stonebridge Road	03/12/2018	04/12/2018	Some Cway incursion	Trial Holes	Consent withheld
19	THW.AN.HE.LMJV.0085	A452 Chester Road	04/12/2018	07/11/2018	Lane Closure	Trial Holes	Consent granted
19	THW.AN.HE.LMJV.0085	A446 Stonebridge Road	07/12/2018	12/12/2018	Lane Closure	Trial Holes	Consent withheld
19	THW.AN.HE.LMJV.0085	A452 Chester Road	12/12/2018	18/12/2018	Lane Closure	Trial Holes	Consent granted
19	THW.AN.HE.LMJV.0085	Stonebridge Island	04/12/2018	07/11/2018	Lane Closure	Trial Holes	Consent granted
25	THW.AN.SMBC.LMJV.0082	Waste Lane	26/11/2018	30/11/2018	Traffic control (two-way signals)	Trial Holes	Consent granted
25	THW.AN.SMBC.LMJV.0082	Hob Lane	03/12/2018	06/12/2018	Traffic control (multi-way signals)	Trial Holes	Consent granted
25	THW.AN.SMBC.LMJV.0082	A452 Kenilworth Road	19/11/2018	21/11/2018	Lane closure	Trial Holes	Consent granted
23	Sch 4 no.23 Red Lane Diversion Route	Hob Lane, Kenilworth Road, Wind	15/12/2018	16/12/2018	Road closure	Diversion route for works carri	Consultation
22	THW.HS2.AN.SMBC.BBV.Survey.00009	A452 Chester Road Northway Islar	28/11/2018	30/11/2018	Lane closures and ring management	Non-Intrusive Utility Survey / M	Consent granted
24	THW.AN.SMBC.LMJV.0120	Truggist Lane	15/01/2019	18/02/2019	Traffic control (multi-way signals)	WP047 Vegetation clearance on	Consent granted
24	THW.AN.SMBC.LMJV.0120	Station Road	15/01/2019	18/02/2019	Traffic control (multi-way signals)	For TM use only - Traffic light h	Consent granted
24	THW.AN.SMBC.LMJV.0120	Baulk Lane	15/01/2019	18/02/2019	Some Cway incursion	WP047 Vegetation clearance on	Consent granted
24	THW.AN.SMBC.LMJV.0120	Park Lane	15/01/2019	18/02/2019	Traffic control (two-way signals)	WP47 Vegetation clearance on	Consent granted
24	THW.AN.SMBC.LMJV.0120	Lavender Hall Lane	15/01/2019	18/02/2019	Some Cway incursion	WP47 Vegetation clearance on	Consent granted
24	THW.AN.SMBC.LMJV.0120	A452 Kenilworth Road	15/01/2019	18/02/2019	Lane closure	WP47 Vegetation clearance on	Consent granted
24	THW.AN.SMBC.LMJV.0120	Park Lane	15/01/2019	18/02/2019	Some Cway incursion	WP47 Vegetation clearance on	Consent granted
24	THW.AN.SMBC.LMJV.0120	Park Lane	15/01/2019	18/02/2019	Lane closure	WP47 Vegetation clearance on	Consent granted
24	THW.AN.SMBC.LMJV.0120	Wooton Lane	15/01/2019	18/02/2019	Some Cway incursion	WP47 Vegetation clearance on	Consent granted
24	THW.AN.SMBC.LMJV.0120	Hallmeadow Road	15/01/2019	18/02/2019	Lane closure	WP47 Vegetation clearance on	Consent granted
24	THW.AN.SMBC.LMJV.0120	A452 Kenilworth Road	15/01/2019	18/02/2019	Some Cway incursion	WP47 Vegetation clearance on	Consent granted
24	THW.AN.SMBC.LMJV.0120	Park Lane	15/01/2019	18/02/2019	Some Cway incursion	WP47 Vegetation clearance on	Consent granted
24	THW.AN.SMBC.LMJV.0120	Wooton Lane	15/01/2019	18/02/2019	Some Cway incursion	Signage only	Consent granted
24	THW.AN.SMBC.LMJV.0120	Hallmeadow Road	15/01/2019	18/02/2019	Some Cway incursion	WP47 Vegetation clearance on	Consent granted
24	THW.AN.SMBC.LMJV.0120	A452 Kenilworth Road	15/01/2019	18/02/2019	Lane closure	WP47 Vegetation clearance on	Consent granted
24	THW.AN.SMBC.LMJV.0120	Park Lane	15/01/2019	18/02/2019	Some Cway incursion	WP47 Vegetation clearance on	Consent granted
24	THW.AN.SMBC.LMJV.0120	Wooton Lane	15/01/2019	18/02/2019	Some Cway incursion	Signage only	Consent granted
24	THW.AN.SMBC.LMJV.0120	Hallmeadow Road	15/01/2019	18/02/2019	Some Cway incursion	WP47 Vegetation clearance on	Consent granted
26	THW.AN.HE.LMJV.0085	A452 Chester Road	27/11/2018	29/11/2018	Traffic Lights	Trial holes	Consent granted
26	THW.AN.HE.LMJV.0085	A446 Stonebridge Road	29/11/2018	04/12/2018	Lane closure	Trial Holes	Consent granted
26	THW.AN.HE.LMJV.0085	Solihull Parkway	04/12/2018	06/12/2018	Lane closure	Trial Holes	Consent granted
26	THW.AN.HE.LMJV.0085	Northway Island	04/12/2018	12/12/2018	Lane closure	Trial Holes	Consent granted
26	THW.AN.HE.LMJV.0085	B4438 Bickenhill Parkway	06/12/2018	08/12/2018	Lane closure	Trial Holes	Consent granted
26	THW.AN.HE.LMJV.0085	Northway Island	06/12/2018	08/12/2018	Lane closure	Trial Holes	Consent granted
26	THW.AN.HE.LMJV.0085	B4438 Bickenhill Parkway	10/12/2018	12/12/2018	Lane closure	Trial Holes	Consent granted
26	THW.AN.HE.LMJV.0085	Northway Island	10/12/2018	12/12/2018	Lane closure	Trial Holes	Consent granted

