

HS2 Phase 2b '2019 Design Refinement' Consultation

Response of Leicestershire County Council

September 2019

1. Introduction

- 1.1. This document is the Leicestershire County Council (LCC) response to the Governments HS2 Phase 2b design refinement consultation¹, as published on 6 June 2019.

Overarching comments:

- 1.2. The County Council has outlined impacts on county highways including public rights of way affected and included suggested alternatives where appropriate to ensure County Council service continuity and to minimise disruption to residents and businesses.
- 1.3. The County Council has highlighted landscape, ecological and heritage impacts, and suggested additional mitigation measures.
- 1.4. The County Council has highlighted that many ordinary watercourses will be affected and will seek assurance that HS2 Ltd will engage with LCC as their design progresses to minimise or reduce flood risk.
- 1.5. The County Council has highlighted impacts on local communities and requested that these be mitigated by HS2 Ltd.
- 1.6. The County Council provide a response to HS2 Ltd.'s previous consultation released in October 2018. The comments provided by the Council within this response are still valid.

¹ Department for Transport and High Speed Two (HS2) Limited consultation:
<https://www.gov.uk/government/consultations/hs2-phase-2b-design-refinement-consultation>

2. Design Refinement Proposals within Leicestershire County

Background:

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

	<u>RELOCATIONS AND REALIGNMENTS</u>
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	<i>Realignment of the route at Junction 10 of the M42, North Warwickshire</i>
4	Realignment of the route between Ashby-de-a-Zouch and Diseworth, Leicestershire
5	<i>Realignment of the route at Trowell in Nottinghamshire to avoid the M1</i>
6	Leeds corridor, Woodlesford to Leeds station
	<u>NEW INFRASTRUCTURE</u>
7	Railhead and maintenance facility at Ashley, Cheshire
8	<i>Maintenance facility at Austrey, North Warwickshire</i>
9	Railhead at Ashby-de-la-Zouch, Leicestershire
10	Train stabling facility at Heaton, Newcastle-upon-Tyne
	<u>NEW SCOPE</u>
11	Passive provision for two junctions at High Legh, Cheshire.

- 2.3. Two of the above refinements (nos. 4 and 9, marked in bold text) are within Leicestershire and two (no. 3 and 5, marked in italic text) will have some implications for Leicestershire, as they affect the local road networks at the County border and potentially within the County.

3. Leicestershire County Council consultation response: General Comments

- 3.1. The County Council has noted there are some omissions from the information provided by HS2 Ltd in comparison with the WDES, which has made preparing a response challenging. These include:
- Omission of construction zones mapping
 - Further detail of construction in written documents; this particularly applies to the Ashby Railhead
- 3.2. The County Council requests that we receive this information before the deposition of the hybrid Bill.
- 3.3. The County Council will seek assurance from HS2 Ltd that local developers and businesses will have access to contractual and employment opportunities arising out of construction and operation of the new railway.

Traffic and transport

- 3.4. The County Council considers that highways and transport are central to all activities across the County including community cohesion and socio-economics, all of which affect peoples' wider quality of life. The HS2 project will have a significant impact on the County's transport networks, particularly during the extensive construction period and beyond this into the operation of HS2.
- 3.5. LCC must reiterate the views expressed in the WDES consultation response, which are that the ability to future-proof the road network (to allow for future possible growth) must not be restricted by the proposed rail scheme.
- 3.6. More information will be needed from HS2 Ltd on closures of major and minor roads, and agreements reached about how to schedule these in a way which allows communities to function. Where possible, LCC request that off-line works are undertaken to minimise closures.
- 3.7. The County and its residents must be able to carry out their day to day business, and it is vital that essential services are not impeded. Traffic assessments must include journey times to allow us to assess the impact on the services that LCC and others provide (for example ranging from home visits to emergency service response times).
- 3.8. At all points where construction traffic will intersect with major and local roads, LCC request that Traffic Impact assessments are carried out on construction traffic, to include light vehicles and staff cars. Traffic assessments must also include impacts on smaller outlying communities more than 1km from the line of route.
- 3.9. The County Council note that farm working access points (i.e. field and access track accesses) as not shown on any plans presented to LCC to date, nor on the current consultation plans. In some areas there appears to be severance of farm land and 'islanded land' between the new railway and existing road network (notably the A42). LCC request details of farm access routes ahead of the hybrid Bill deposition with a

view that any conflict with the highway network - particularly on heavily trafficked or high speed routes - can be avoided where possible.

- 3.10. There are many frequent transport services that currently operate in the area and whilst it is acknowledged that the network would change, consideration of the impact to public transport services will need to be given in advance of any works. Bus operators and transport services provided by LCC will need to understand and assess the impact and make sufficient plans to mitigate any disruption to the network. Information and updates will need to be provided to passengers and consideration will need to be given to the type of journeys that could be affected, these include access to work, shopping, health and social purposes. The disruption to services could result in additional costs incurred if alternative transport such as demand responsive transport or shuttle services are required. Furthermore, if bus operators are required to follow diversions this could also result in additional costs.
- 3.11. It is recommended that a travel plan is produced to mitigate the negative transport impacts. The travel plan should include a package of measures to mitigate the congestion and disruption to enable people to make their everyday journeys and have the ability to choose different modes (walking, cycling, car sharing, public transport) of travel. As part of the travel plan process it is recommended that engagement with local stakeholders, such as businesses, schools, bus operators takes place to ensure the benefits of the plan are maximised. The County Council welcomes working with HS2 Ltd in developing an appropriate travel plan, or plans.

Services provided by the County Council

- 3.12. The County Council's services and contracted providers have concerns in general regarding the expected prolonged travel and transport disruption relating to this rail infrastructure development. Any reduction in travel disruption relating to HS2's collaborative working with LCC would be welcomed across the breadth of departments running services for the County Council as a whole.
- 3.13. More specific thoughts gleaned from service areas, the following gives examples from LCC's social care services:-
- a) Urgent Visits – Emergency Duty Team (EDT) or Adult Mental Health Professionals (AMHPs) need to get to people quickly this could be undermined by diversions etc.
 - b) Possibility that new workers/families will create additional stress on social care/assessment and service provision; most likely to impact the Coalville Office (possibly Pennine Loughborough and The Hub, Hinckley)
 - c) Crisis Response team will also be affected (out of hours like EDT but provide urgent practical support), HART (Homecare Assessment Reablement team) and our domiciliary care providers.

Equalities

- 3.14. It is not clear whether the proposed changes for Leicestershire would have any direct impacts on the Equality Impact Assessment, Community Impact Assessment or

Environmental Impact Assessment. There do not appear to be any separate documents in the consultation materials that would suggest that these have been revised to consider the changes proposed. These need to be considered for each of the proposed changes and the results published.

Emergency planning

- 3.15. LCC would request that HS2 Ltd liaises with the appropriate resilience planning partnership (Leicester, Leicestershire and Rutland Resilience Partnership) around emergency planning and resilience during the construction and operation of the new railway.

County Council as statutory Lead Local Flood Authority

- 3.16. LCC will expect that works will not worsen any local flooding and that HS2 Ltd will work towards improvements for County drainage systems. The County Council is the Local Lead Flood Authority (LLFA) for Leicestershire and is responsible for the regulation of any activity on or around an “Ordinary Watercourse” under the Land Drainage Act (1991). See Appendix 1 for more detail.
- 3.17. The County Council requests further detail to be provided on how any impacts on current drainage systems will be mitigated by HS2 Ltd.

Worker Compounds and Accommodation

- 3.18. Cross referencing the previous WDES information on construction compounds (from Tamworth to Nottingham), there is no specifically designated worker accommodation along this section of line. While we are aware that HS2 Ltd are aiming to recruit local workers where possible, it is likely that not all workers can be sourced locally. The North West Leicestershire District is not well-provisioned with hotels and rental properties which raises concerns as to how workers and, where necessary, their families can be properly provided for. This is particularly important in areas such as Ashby and Kegworth where it is expected there will be larger numbers of workers.
- 3.19. The County Council seeks further guidance from HS2 Ltd on how HS2 staff will be accommodated for Phase 2b. LCC requests this information is provided before deposit of the hybrid Bill in Parliament. LCC welcomes the opportunity to discuss and work with HS2 Ltd to proactively plan suitable worker accommodation locations.

