

**CABINET – 25 JUNE 2019****HS2 PHASE 2B DESIGN REFINEMENT CONSULTATION****REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT****PART A****Purpose of the Report**

1. The purpose of this report is to advise the Cabinet of the Government Design Refinement Consultation on HS2 Phase 2b, and how the changes will affect Leicestershire.

Recommendation

2. It is recommended that the implications for Leicestershire arising from the changes to the HS2 route and creation of a temporary construction railhead, be noted.

Reason for Recommendations

3. To ensure that members are aware of the latest Government Consultation on HS2 and its potential implications for Leicestershire.

Timetable for Decisions (including Scrutiny)

4. The HS2 Design Refinement Consultation was published on 6th June 2019 and the closing date for responses is 6th September 2019.
5. Further reports on progress and key issues will be submitted to the Cabinet as necessary.

Policy Framework and Previous Decisions

6. In October 2018 the Cabinet received a report outlining the future requirements of the development of HS2 Phase 2b route through Leicestershire and the implications this might have for the Council. The Cabinet agreed that the Authority would take a full proactive approach to engage with HS2 Ltd and provide a dedicated resource to responding to and mitigating the impacts of the railway's development.

Resource Implications

7. There are no resources implications arising from this report. The work to respond to the consultation will be resourced from existing Department funding for HS2.

8. The Director of Corporate Resources and the Director of Law and Governance have been consulted on this report.

Circulation under the Local Issues Alert Procedure

9. This report has been circulated to members representing divisions affected by the changes: John Coxon CC, Dr Terri Eynon CC, Dan Harrison CC, Tony Gillard CC, Nicholas Rushton CC, Sean Sheahan CC, Michael Wyatt CC, Ivan Ould OBE CC.

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PART B

Background

10. The Government's current HS2 timetable for Phase 2b is set out below:

Proposed Date	Activity
Late summer/early autumn 2020 <i>1 year delay over original timetable</i>	Submission of Hybrid Bill to Parliament.
2023	Royal Assent.
2023	Start of site clearance work and construction of the new railway.
2031	Substantial completion of main civil engineering works.
2033	First passenger trains expected to run.

11. The Secretary of State for Transport confirmed the HS2 Phase 2b route in July 2017 and HS2 Ltd has since been working to develop more detailed proposals. This work includes:

- More detailed design of the route's horizontal and vertical alignment, including earthworks such as embankment and cutting extents.
- More detailed design of consequential and significant changes to roads, rights of way etc.
- Design of structures such as highway bridges, culverts, retaining walls and so on.
- Identification of locations of new, permanent railway infrastructure, including transformers for power supply.
- Identification of locations of temporary infrastructure, including construction compounds, workers (and potentially their families) accommodation and haul routes.
- Assessments of the constructional and operational impacts, including on highways, the environment and heritage, and potential mitigation measures.

12. In autumn 2018, the Government consulted on the HS2 Ph2b Working Draft Environment Statement and Working Draft Equalities Impact Assent. Officers submitted a response to this consultation in December 2018. The outcome of this autumn 2018 consultation work will ultimately be captured in the final Environmental Statement that will accompany the Hybrid Bill that will be submitted to Parliament in 2020.

13. In response to the autumn 2018 consultation, the Government has revised some elements of the HS2 Phase 2b proposals, and it is these 'design refinements' that are the subject of the current consultation.

Consultation Scope

14. On 6th June 2019, the Department for Transport published its 'HS2 Phase 2b design refinement consultation'. The consultation will close on 6th September 2019.
15. The Government is consulting on 11 proposed refinements / changes to the Phase 2b design as follows:-

Relocations and Realignment

1. Relocation of the Palatine Road vent shaft, West Didsbury, Manchester.
2. Relocation of the Lytham Road vent shaft to Birchfields Road, Fallowfield, Manchester.
3. Realignment of the route at junction 10 of the M42, North Warwickshire.
4. Realignment of the route between Ashby-de-la-Zouch and Diseworth, Leicestershire.
5. Realignment of the route at Trowell in Nottinghamshire to avoid the M1.
6. Leeds corridor, Woodlesford to Leeds station.