26	_THW_AN.HE.LMJV.0085	Solfhull Parkway	10/12/2018	12/12/2018	Lane closure	Trial Holes	Consent granted
26	_THW_AN.HE.LMJV.0085	A452 Chester Road	12/12/2018	14/12/2018	Lane Closure	Trial holes	Consent granted
26	_THW_AN.HE.LMJV.0085	Northway Island	12/12/2018	14/12/2018	Lane closure	Trial Holes	Consent granted
26	_THW_AN.HE.LMJV.0085	B4438 Bickenhill Parkway	14/12/2018	18/12/2018	Lane closure	Trial Holes	Consent granted
26	_THW_AN.HE.LMJV.0085	A452 Chester Road	18/12/2018	20/12/2018	Lane Closure	Trial Holes	Consent granted
26	_THW_AN.HE.LMJV.0085	Middle Bickenhill Lane	09/01/2019	11/01/2019	Lane Closure	Trial Holes	Consent granted
26	_THW_AN.HE.LMJV.0085	A452 Chester Road	09/01/2019	11/01/2019	Lane Closure	Trial Holes	Consent granted
26	_THW_AN.HE.LMJV.0085	A452 Chester Road	11/01/2019	12/01/2019	Lane Closure	Trial Holes	Consent granted
26	_THW_AN.HE.LMJV.0085	A446 Stonebridge Road	15/01/2019	16/01/2019	Signs	Trial Holes	Consent granted
26	_THW_AN.HE.LMJV.0085	A452 Chester Road	16/01/2019	19/01/2019	Lane Closure	Trial Holes	Consent granted
26	_THW_AN.HE.LMJV.0085	A446 Stonebridge Road	21/01/2019	24/01/2019	Lane Closure	Trial Holes	Consent granted
26	_THW_AN.HE.LMJV.0085	A452 Chester Road	24/01/2019	30/01/2019	Lane Closure	Trial Holes	Consent granted
26	_THW_AN.HE.LMJV.0085	Stonebridge Island	30/01/2019	02/02/2019	Lane Closure	Trial Holes	Consent granted

HS2 – Key Issues Tracker

Please note – new commentary is included below in italics.

Ref	HS2 Construction and Delivery Activity	HS2 Response
1	<p>Haul routes – HS2 Ltd to provide a detailed programme of works for Solihull.</p> <p>Effective mitigation measures required to:</p> <ul style="list-style-type: none"> • Manage impact of construction traffic • Minimise congestion • Minimise use of the highways network, where possible. • Ensure road safety 	<p>A detailed programme of works will be shared when it becomes available. <i>HS2 will provide an update on 13th December meeting.</i></p>
Environmental and Ecological Matters		
2	Chelmsley Wood public space – potential mitigation for loss of land at Heath Park	<p>This is being discussed with SMBC. <i>HS2 will provide an update on 13th December meeting.</i></p>
3	Public rights of way	<p>Where these are affected, they will be diverted, with the diversion routes put in place prior to any closure. Some of these will be temporary and some will be permanent, depending on the location. <i>HS2 Information Paper E5: Roads & Public Rights of Way sets out how the effects of the Proposed Scheme on roads and public rights of way (PRoW) along the line of route will be managed, including the phasing of temporary closures and ensuring temporary diversions are in place until realigned routes are completed. The impacts on Solihull PROWs were set out in the Environmental Statement; namely CFA Reports 23, 24 & 25. As detailed design</i></p>