Tourism

- 3.20. The County Council operates and manages a number of tourist attractions, and there are other privately-operated tourist destinations. The County Council welcomes early engagement with HS2 Ltd to ensure the planned works do not have a negative impact on tourism.

Communities

- 3.21. The County Council requests that HS2 has regular engagement with local communities, along with parish and town councils through the project development and implementation.

4. Leicestershire County Council consultation response: Realignment of the route between Ashby-de-la-Zouch and Diseworth, Leicestershire

Overview of the route realignment impacts

- 4.1. The County Council recognises the engineering benefits of this realignment in that it will reduce HS2 construction costs through the historic mining area and in turn reduce the carbon footprint of the construction process (i.e. less construction materials required/vehicle movements).
- 4.2. LCC supports the railway line moving away from A42 J13 so to not constrain future growth at this junction and allow/ensure that the A511 and A512 remain open during construction.
- 4.3. 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 the farm. The setting of the farm will also be permanently damaged by loss of the historic moat associated with this site.
- 4.4. The County Council notes the development will require removal of areas of established woodland such as that incorporated into the National Forest; and requests that any woodland habitat lost is replaced in full with a suitable alternative (such as a woodland/grassland mosaic where appropriate).
- 4.5. 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.
- 4.6. The County Council does not support the proposed revised design for A42 J14. LCC are considering alternative highway layouts for this junction and welcome working with HS2 Ltd ahead of the hybrid Bill submission next year. We hope to implement a solution that helps reduce construction traffic impacts, whilst being sustainable for expected longer term growth in this area (particularly as this area is incorporated in the [Leicester & Leicestershire Strategic Growth Plan](#)).
- 4.7. There will be *altered* impacts on landowners in terms of land take, but this is difficult to assess as a construction zone map has not been supplied with the consultation materials. It is noted that this may impact on some previously unaffected landowners. The concerns about land severance and access to farms stated in the WDES consultation response still applies and the County Council will seek to ensure that this is appropriately addressed by HS2 Ltd.

Traffic and transport

Highways

- 4.8. The County reiterate the comments from the WDES response that local roads around Packington and New Packington must not be used for construction traffic.

- 4.9. Bridges - Ashby Road, Packington, Leicester Road (New Packington) and A511 will all require appropriate highway widths for the respective traffic flow, and footway widths on new structures (3m suggested to accommodate all Non-Motorised Users).
- 4.10. During construction, where a highway is to be closed for more than a few weeks, temporary (Bailey type) bridges should be provided for NMU, where the NMU diversion route is lengthy.
- 4.11. In light of paragraph 4.10 above, LCC request that Ashby Road South (Packington) and Leicester Road (New Packington) overbridge should not be closed for construction at the same time, with a temporary NMU bridge provided during any closures.
- 4.12. A512 Ashby Road bridge should be constructed off-line to keep existing A512 open, and tie into the new route overnight. In line with the comments in 4.9 above, a 3m wide footway is required as NMU routes are diverted across this bridge.
- 4.13. With reference to the comments above about future-proofing the road network, LCC welcome the amendment to the line of route at J13, as it makes future changes to this junction possible. However, the length/scale of closures must be agreed between the County Council and HS2 Ltd to ensure that there is not widespread disruption and LCC would request that the major amendments are constructed offline.
- 4.14. Bus access must be maintained during periods of diversion/disruption at J13 and its surrounding roads as they are a means of access to and from Ashby, particularly for elderly residents and schoolchildren.
- 4.15. To consider a pedestrian refuge at the point marked (in red) on figure 1:

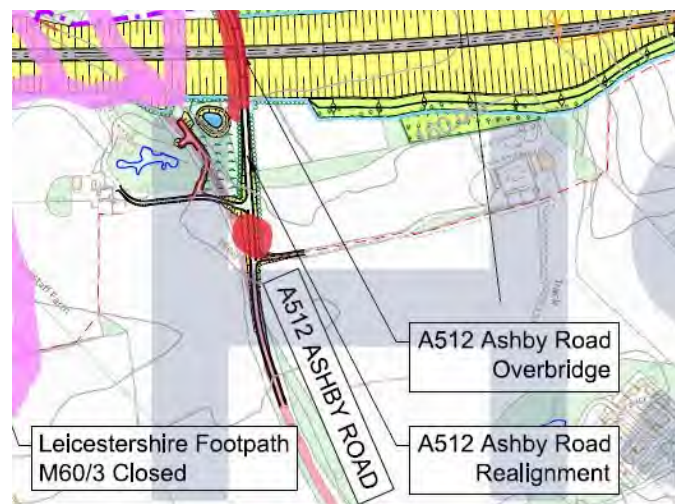


Figure 1 suggested location for pedestrian refuge between farm access points

- 4.16. LCC wishes Lount overbridge to remain a rail operator owned and maintained structure - width to be agreed with landowner.
- 4.17. Pathway between Lount Access Track realignment and Melbourne Road overbridge to remain private (i.e. not highway maintainable at public expense).

- 4.18. Melbourne Road overbridge – structure to remain the maintenance responsibility of the rail operator. As previously mentioned, a 3m footway width will be needed to accommodate NMUs. LCC request that diversion arrangements during construction are shared with the County Council prior to commencement of works. Access between the depot (TNT) and Nottingham Road must be maintained at all times during the construction period. HGVs must not be diverted on to inappropriate routes in this area.
- 4.19. Melbourne Road realignment – where the highway is stopped up, this will not be “highway maintainable at public expense”, except the shortest possible length to maintain property access. Southbound visibility from this junction must be checked for vehicles pulling out on to the main road.
- 4.20. Worthington Telecommunications site – route to remain private, i.e. not “highway maintainable at public expense”.
- 4.21. Long Hedge Lane, and Breedon Lane, Worthington – diversion arrangements during construction must be agreed with the County Council; both routes must not be closed at the same time to preserve appropriate access for Worthington. As mentioned above, access structures for the railway will remain the maintenance responsibility of the rail operator, and appropriate footway widths must be provided.
- 4.22. The new alignment moves the railway towards J14 of the A42, and it is not clear from the information provided if the proposed revised layout will accommodate existing *and* future traffic movements at this junction. The County Council would like to work with HS2 Ltd to refine the design of this J14 to ensure the road network in this area is sustainable in the long term.
- 4.23. A42 J14 – The County Council is carrying out its own modelling and design exercise to look at an alternative configuration for this important junction. LCC welcome working with HS2 on a revised future proof solution. This work will not be complete before the design refinement consultation period concludes.
- 4.24. Access track to balancing ponds on Breedon Lane and near Boden Brook ATS (ATS-Electrical Transformer for powering the railway), and access track off Stocking Lane – these routes to remain private (i.e. not highway maintainable at public expense). If this or any other balancing pond access serves the highway, then the land should be transferred to LCC ownership (but not as highway).
- 4.25. Stocking Lane underbridge – the County welcomes the permanent underbridge solution as proposed. However, we seek clarification on access arrangements during construction.
- 4.26. Diseworth Gorse ATS and Westmeadow Brook ATS – access tracks to these transformer stations should remain private.
- 4.27. Route to Longmere Lane realignment also to remain private.
- 4.28. Long Mere Lane overbridge to remain as a ‘Green Lane’. Access arrangements will need to be provided for Long Mere Farm during the construction period.

- 4.29. M1 viaduct works – suggest that access can be achieved via the strategic road network. An appropriate re-design of M42 J14 could assist with this. As previously stated, the County Council would discourage inappropriate use of the local road network for construction traffic.