New infrastructure

7. Railhead and maintenance facility at Ashley, Cheshire.
8. Maintenance facility at Austrey, North Warwickshire.
9. Railhead at Ashby-de-la-Zouch, Leicestershire.
10. Train stabling facility at Heaton, Newcastle upon Tyne.

New scope

11. Passive provision for two junctions at High Legh, Cheshire.
16. It should be noted that two of the above refinements (nos. 4 and 9) are within Leicestershire and one (no. 3) will have some implications for Leicestershire, as it affects an important road "gateway" to the County.

Realignment of the route between Ashby-de-la-Zouch and Diseworth

Proposal

17. The plan at Appendix A shows the proposed realignment of approximately 13km of the current route between Ashby-de-la-Zouch and Diseworth. The consultation documents state that this realignment is to a maximum of 170m to the east of the original proposed route, moving the line further away from the A42.
18. The reasons given for this realignment are to avoid the railway development crossing several historic opencast coal mines at Lounge which have been subsequently backfilled. The topography of the area would also require the line to

be on high embankments. The high embankments over areas of backfilled landfill would require significant ground improvement, excavation and remediation works.

19. In addition, the 2018 route crosses a disused landfill site, Smoile Wood. Constructing the line on this site would require additional measures to prevent disturbance of the waste and reconfiguration of the landfill management system.
20. The 2019 change to the proposed route will avoid the risks of building over the historic opencast area at Lounge and the geotechnical complexities of crossing the historic landfill site at Smoile Wood. It will also reduce the need for the high embankments and deep cutting associated with the topography of the original line. This will reduce earthworks, the duration of the construction period, and associated costs for HS2 Ltd.
21. The route change will take the alignment further away from Junction 13 of the A42, reducing the impacts on this junction.
22. This proposed change to the route will require no additional loss of properties.

Impacts of route change

23. The new route will run closer to Junction 14 of the A42 potentially resulting in the need for changes to this junction and slip road. The impacts of this are currently being assessed by the County Council's HS2 team.
24. This change brings the line closer to the grade II listed Hall Farm and Breedon Lodge Farmhouse and cottage. The new alignment will destroy Breedon Lodge Moat, a site of historic interest which is associated with this site.
25. The new alignment will cause increased disturbance of the Lount Meadow SSSI and coal mining scheduled monuments at Smoile Farm, Birch Coppice and Rough Park.
26. There may be an increased impact on the proposed development site to the east of Junction 13 of the A42.

Temporary construction of railhead near Ashby-de-la-Zouch

Proposal

27. A temporary construction railhead is proposed near to Junction 13 of the A42 near Ashby-de-la-Zouch. The need for this piece of infrastructure has been identified by HS2 Ltd to support the construction of HS2 Phase 2b. A number of sites were considered but this was chosen due to its proximity to the strategic road network via Junction 13 and to the wider rail network via the existing Leicester to Burton upon Trent rail freight line. The proposal is shown on the plan in Appendix B.
28. The proposed infrastructure is described as temporary but will be required to support the construction of the railway for a 7-year period. HS2 Ltd has said that where possible the land will be returned to its existing use after the railway has

been built, but some of the area will be used for mitigation planting once Phase 2b is operational.

29. The proposed rail line within the site is planned to exist mainly in a cutting, covering an area of approximately 3.2km between the connection to the existing Leicester to Burton upon Trent line and land to the west of The Moorlands at Sinope.
30. The railhead is planned to encompass:-
 - rail connection to the existing Leicester to Burton upon Trent railway line
 - storage and workshop areas
 - car parking, office and welfare facilities
 - road access from the A511
 - ten stabling sidings; and
 - ballast storage area.