		<i>progresses HS2 and its contractors will continue their engagement with local amenity groups including the LAF.</i>
4	Loss of green spaces – creation of ecological mitigation sites	<p>HS2 has launched a vision for a ‘green corridor’ of new woodlands and wildlife habitats alongside the railway. They will replace habitats affected by the construction of HS2, while conserving and enhancing some too. On phase one of the railway, 33.4 sqkm of habitats will be left behind in the corridor – which is over 30% more than we are affecting in the first place. This is part of our commitment to ensure there is no net-loss of bio-diversity as part of the construction of HS2.</p>
5	Habitat and wildlife loss – translocation of wildlife, where identified, to alternative habitats	<p>Further to the above, protected species such as bats and great crested newts will be translocated to new habitats once they are established.</p>
6	Severance of wildlife migration routes	<p>HS2 is creating a ‘green corridor’ of connected woodlands and wildlife habitats alongside the railway. This includes 7 million new trees and shrubs on phase one of the railway. It also includes green bridges, culverts and</p>

		underpasses to help wildlife traverse the railway safely. The location of green bridges is often based on our surveys into the needs of local species, such as local bat flight paths.
7	Tree Wardens – ensuring effective consultation arrangements	Solihull Tree Wardens are engaged with the works as part of the Kenilworth Greenway group. As the programme develops and more works are scheduled to take place the level of engagement with the contractors will increase accordingly. <i>HS2 and its contractors would be very happy to meet with the group to provide programme updates.</i>
8	Participation in tree planting	We will be working with our contractors to encourage community participation in tree planting and would welcome any interest.
9	Developing and enhancing existing green spaces, such as the Tame Valley Wetlands and Blythe River Valley, including making them more accessible to local residents	HS2 has launched a vision for a green corridor alongside the railway. We're interested in how it integrates with locally-led initiatives like this and will continue to discuss with local stakeholders as the design and development of the railway progresses. <i>An update will be provided at the meeting on 13th December</i>

10	Air quality – ensuring effective measure to avoid, reduce and mitigate emissions during the construction period.	This forms part of the Code of Construction Practice which the contractors are working to.
11	Noise mitigation measures	This forms part of the detailed design which the contractor is currently working on.
12	Archaeology – currently no procedure in place for protecting unrecognised assets	<p>There is a range of Environmental Minimum Requirement standards and procedures which relate to identifying and managing a full range of heritage assets including those that are unexpected. These are being shared with our contractors.</p> <p>For instance, areas of historic interest are proactively identified through our programme, with trial trenches and full archaeological investigations undertaken if needed.</p>
Ensuring Quality Design		
13	Create opportunities for local residents to input their views during the design phase	Local communities will be engaged during the planning process on structures that are designated as ‘key design elements’. Input on design will also come from local stakeholders such as SMBC officers. <i>An update on the River Blythe and Balsall Common Viaduct Key Design Elements will be given at the meeting on 13th December.</i>

14	Design for people with reduced mobility	Supporting people of all backgrounds and abilities is a fundamental principle at HS2. It will be factored into the design of key structures, where relevant.
Enabling and Maximising Socio-Economic Benefits and Opportunities		
15	Ensuring that local residents have good access to HS2 employment/training opportunities – in particular, the National Construction Headquarters and the National College for High Speed Rail, both located in Birmingham.	HS2 and its contractors have dedicated teams working to maximise this opportunity.
16	Ensuring maximum opportunities for local Small and Medium Enterprises, including through supply chain opportunities.	Promotion of supply chain opportunities by HS2 and our contractors is ongoing. <i>An update will be given at a future Advisory Group meeting.</i>
17	HS2 Ltd Community Fund – raising awareness amongst local groups of the availability of this funding, including how to submit bids.	This is ongoing as part of our local community engagement programme.
18	HS2 Road Safety Fund – (purpose of fund to leave a legacy of road safety improvement and/or create cycle facilities).	This is an issue to for local authorities to consider.
Additional Issues		
19	<i>System to view applications</i>	<i>The Council has added the list of applications in relation to planning and highway matters relating to HS2 to their web site page for HS2 and will continue to update these as further applications are received.</i> <i>With regards to the publication of low noise risk assessments and Section 61 applications, there is no legal basis</i>

		<p><i>provided within statutory legislation or policy that requires us to publicise such information. The Council's legal advice is that if details of these requests/applications were made publicly available then by doing so may be prejudicial to the decision making abilities of the magistrate on subsequent Section 61 appeals. This is consistent with the approach being undertaken by other Local Authorities</i></p>
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