Public Rights of Way and routes for Non-Motorised Users (NMU)

- 4.30. Clarity is needed on the plans for the footpath link from Ashby to Worthington; local walkers and runners state that it is well-used and needs to be retained.
- 4.31. Cycle route NCN6 must be provided with alternative access during the construction period.
- 4.32. NCN15 runs along Mill Lane from Belton to Diseworth and is affected by construction works to Mill Lane. LCC requests further detail on whether the proposed diversion route is suitable for cyclists.
- 4.33. The Cloud Trail cycle route must be kept open at all times.
- 4.34. Diversion routes for M60/2 and 3, and M30/1 will be very long and may discourage users. It is probably not suitable to divert these along the A512 unless there is adequate separation between pedestrians and vehicles (M30 currently passes under the A512).
- 4.35. Opportunity to provide a diversion route through the newly created woodland has now been lost as this is not mapped in the latest consultation information. There are concerns about timings of works to form the realignment of the A512 and how it will impact upon these PRoWs.
- 4.36. Suggested diversion of M56/1 is proposed along depot access road, which is even longer than that shown on the WDES maps. LCC also has concerns about separation of pedestrians along this route.
- 4.37. The diversion route proposed for M35 seems overly long.
- 4.38. Diversion for M21/6 is longer than suggested on the WDES maps and is now proposed to be routed past Mill House Farm and the balancing pond on the east side of Breedon Lane. Similar concerns as above with timings of road realignments and PRoW re-routing.
- 4.39. Diversion route for M17/1 is now shorter but will be alongside Top Brand and the new roundabout at J14. LCC has concerns about segregation of pedestrians and vehicles as above and would ask if a footbridge could be provided when HS2 is operational? This would restore M17/1 to its original route. LCC also has the same concerns about timings linked to road realignments and PRoW re-routings.
- 4.40. A full list of PRoWs and any linked comments is available in Appendix 2 of this document.

Natural and Historic Environment

- 4.41. The LCC Officers' report on Heritage and Landscape is attached as Appendix 3. Key comments in the following paragraphs.
- 4.42. Of particular concern is the impact of the realigned railway on Breedon Lodge moated site, a well-preserved moated platform with associated fishponds and vestigial earthworks. It is maintained that the asset, whilst undesignated, is demonstrably of equivalent significance to a designated asset (scheduled monument), and therefore should be treated as such. The proposed route of HS2 now runs through the centre of this moat, destroying this heritage asset. The moat is part of the visual setting of the closely situated Grade II listed Breedon Lodge Farm and destruction of it will have a substantial impact on the wider historic setting of this historic landscape (please see Appendix 3 for more detail).
- 4.43. In addition to the irreversible impact on the moat LCC is concerned about the impacts of the construction process on Grade II listed Breedon Lodge Farm buildings. Dust and vibration from the construction process will affect the buildings and their occupants (currently a working farm) and it is yet to be quantified how the noise and vibration from the operational railway will affect these.
- 4.44. LCC will seek assurances from HS2 Ltd to provide mitigation for:
- a) Damage to the historic moat
 - b) Effects on the farmhouse and its associated buildings from the construction and operation of the railway
 - c) Effects of the construction process and operation of the railway on the occupants of the farm buildings and their continuation of their farming business.
- 4.45. LCC welcomes early discussion with HS2 Ltd on how the above can be mitigated prior to hybrid Bill submission.
- 4.46. The Lounge open cast mining area provides the earliest evidence of coal mining in the Country and is of high importance as a local heritage site. LCC wishes to see that consideration is given to the historic assets of this site and that a thorough archaeological investigation is carried out prior to works commencing. More detail in appendix 3 section 9.14.

Ecology and biodiversity

- 4.47. The location of the railway is through typical boulder clay soils which supports species and wildlife characteristic of the local area. It is noted that several landscape earthworks are shown on the plans which are assumed to be spoil heaps linked to the earthworks at cuttings. The County Council would request that these heaps are made up of the local soils which are removed from nearby cuttings so that these can continue to support local species. Biodiversity would also be enhanced by putting lower nutrient soils at the top of spoil heaps.

- 4.48. More detail is requested on the nature and construction of the landscape earthworks. In order to support biodiversity, it is requested that these are less regular and have steep and shallow slopes (rather than a uniform engineered form), providing this change in profile does not compromise any visual screening required at these locations. This less uniform shape would provide a richer and more diverse species potential. Therefore, the County Council will seek assurances in this respect and will request we have sign-off of any landscaping works within Leicestershire before they proceed.
- 4.49. A Priority Habitat for the County Council is to promote species rich grassland which includes wildflowers. To enable LCC to meet this strategic priority the County Council would request approval of the species list specified for the landscaped earthworks before the hybrid Bill is deposited, so that we can ensure it compliments and promotes local species.
- 4.50. LCC request more information on the areas marked as 'engineering earthworks':- how these will be composed of as they have the potential for habitat creation, particularly if they have steep slopes which provides a high potential for good biodiversity.
- 4.51. LCC request that HS2 Ltd provides a maintenance schedule of how these various habitats are to be managed in future.
- 4.52. The County Council note that some replacement tree planting is indicated on the designs but that this does not appear to fully replace all trees lost, particularly from areas of established woodland such as the National Forest. LCC would strongly request that all tree's and habitats lost by the railway development are replaced in suitable areas which are discussed with the National Forest and/or affected land owners in advance of the hybrid Bill deposit. The County Council offers our assistance to facilitate these discussions.
- 4.53. An LCC strategic priority for biodiversity is to increase provision of grassland habitats within the county; therefore with regard to replacement planting, a mosaic of woodland and grassland habitat along the route where appropriate would be welcomed to encourage species diversity.

- 4.54. The Lizard Orchid (*Himantoglossum hircinum*) is present at a site along the revised line of the route. The exact location of this Lizard Orchid has been passed to HS2 Ltd. but is omitted from this response to help safeguard this protected plant. This plant, which favours the lime soils present in this part of Leicestershire is extremely rare in the British Isles and known populations of it are restricted to around 20 sites. It is listed as a protected species on Schedule 8 of the Wildlife and Countryside Act 1981 and is classed as nationally rare. It also appears as a listed plant on internationally designated Special Areas of Conservation (SACs), for certain habitat types. As far as the County Council is aware, this site is the most northern location that the orchid has been identified in the UK. Urgent discussions are needed into the management of this extremely rare species during construction and operation of HS2.



Figure 2: Example of a Lizard Orchid

- 4.55. The location of the Lount Meadows SSSI is shown in light blue on the map below (Figure 3). LCC has concerns that the close proximity of the line of route has the potential to cause impacts from dust, noise and possibly from disruptions to the water table. The County Council therefore requests that a full impact assessment is carried out and results shared prior to the deposition of the hybrid Bill.



Figure 3: Lount Meadows SSSI

Water courses and flooding

- 4.56. See general comments on flooding in section 3.16 above and in Appendix 1. The statements from the WDES apply to this consultation as the same watercourses are impacted, albeit slightly further east.

Community

- 4.57. There will be greater impacts on residents of Hall Farm and Ashby Road Coleorton during construction of the railway, realignment of the A512, and when HS2 is operational. Landscaping works would be adjacent to the houses and gardens of these properties and LCC requests that suitable mitigation planting for these is provided.
- 4.58. LCC requests that maps to indicate the extent of the construction zone be provided by HS2 Ltd prior to hybrid Bill submission. This would indicate if properties such as Newbold Gate, The Gatehouse and Smoile Farm are now located within this zone and therefore highly affected by the works. It is noted that Smoile Farm could also be affected by Melbourne Road realignment.
- 4.59. The line of route is now closer to Newbold Coleorton and Worthington, so it is likely there will be greater impacts from noise and disturbance to these communities during construction works and operation of railway line. LCC would request that there is appropriate consideration given for noise and mitigation provided to these communities as necessary.
- 4.60. There are continuing concerns from Castle Donington, Long Whatton and Diseworth, Kegworth and Lockington/Hemworth about traffic impacts on their villages, including construction traffic and “rat-running” when major roads are closed or diverted. LCC would request that HS2 Ltd carry out the appropriate traffic assessments and pass on details of these and their construction routes to the County Council prior to deposition of the hybrid Bill.

Land and property

- 4.61. The County Council ask that HS2 Ltd undertake appropriate and thorough liaison with any residents or businesses that are affected by the route change. LCC also expect to receive a detailed list of affected properties from HS2 Ltd before the hybrid Bill materials are progressed to Parliament.
- 4.62. The omission of construction zone maps from the consultation materials make it difficult to assess the extent of landtake for the realignment. As mentioned above LCC requests this detail on construction zones for the re-alignment as soon as possible to allow assessment of landtake and land severance issues.