Impacts of the proposed site

31. The main impacts of the railhead would result from its construction and use to support the railway. As described above, it is expected that the site will be used for seven years, during which there will be a temporary loss of arable land.
32. The plan in Appendix B shows impacts on the following areas surrounding the development:-
 - The setting of the Grade II listed Hall Farm.
 - Severance of Flagstaff Farm, the implications of which will need to be considered, particularly in terms of access.
 - The site development will require demolition of 1 residential property – the Gamekeepers Cottage.
 - Severance impacts on West Farm, the implications of this are still to be determined.
33. There will be effects on Sinope village which is situated 300m to the east of the proposed railhead. The residents of Sinope are likely to be affected by the construction and operation of the railhead.
34. The site will create impacts on woodland and grassland in the local area. This will include West Farm Wood which is within the setting of the Grade II listed Hall Farm. The railhead would also cross a tributary of Coleorton Brook.
35. The consultation proposes to mitigate some of the impacts associated with the construction and operation of the railhead through the use of earthworks screening and planting.

Realignment of the route at Junction 10 of the M42, North Warwickshire

36. Whilst this proposed change to the route is not within Leicestershire, it lies close to the border within Warwickshire and officers have been monitoring proposals associated with this junction as it will have implications for the strategic road

network within Leicestershire. Both the A42 and the A5 that intersect at this junction are important gateways to Leicestershire.

37. The new proposals are illustrated in Appendix C. This proposal changes the way in which the Government plans to develop the rail line which originally affected this junction. The 2018 design proposed to develop a cut and cover tunnel under Junction 10 of the M42.
38. This 2018 design would have resulted in major disruption of the Junction 10 and nearby business during the construction period. It would have also required the temporary realignment of 1.2km of the M42. The works would have caused disruption to the A5/Watling Street. The construction period would have caused a considerable impact on the strategic road network for approximately 4.5 years.

Proposal

39. The plan in Appendix C shows the proposals to replace the cut and cover tunnel with a 2km twin bored tunnel. The southern portal of the tunnel is located south of Junction 10 and the northern portal located at the point where HS2 crossed the B5000.
40. The bored tunnel will be constructed beneath the junction and significantly minimise disruption, reducing impacts on the strategic road network in the local area particularly the M42 and A5.

Next Steps

41. The current design refinement consultation has recently been published , and further detail will be sought from HS2 Ltd during the consultation period to inform a detailed County Council response to these proposals.
42. The County Council's HS2 team will liaise with HS2 Ltd as well as local communities to inform the County Council response to this consultation.
43. The Director of Environment and Transport, in consultation with the Environment and Transport Cabinet Lead Member, will reply on behalf of the Council by the consultation deadline of 6 September 2019, as approved by Cabinet at their meeting of 16 October 2018.
44. The County Council's consultation response will be shared with EMC HS2 Mitigation Board to support any joint EMC consultation response.
45. HS2 Ltd is holding a public exhibition at Ivanhoe College on Saturday 29 June 2019, from 12 noon to 5pm. This exhibition will focus on the route realignment through Leicestershire, and the proposed temporary railhead at Ashby.

Equality and Human Rights Implications

46. There are no equality or human rights implications arising from the recommendations in this report. HS2 Ltd is responsible for assessing the equality

and human rights implications of building this new railway. However, the County Council will examine HS2's assessments and take account of these when identifying appropriate mitigation.

Background Papers

Cabinet – 16 October 2018 – HS2 Phase 2b

<http://politics.leics.gov.uk/ieListDocuments.aspx?MId=5184> (item 211)

Appendices

Appendix A - Realignment of the HS2 route between Ashby-de-la-Zouch and Diseworth

Appendix B - Temporary Railhead east of A42 Junction 13

Appendix C - Realignment of the route at Junction 10 of the M42, North Warwickshire

Appendix D - Location of Proposed Ashby de la Zouch Railhead (County Council Map)