Socio-economic

- 4.63. LCC have been made aware of the following businesses will be impacted by the route realignment:

- a) The proposed distribution centre at Lounge Disposal Point (Outline Planning Permission reference 19/00652/FULM). The proposed realignment moves the routes slightly closer to the western boundary of the site and moves the safeguarding area almost to the edge of the site. It is not clear whether this has any implications for the planning application under consideration by NWLDC
- b) Cloud Hill Quarry – the batching plant will be impacted and issues with highways/access are still being determined
- c) TNT distribution centre (during realignment of Melbourne Road)
- d) Southern/eastern areas of Field Sport UK site
- e) Solar farm near J14; this is only partially constructed and the Mill Lane diversion would prevent completion in its current form
- f) Businesses at farms which are mainly impacted by construction

4.64. The County Council will seek assurance from HS2 Ltd that any alterations required to ensure continued operation of affected businesses is included within the hybrid Bill.

5. Leicestershire County Council consultation response: TEMPORARY CONSTRUCTION RAILHEAD NEAR ASHBY-DE-LA-ZOUCH (ASHBY HS2 RAILHEAD)

Overview of railhead impacts:

- 5.1. The County Council recognises that a temporary railhead is essential for the railway construction and will remove a significant volume of vehicle movements from the highway network and reduce overall construction and environmental impacts, therefore we support a railhead in principle.
- 5.2. The County Council seek the rationale to propose of a railhead at Ashby, when it is understood that Kingsbury (Warwickshire) was originally planned to be used for Phase 2 of HS2 construction.
- 5.3. However, on the assumption that the Ashby de la Zouch temporary railhead goes ahead as proposed, the County Council will seek assurance that HS2 Ltd will develop appropriate mitigation for all communities affected.
- 5.4. LCC will be open to alternative future use for this area (as an alternative to full restoration) such as, for example, country park or other accessible land. This could minimise overall construction disruption and allow mitigation measures to be implemented at the start of works. This could bring additional local benefits to both the community and the economy. Furthermore, LCC strongly welcome any works that will facilitate the upgrade of the Ivanhoe Line in the long term as the potential to open up this line for future passenger use will have significant benefits on local communities.
- 5.5. In light of the above, it is considered that it might be more appropriate to not reinstate the railhead to its former condition and consider alternative future uses (such as country park land), for the following reasons;
 - a) Permanent mitigation measures (screening and landscaping) could be installed early in the planned 'temporary' phase of railhead construction, so that adjacent communities have more robust mitigation both through the construction and the operational phase of the railway. Furthermore, the earlier planting of any tree screening (etc.) mitigation works, will be established by the time the new railway comes into operation.
 - b) If planned properly, there will be fewer disturbances to the adjacent communities, with only one set of major earthworks at the setup of the railhead, rather than two - if the land is re-profiled and restored at the end of the construction phase. This could also greatly reduce the carbon footprint of these works.
 - c) In addition, retaining the Ashby railhead *could* avoid the need to construct the Austrey maintenance base, which would be highly likely to reduce HS2 construction costs and associated environmental impact of building two separate rail facilities.

Traffic and Transport

Rail

- 5.6. LCC are keen to work with HS2 Ltd to assess the impacts of the Leicester to Burton freight line, including the number of additional train movements expected per day and details of proposals to upgrade this currently low standard freight line to accommodate these extra train movements.
- 5.7. Dependent upon the portions of the freight line to be used by HS2 Ltd, LCC is concerned about consequential traffic impacts at level crossings on High Street (Coalville), Grange Road (Coalville), Station Road (Desford), Station Drive (Kirby Muxloe) and pedestrian level crossings behind the PallEx site (off B585) and off Baron's Close (Kirby Muxloe). Any safety upgrades should be funded by the HS2 project.
- 5.8. The County Council would also be interested in discussions on whether line upgrades will help to enable the reinstatement of the Ivanhoe Line for passenger use. Past feasibility studies were carried out prior to any knowledge of plans for the railhead and it is possible that this might alter BCR projections. North West Leicestershire's Local Plan (adopted 2017) estimates that there will be a minimum of 9,620 dwellings needed in the period to 2031. Over 2,000 of these will be built in Ashby; and Coalville will also expand significantly. Both of these towns would benefit from the reopening of the Ivanhoe (Leicester-Burton) Line to passengers.
- 5.9. The County seek assurance from HS2 Ltd that all bridges on the new HS2 line will remain the responsibility of the railway operator.

Highways

- 5.10. The construction and presence of the proposed railhead is likely to cause a general increase in traffic movements in the Ashby area.
- 5.11. No information has been given on construction traffic routes; this is particularly important in the case of the railhead. LCC require this information as soon as possible, before the hybrid Bill is deposited in Parliament.
- 5.12. The County Council welcomes early sight of upgrades to the surrounding road network and highway access point designs that will accommodate this additional traffic. A detailed road and rail impact assessment will be required, covering the railhead's construction, operation and decommissioning, including all the likely routes involved at each of these key stages. This must include road and rail dilapidation surveys, and also include small vehicle movements (including staff vehicles) as well as HGVs.
- 5.13. Access to the railhead site was not included in the consultation documents. Access road(s) to the railhead site must be selected carefully. The A511 is the main link between Leicester, the M1, Coalville, the A42, Ashby and other destinations. There are considerable traffic volumes on this route already and impacts of additional construction traffic on road users could be significant. Existing local roads (Corkscrew Lane, Moorlands-Farm Town lane, Farm Town Lane) are not appropriate for construction traffic and there are many constraints on these historic routes that do not meet current design standards.

- 5.14. In light of the above, the County Council welcomes early discussions with HS2 Ltd to establish a safe/appropriate site access to the railhead site.
- 5.15. Under the consultation proposals, it is not clear what will happen to Corkscrew Lane (north-east of the 511, Ashby Road) during the 7 year operation of the temporary railhead This road provides connections to Church Town/Farm Town and is route for residents. It also provides links between the rights of way network. The County Council seeks clarification on alternative arrangements that will be in place during railhead construction and operation.
- 5.16. Works on J13 – The County Council request that Traffic Impact assessments are provided for all construction traffic (small vehicles as well as HGVs) prior to deposition of the hybrid Bill. In light of the temporary railhead, the County will seek appropriate junction improvements to ensure this., and other affected parts of the highway network do not go over capacity during construction works. The County Council also requires details on the timescales for these works in particular any planned closures. this information is also required prior to deposit of hybrid Bill.

Public Rights of Way and Non-Motorised Users (NMU)

- 5.17. There are now some additional PROWs which will be directly impacted by the construction of the Ashby railhead; see Figure 4, below.

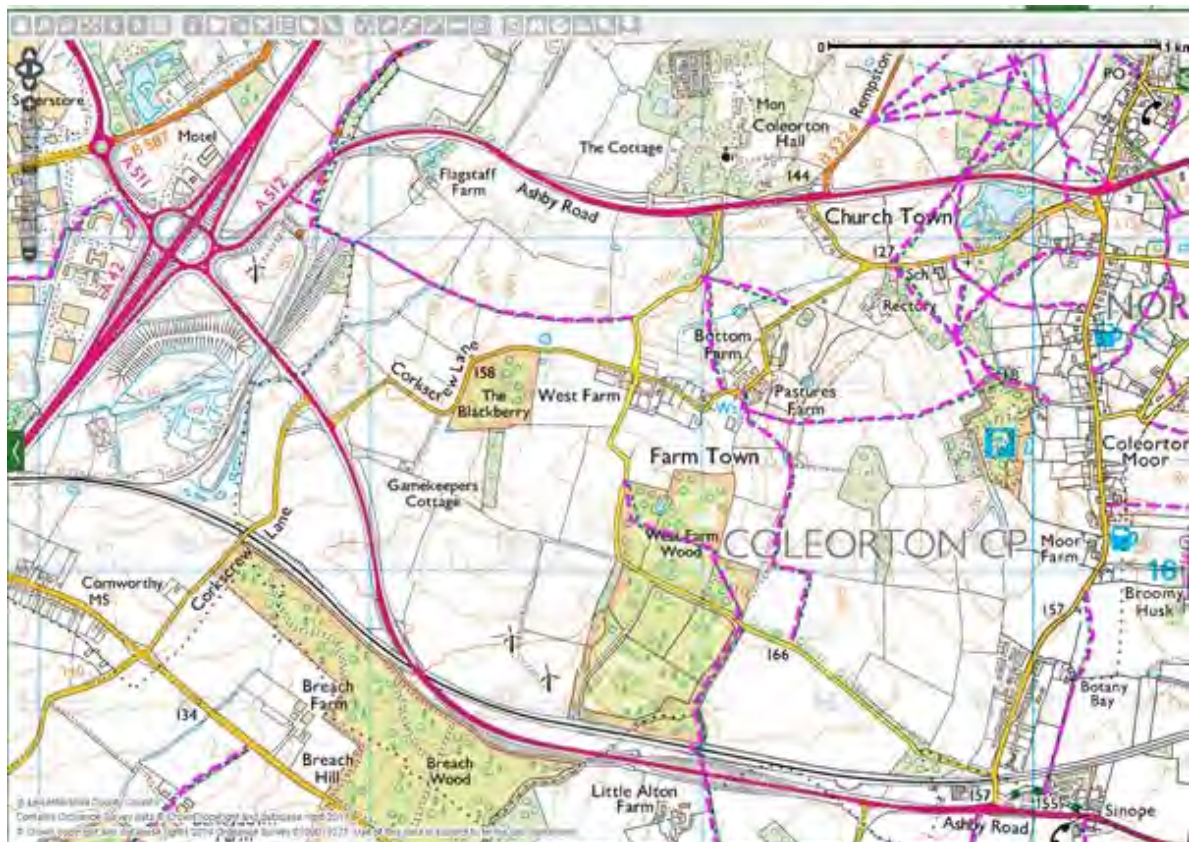


Figure 4 Existing PROWs shown in pink at proposed Ashby railhead site

- 5.18. M61 crosses the existing railway line and the A511; M30 runs south to north over the A512 and M60 runs northwest to southeast from the A512 towards Farm Town and is

joined by M30. No information has been given on temporary closures and/or diversions. Any diversion routes will need to be short and not run alongside busy roads, with appropriate separation between NMUs and vehicles as discussed above.

- 5.19. It will be important for HS2 to properly assess impacts on PRowWs as they are an important community asset. The County Council looks forward to discussions with HS2 Ltd on appropriate mitigation.

Natural and Historic Environment

- 5.20. Please see the full Landscape and Heritage report for specific comments at Appendix 3. General comments are as follows:
- 5.21. The viewpoints highlighted in the consultation documents which have been chosen for photographic representation do not give a clear idea of the visual impacts of the site from nearby properties. The County Council welcome discussions with HS2 Ltd to choose more appropriate viewpoints.
- 5.22. The County Council considers that there will be substantial visual impacts resulting from the size of the site as it will comprise sidings, compounds, car parks, storage areas and other structures. It is not known whether there will be spoil heaps on the site, nor their extent. There is some screening already in place along the A511, but there are likely to be visual impacts from Corkscrew Lane, the Moorlands-Farm Town lane, nearby properties and PRowWs. This will change the character of this area.
- 5.23. Visualisation View 1 shows the view towards the railhead at its eastern end where the least amount of development appears to be proposed. This may not give a true picture of the visual impacts of the railhead.
- 5.24. Visualisation View 2 shows a large amount of visible earthworks. The consultation document states that the railhead would be positioned in a cutting and earthworks would be used for screening. There are no details on whether the earthworks would be created from the spoil on the site or brought in from elsewhere. For ecological reasons it would be the County Councils preference that spoil from local cuttings is used on the site where possible to create any screening earthworks to allow local species to colonise. No details have been provided of landscaping or screening; the County Council requests this detail for comment prior to hybrid Bill submission.

Heritage

- 5.25. Due to the limited archaeological information available, LCC would request that the area is subject to a structured programme of geophysical survey, fieldwalking followed by targeted trenching and any necessary final mitigation.
- 5.26. The railhead development will impact upon the settings of locally and nationally designated Heritage Assets at Hall Farm, Coleorton Hall and the associated Registered Park and Garden, to the south Alton House and Alton Grange, and to the west, Ashby Castle (Hastings Tower). The latter possesses elevated views and should be assessed accordingly. LCC requests that provision is made to mitigate or avoid any detrimental impact(s) on these heritage assets.

Ecology and Biodiversity

- 5.27. National Forest plantations will be affected by the Ashby railhead. LCC request that these are appropriately replaced in full as part of the restoration scheme.
- 5.28. Badger setts are located within the extent of the proposed railhead. There are also a number of ponds within and close to the extent of the railhead site that are used by Great Crested Newts. Locations of these are retained by the District Council. LCC request that disruption to these are appropriately mitigated.
- 5.29. Local residents report the presence of Pipistrelle Bats and Tawny Owls in the Birchwood area.
- 5.30. In addition, the landtake will impact on hedgerows, ponds, grassland and scrubland, some of which are potential or candidate Local Wildlife Sites.
- 5.31. The County Council expects that during any restoration works, local topsoil will be used to enable re-colonisation of the pre-existing vegetation.
- 5.32. The railhead area contains watercourses which are tributaries of the River Mease. This could cause impacts on:
- the water quality and flow into the river which could be reduced
 - the river bed, banks of the river and its tributaries
 - the habitat structure of the river and its tributaries
 - the river and its tributaries from artificial obstructions
- 5.33. These impacts could result from surface water drainage, pollution, invasive species disturbance to the watercourse and its banks, and the construction of features within, or in close proximity to the watercourse. The County Council requests that more information on how the above impacts could be appropriately mitigated be provided prior to submission of hybrid Bill.
- 5.34. LCC requests that HS2 Ltd will provide a comprehensive package of ecological assessment to determine any habitats of significance and extent of likely impact, together with informing the necessary mitigation.

Water courses and flooding

- 5.35. LCC are concerned about impacts on Coleorton Brook. The railhead would cross Coleorton Brook, which is a tributary of the River Mease. See comments on the River Mease and its tributaries above.
- 5.36. No information has been provided to address any impacts on the Coleorton Brook which will be affected by construction and operation of the railhead. LCC will seek assurances that HS2 Ltd will have site specific Construction Environmental Management Plans (CEMPs) in place before site clearance and construction works start, to remove any

risk of fuel, soils, building material and foul/waste water entering the brook during construction of the railhead. Information must be provided on how/where material, fuel and plant will be stored and maintained, containment of foul/waste water on the site, use of site spill kits and briefing to construction staff, the location of oil trap and demolition and construction works.

5.37. See further comments in Appendix 2 as they apply here.

Community

- 5.38. There will be impacts on communities close to the proposed railhead site, particularly the villages of Sinope, Farm Town and Coleorton. These communities could be significantly affected during the construction period and also operation of the railhead. The County Council will seek assurance from HS2 Ltd that these communities are appropriately mitigated during the construction and operation of the railhead.
- 5.39. It will be important to ensure that access between communities is maintained to provide local connectivity and that this is not heavily impacted by HGV movements which could restrict access to Ashby for essential services.
- 5.40. LCC request that railhead operational details (including working hours) are provided by HS2 Ltd before deposit of the hybrid Bill. There is already considerable local concern about the prospect of long hours/24-7 working in the area, particularly when ballast and track are being laid and night working, which will cause light pollution in an area of low population. LCC request that there are timely discussions on working hours and engagement with local communities.
- 5.41. The consultation documents provide limited information about worker accommodation which may be provided at the site. Depending upon the number of workers based at the railhead, there could be a significant temporary local population increase during their working hours. The County Council want to work with HS2 Ltd in locating any temporary workers compounds, so these facilities can be thoroughly planned and sited in appropriate locations. The County Council seeks to resolve these locations and compound sizes for inclusion in the hybrid Bill. There is concern that if left to works contractors, these sites could develop in an un-coordinated and un-planned manner.
- 5.42. LCC has noted that should there be overnight accommodation at the railhead site, it could impact positively on Ashby's night-time economy. See also comments in paragraph 0 above on the lack of hotel and rental accommodation in the area.
- 5.43. Consideration must be given to the provision of welfare services (e.g. medical and Council services) for construction staff who are accommodated in and around Ashby. This will include workers at the railhead and those at the construction compounds at J13 and other nearby locations. Particularly for the railhead, these workers are likely to be in place for several years. The County Council seeks early discussions with HS2 Ltd to help plan for this temporary population increase.

Land and Property

- 5.44. A plan within the HS2 Ltd consultation documents (HS2 Ltd 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 one residential property – the Gamekeepers Cottage.
- Severance impacts on West Farm, the implications of this are still to be determined.

- 5.45. Parts of the railhead and nearby land are within the Coal Authority's High-Risk Development Area, meaning there is a risk to development from coal mining legacy and land instability and also from contaminated land. Using spoil from creation of the cutting to form earthworks could raise land contamination issues if not thoroughly surveyed.
- 5.46. As described above, it is understood that the site will be used for seven years, during which there will be a loss of arable land. The landtake is large when compared to the "constructed" area of the site, but little detail is given on the plan for the use of the full area. LCC seek greater detail from HS2 Ltd on the proposals for this site.
- 5.47. The County Council's expectation is that HS2 Ltd will continue to engage with local authorities and affected land/property owners.

Socio-economic

- 5.48. Many local businesses at Ashby and local industrial estates use the A511 and A512 for deliveries. Many of these are located just off J13 and are dependent on the A511 and A512 for deliveries.
- 5.49. The railhead will cause loss of two wind turbines and transformer near J13.

6. Leicestershire County Council consultation response: Proposed changes outside Leicestershire

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

- 6.1. LCC welcomes the proposal to provide a bored tunnel rather than “cut and cover” under the A42, J10 to the south-west of Leicestershire – this will avoid significant traffic disruption on the A42 and A5 which are significant transport gateways for Leicestershire.

Realignment of the route at Trowell in Nottinghamshire to avoid the M1

- 6.2. LCC welcomes the HS2 realignment at Trowell north of Leicestershire, which will remove the need to realign the M1 motorway in this area. This will mean far less disruption on the M1, which again is a significant transport gateway for Leicestershire.

Permanent maintenance facility at Austrey, North Warwickshire

- 6.3. The County Council does not support proposals for the maintenance facility at Austrey, highlighting long term possible indirect impact of night-time operations on the village of Appleby Parva. LCC is concerned that the surrounding rural roads are inappropriate for vehicles to access the site which will permanently bring additional traffic from the M42 J11 through Appleby Parva, impacting the village. There is also local concern of a potential visual impact (e.g. night lighting) in this rural area, that has yet to be quantified.
- 6.4. LCC suggests that consideration be given to move this facility to the Ashby Railhead temporary site and make this facility permanent. This could provide a more direct access from the highway network and be more comprehensively mitigated by the earthworks required for the railhead construction.
- 6.5. If this is not possible, then LCC seeks detail of traffic movement and other impacts and the consequential measures required to mitigate impacts of this permanent maintenance facility.

Appendix 1

7. Leicestershire Lead Local Flood Authority: Watercourses

- 7.1. Under S72 of the Land Drainage Act (1991) an ordinary watercourse can be defined as:
‘A watercourse that is not part of a main river... all rivers and streams, ditches, drains, cuts, culverts, dikes, sluices, sewers (other than public sewers within the meaning of the Water Industry Act 1991) and passages, through which water flows.’
- 7.2. Under Section 23 of the Land Drainage Act, any party wishing to conduct work or near an ordinary watercourse which creates any obstructions to the flow must first gain Land Drainage Consent from the Council.
- 7.3. Council officers have examined the consultation documents and make the following general comments regarding the management of ordinary watercourses.
- i. The documentation does not include enough information to provide specific comments.
 - ii. The Council welcomes the inclusion of planned works to maintain the flow routes of specific ordinary watercourses such as the Diseworth Brook and Coleorton Brook, using culverts and aqueducts.
 - iii. While there is currently insufficient detail on the proposed changes to smaller watercourses, the Council recommends that consideration is taken for the disruption to watercourse catchments and that water can flow in its natural quality, quantity and direction as much as is possible.
 - iv. The Council would also recommend works take into consideration temporary measures to mitigate the impact of silt/pollution migration on downstream catchments. Further temporary works are also recommended to reduce or negate the impact the works will have on flood risk.
 - v. The Council operates a culvert policy encouraging the de-culverting of ordinary watercourses where possible and encourages the naturalisation of watercourses. A specific policy has been set relating to the culverting of ordinary watercourses and can be found in Leicestershire Local Flood Risk Management Strategy (LFRMS) Policies (<https://www.leicestershire.gov.uk/environment-and-planning/flooding-and-drainage/flood-risk-management>).
 - vi. Where a culvert is unavoidable, the Council will scrutinise design submissions carefully to ensure all steps have been taken to reduce environmental degradation (or mitigate it) and to reduce the risk of flooding as well as assess any requirements under the Water Framework Directive. As such, designs should always seek to culvert the minimum length required. This is set out in LFRMS policy on civil contingencies and community resilience (<https://www.leicestershire.gov.uk/environment-and-planning/flooding-and-drainage/flood-risk-management>).

Appendix 2

8. Affected Public Rights of Way (PRoW)

PATH NO / LINK	LOCATION	ROW STATUS	PROPOSAL	COMMENTS
M60/2	SE of A42 Junction 13	Public Footpath	Extinguish between new A512 and existing.	No objection in principal. Will a footway be provided adjacent to the new A512?
M60/3	SW of Flagstaff Farm	Public Footpath	Diversion of M60 to maintain a link with M30. Diversion to the east.	No objection in principal. If possible prefer a direct cross- field route rather than around the headland and also through the woodland. Safe crossing of A512 required.
M30/1	North of Flagstaff Farm	Public Footpath	Diversion south of the woodland, south of HS2	No need for such a long and back track headland route. More direct option desirable.
Permissive	From Footpath M30 north of Hall Farm to Melbourne Road	Permissive Bridleway	Not be considered as part of the proposals	Very well used Permissive Bridleway needs to be considered as part of the plans
Permissive	As above	Permissive Bridleway		Potential for Permissive Bridleway to be maintained using woodland access track and route adjacent to woodland planting to join Public Footpath M30.
M56/1	North east of Depot	Public Footpath	Diversion along southern side of HS2 then along Melbourne Road	No objection in principal. If possible a more direct crossfield path would be more desirable. Footway to be provided alongside Melbourne Road? Full extent of

extinguishment required needs to be included. Includes an extra link path to diverted footpath M35, good addition to the network. Could path run through woodland planting to remove the triangular dog leg?

M35/1	North of Worthington Field Farm	Public Footpath	Diversion to the west onto Long Hedge Lane	Stop diversion at Long Hedge land as is already a Public Highway. Provide footway alongside Long Hedge Lane. Full extent of extinguishment required needs to be included.
M21/6	West of Mill House Farm	Public Footpath	Diverted to run along Breedon Lane	Extinguish the Public Footpath from Junction of Bridleway M36 as will be duplication. Provide footway along Breedon Road.
NCN 6 Cloud Trail	North of Cloud Hill Quarry	Cycleway	Viaduct over trail	No objections in principle, but Cloud Trail must be kept open at all times. Need to ensure sufficient height for horse riders.
M17/1	North of Breedon Lodge Farm	Public Footpath	Divert to the east and then along Top Brand	More direct diversion south of HS2. Provide a footway adjacent to the carriageway. Full extent of extinguishment required needs to be included. Alternative simply extinguish whole path. People likely to use carriageway
M16/5	SW of A42 Junc 14	Public Footpath	Construction compound proposed across line of path.	Long term temp diversion required

L32/1	East of Long Mere Farm	Public Footpath	Diversion alongside access track onto Long Mere Lane	No objection in principal. Stop diversion at Long Mere Lane as existing Public Highway. Possibility of more direct crossfield diversion.
L50/4	North of Riste Farm	Public Footpath	Diversion south of wetland habitat to access track and Long Mere Lane.	Proposed diversion route needs to be moved further south away from Westmeadow Brook. Stop diversion at Long Mere Lane as an existing Public Highway. Also include northern section of L50/4 in the extinguishment.
L48/2	West of Long Whatton	Public Footpath	Proposed wetland habitat to be created over line of path	Suggest extinguishment of Public Footpath between M1 and A42. Provide footway alongside carriageway as an alternative. Note definitive line.

Appendix 3

9. Heritage and Landscape detailed comments

Proposed Realignment – Ashby to Diseworth

9.1. Contextual Background

The following comments relate to the proposed realignment extending north and eastward from the Ashby de la Zouch junction of the A42(T) to its the junction with the A453, south of Tonge.

- 9.2. To the north east of Ashby de la Zouch and west of Newbold, the route passes through predominantly extracted landscapes, affected by historic (15th century and later) mining and modern opencast extraction. To the east of the proposed line, registered (Grade II* (ref.: 1000959)) historic parkland landscapes are recorded around Coleorton Hall (a Grade II* listed building (ref. 1361611)). West of Newbold earthwork landscapes in Birch Coppice, Rough Close and South West of Smoile Farm are scheduled as nationally important early mining landscapes. Similarly, significant remains, both surviving as earthworks and as buried archaeological deposits/features are recorded outside the scheduled areas.
- 9.3. To the west of Worthington, the post-extractive landscape gives way to gently undulating hedged farmland, indicative of re-organised piecemeal and planned enclosure, with isolated 18th/19th century farmsteads. A characteristic feature of which includes valley edge and bottom meadowland, with associated water management features.
- 9.4. To the north-east of Cloud Hill Quarry, evidence of the earlier medieval landscape history is more apparent, with elements of the medieval Breedon Deer Park (established in the 13th century), including fragments of park pale, focused around the moated park lodge, north west of Breedon Lodge Farm, the latter a Grade II listed building (ref.: 1074125).
- 9.5. As detailed above in relation to the Temporary Railhead, much of the wooded landscape is relatively recent, with exceptions depicted on the 1st Edition OS mapping and Ordnance Survey Drawings. Notably exceptions include Cloud Hill, Birch Coppice and Rough Park, the former associated with Breedon Deer Park, the later forming part of a parkland landscape focused on the estates at Coleorton and Staunton Harold.
- 9.6. Particular concern is raised in respect of the impact of the realigned scheme on Breedon Lodge moated site, a well-preserved moated platform with associated fishponds and vestigial earthworks. It is maintained that the asset, whilst undesignated, is demonstrably of equivalent significance to a designated asset (scheduled monument), and therefore should be treated as such. The scheme will result in substantial harm to the asset, to the relict Breedon Deer Park and to the setting of the closely related Breedon Lodge Farm (Grade II listed building), with a less than substantial impact upon

the wider historic landscape (including Breedon Church (Grade 1 listed building), and former Breedon Priory Augustinian monastic site (the latter having formerly held the park and moated lodge).

- 9.7. In considering the impact of the proposals upon the affected designated assets, the assessment must ensure 'special regard' to the desirability of preserving the building (Breedon Lodge Farm), its setting and any special architectural or historic features (Section 66 (1) Planning Act 1990).
- 9.8. In establishing the sustainability of the scheme, the NPPF requires that 'great weight' must be ascribed to the conservation of a designated heritage asset (or to non-designated assets of an equivalent status, e.g. Breedon Lodge Moat), irrespective of the level of harm.

Recommendations (KEY ASKS – Heritage and Landscape)

- 9.9. Note 1: Any written scheme of investigation or requested development details or information, whether for the assessment or mitigation of works, should be prepared and submitted for the approval of Leicestershire County Council prior to commencement of the works and to agreed timetables.
- 9.10. Note 2: The proposed viewpoint locations identified in the WDES are deemed sufficient in order to properly assess the Proposed Realignment.
- 9.11. It is critical to present a robust justification for the proposed realignment, and that clear evidence is provided to show consideration of alternative options. The engineering argument showing the costs and benefits of the respective alternative route options needs to be expressed clearly and should include how HS2 have factored in the detrimental effects.
- 9.12. In presenting the justification for the preferred route, the impact of the proposals upon the setting and significance of affected designated assets (notable Breedon Lodge Farm, the associated earthwork moat and wider historic landscape considerations (Breedon Hill and church)), must be duly considered, taking into account the 'special regard' to the desirability of preserving the listed building, its setting and any special architectural or historic features (Section 66 (1) Planning Act 1990). Furthermore, great weight should be given to assessed level of harm caused to the designated, – given the potential total destruction of the moated site with this alternative proposal. The developer needs to show substantial off-setting public benefit to justify this action and needs to explain how this was factored into the design solution.
- 9.13. LCC recommends that the developer undertakes a thorough investigation of the physical and historic landscape setting impacts on Breedon Lodge Farm, and the moated site and the wider historic landscape. Where impacts are identified opportunities should be established to minimise, mitigate and off-set loss to the fabric, form and integrity of the affected assets. Consideration should be given to current and on-going maintenance, repair and conservation, as well as off-setting mitigation, through survey and investigation, interpretation and presentation of the historic environment. Solutions should consider the immediate requirements of the affected sites as well as the long-term integrity and viability of the historic environment.

- 9.14. Lounge and Flagstaff Opencast - Due to the heritage impact of this proposed realignment, the developer needs to provide a detailed engineering case that supports the justification for refinement of the route. Consideration should be given to funding the post-excavation analysis, reporting and archive management of the Lounge Opencast archaeological excavation. The latter remains unpublished, with finds and records held by the Leicestershire Museums Service. However, the resource has been identified as of national importance, with the earliest archaeological evidence of the deep mining in Britain. The archive represents a nationally important resource, directly relevant to the landscapes and archaeological remains affected by the scheme.
- 9.15. The proposed landscape earthworks shown on the drawings look unnatural and appear to represent flat topped earth mounds. The developer needs to confirm whether these areas are purely required to satisfy spoil deposition requirements. LCC Recommends that HS2 provide more detail of these areas including cross sections. There is opportunity to incorporate less regular shapes with a variety of slope profiles in order to maximise opportunity for a mosaic of diverse habitats including species rich grassland.
- 9.16. The proposals will require a comprehensive package of archaeological assessment of all areas within the CCB, to include for example all proposed landscaped earthworks (see 1.6 above) and areas of proposed wetland habitat creation, to determine the presence of archaeological remains and extent of likely impact, together with informing the necessary mitigation.
- 9.17. The proposals will require a comprehensive package of ecological assessment to determine any habitats of significance and extent of likely impact, together with informing the necessary mitigation.
- 9.18. The developer needs to clarify what is the provision for retention and protection of existing vegetation – particularly with regards the storage of materials and raising of levels.
- 9.19. The developer needs to provide clarification on how the watercourse associated with Breedon Lodge moated site will be managed.
- 9.20. The developer needs to provide additional info information on proposed lighting, noise and dust implications, note: the prevailing winds are SW so dust may well have significant implications for local communities.
- 9.21. The developer needs to provide clarification on the proposed restoration of the site e.g. ideally we would wish to increase the biodiversity of the area, maintain green infrastructure corridors and connectivity to adjacent habitats and to restore agricultural land to a range of diverse and rich habitats.
- 9.22. Any final landscape mitigation measures should take into account and be sympathetic to key historic landscape and heritage setting concerns, e.g. critical views/ vistas should be maintained and/ or re-established.
- 9.23. The Museum Service represents the repository for archaeological archives. Given the extensive amount of archive material that will be generated during the development of the scheme, assurances are needed to ensure that sufficient capacity to manage and

accommodate this material will be allowed for by HS2. For example, the storage of 'wet' finds found at Lounge and Breedon Lodge Moated site.

- 9.24. The Lounge open cast mining area provides the earliest evidence of coal mining in the County and is therefore hugely important local heritage site. Given the adverse environmental and physical impact to the Lounge Open Cast mining area and the effect of the proposed development on this important site, LCC requests that the developer provides funding to support a thorough investigation and the preparation of documentation to record the heritage asset.

Temporary Railhead

Contextual Background

- 9.25. The following comments relate to the proposed change illustrated on Fig 12 (see attached scan).
- 9.26. The proposed site is bounded to the south by the A511, to the north by a minor field road linking Sinope and Farm Town, and to the west by the A512. The landscape comprises predominantly southerly facing, gently undulating ground, the highest point to the south of Farm Town. The major and minor roads are defined by well established wooded corridors, providing relatively enclosed landscape views to the east, but with rather more open vistas to the west.
- 9.27. A review of the historic landscape character, suggests a history of piecemeal enclosure from earlier open field cultivation (no obvious earthwork remains survive, although features may exist in areas of older woodland). Much of the wooded landscape is recent (exceptions as shown on the 1st Edition OS mapping – notably along the Sinope-Farm Town road), however, hedgerow boundaries are likely to be of some antiquity, and are worthy of retention and/or restoration. Much of the landscape lies over the solid Coal Measures, with overlying Diamicton (Oadby Till) and small pockets of glacio-fluvial sands and gravels.

General comments relating to Proposed and existing Viewpoints

- 9.28. **Proposed viewpoint (PV) Fig 12** - shown on the Design Refinement Consultation visualisation and marked on the attached scan as **PV**, provides views looking south-east from the corner of the lane linking Farm Town and Sinope, adjacent to West Farm Town Wood.
- 9.29. Concerns: This VP only captures some indication of spoil storage areas. The direction of view would not show any of the proposed infrastructure in the distance i.e. the proposed connection to the Leicester to Burton line, due to topography.
- 9.30. **WDES VP: 14-03-01** - Is the only proposed VP that covers this area and looks westwards from Farm Town towards Flagstaff Farm and beyond towards a point where the proposed railhead would meet HS2
- 9.31. Concerns: This VP does not pick up any of the infrastructure to the south.

Other landscape issues (General)

- 9.32. Spoil storage: What is the provision for retention and protection of existing vegetation – particularly with regards the storage of materials and raising of levels?
- 9.33. Removal of landscape field patterns
- 9.34. Removal of large areas of West Farm woodland (WC to check significance).
- 9.35. Removal of (possibly) recently developed planting/ grassland and other older woodland alongside Leicester to Burton line.
- 9.36. Significant loss of habitat connectivity between West Farm Wood and Donnisthorpe Plantation and between A511 Ashby Road and Farm Town.
- 9.37. 2 watercourses, one east of Flagstaff Farm flows south to the A511 and possibly connects with the Packington culvert and a second to the south of Donnington Plantation; both will be entirely severed by the railhead.
- 9.38. Need additional information on proposed lighting, noise and dust implications, note: the prevailing winds are SW so dust may well have significant implications for local communities.

General Historic Environment issues

- 9.39. The area of the Temporary Railhead has not been the subject of recent/structured archaeological investigation, although some works have been undertaken in the area and chance archaeological discoveries have been noted. Despite this a range of known heritage assets have been recorded within the site and are listed below:-

Temporary Railhead: Known heritage assets

- MLE8593: SK 386 160: Geophysical anomalies south of Farm Town: Geophysical survey work in 1999 identified two areas of geophysical anomalies that could be archaeologically significant
- MLE9876: SK 440 119: Coalville High Street/Long Lane Roman Road: Possible Roman road running roughly NW to SE may be represented by Coalville High Street, Hotel Street, London Road and Ashby Road.
- MLE10365: SK 390 157: Medieval/post-medieval pottery from Corkscrew Open Cast Coal Site: Fieldwalking in 1998 recorded a scatter of medieval and early post-medieval pottery.
- MLE16077: SK36 15: Midland Railway, Leicester & Burton Branch line: This extension to the Leicester & Swannington line was built in the 1840s to connect Leicester with Burton.
- MLE21106: SK3779 1608: Possible enclosure cropmarks south-east of Corkscrew Lane: A possible enclosure with other features is visible on 2006 aerial photographs.

- MLE21902: SK3981 1592: Cole Orton Colliery Railway: A branch ran from the Midland Railway to Cole Orton Colliery (see MLE21901)
- MLE21915: SK 5313 0961: Possible prehistoric ditch, south-west of Holly Plantation: LiDAR and walkover survey in 2014 recorded a curving ditch.
- MLE4528: SK 391 166: Farm Town: The southern township of Coleorton village is called Farm Town. Earthworks of old enclosures were noted in and around the village.
- MLE4503: SK 38 16: Possible undated cemetery site south-west of West Farm: Antiquarian reference to the site of a burial ground

- 9.40. In addition to the known archaeological resource within and in close proximity to the development area, there remains a significant potential for as yet unrecorded archaeological remains to be affected by the development of the Temporary Railhead.
- 9.41. It should be noted that despite the temporary nature (7 years) of the proposal, the direct impact of the scheme, associated landscaping, etc., has the potential to have a permanent impact upon archaeological remains, through their truncation or removal of upstanding or buried archaeological remains.
- 9.42. Whilst no listed or otherwise designated heritage assets are located with the proposal area, consideration should be given to assessing the impact of proposed development (both construction and use) upon the setting and significance of any affected nationally and locally designated heritage assets. Where necessary the scheme should make provision to minimise and mitigate impacts detrimental to the significance of the affected asset(s).
- 9.43. It is currently considered that the poor level of information provided is inadequate to assess the direct and indirect impacts of the proposals at this stage.

Recommendations (KEY ASKS – Heritage and Landscape)

- 9.44. Any written scheme of investigation or requested development details or information, whether for the assessment or mitigation of works, should be prepared and submitted for the approval of Leicestershire County Council prior to commencement of the works and to agreed timetables.
- 9.45. Additional development details should be provided to Leicestershire County Council for approval and assessment in advance of the preparation of any mitigation programme.
- 9.46. It is recommended that the applicant provides a robust written justification for the new infrastructure, demonstrating the need for the scale and location of the proposals. Can the allocated area and associated CCB be reduced to avoid unnecessary impact to the landscape and historic environment.
- 9.47. The following additional viewpoints are requested in order to fully assess the landscape and visual impacts of the proposed temporary construction. The 7-year temporary

construction is considered to be significant enough to warrant further landscape and visual assessment.

1. Looking west and south from Farm wood.
2. Looking west from Corkscrew Lane.
3. Looking south from the gateway adjacent to the access track to Gamekeepers Cottage, south of Corkscrew Lane.
4. Corkscrew Lane, south of A511 looking north.
5. View looking north from Little Alton Farm.
6. View looking west from Coleorton Moor Road towards Farm Town.

- 9.48. Due to the limited archaeological information available, it is recommended that the area is subject to a structured programme of geophysical survey, fieldwalking followed by targeted trenching and any necessary final mitigation.
- 9.49. Attention should be given to the potential for the proposed development to detrimentally impact upon the setting and significance of locally and nationally designated Heritage Assets. Notably the listed buildings at Hall Farm, Coleorton Hall and the associated Registered Park and Garden, to the south Alton House and Alton Grange, and to the west, Ashby Castle (Hastings Tower), the latter possesses elevated views and should be assessed accordingly. Provision should be made to mitigate or avoid any detrimental impact(s).
- 9.50. The developer needs to clarify what is the provision for retention and protection of existing vegetation – particularly with regards the storage of materials and raising of levels.
- 9.51. The developer needs to provide clarification on how the 2 watercourses, one east of Flagstaff Farm, which flows south to the A511 and possibly connects with the Packington culvert and a second to the south of Donnington Plantation, (both entirely severed by the railhead development), will be managed.
- 9.52. The developer needs to provide additional info information on proposed lighting, noise and dust implications, note: the prevailing winds are SW so dust may well have significant implications for local communities.
- 9.53. The developer needs to provide clarification on any proposed restoration of the site to ensure the biodiversity of the area is maintained and enhanced wherever possible the developer must ensure that green infrastructure corridors and connectivity to adjacent habitats are maintained and agricultural land is restored to a range of diverse and rich habitats.

ENDS.