

**Proposed Decision to be taken by the  
Portfolio Holder for Transport and Planning  
on or after 23 August 2019**

**High Speed Two Phase 2b Design Refinement Consultation**

**Recommendation**

That the Portfolio Holder for Transport and Planning endorses the proposed response to the HS2 Phase 2b Design Refinement Consultation as set out in **Appendix A.**

**1.0 Background**

- 1.1 On June 6 the Government launched a consultation on 11 proposed changes to the design of Phase 2b, the section of the High Speed 2 (HS2) route from Crewe to Manchester and West Midlands to Leeds.
- 1.2 The amendments are being proposed following design development, environmental assessment, feedback to consultations and ongoing engagement carried out by HS2 Ltd. The consultation includes relocations and realignments, new infrastructure and the introduction of new scope to the HS2 design.

**2.0 Key Issues**

- 2.1 The two changes affecting Warwickshire are:
  - i. Realignment of the route at Junction 10 of the M42, North Warwickshire, to include a 2km tunnel
  - ii. Introduction of a maintenance facility at Austrey, North Warwickshire
- 2.2 At Junction 10 of the M42, a 2km twin-bored tunnel will stretch from south of the junction near Tamworth to the B5000 towards Polesworth. The alignment change moves the railway 20 metres further east into Kingsbury Water Park, where a large embankment of 1km in length has been added to the design to replace viaduct structures.
- 2.3 The previous proposal for a cut and cover tunnel and temporary realignment of 1.2km of the M42 would have caused severe disruption for around five years. This intersection of the M42 and A5 is of strategic importance to Warwickshire, Staffordshire, and the wider regional economic objectives of the West Midlands Combined Authority (WMCA) and Midlands Connect.

- 2.4 At the village of Austrey the additional proposal for a permanent Infrastructure Maintenance Base includes two 825 metre sidings, access road, lighting and a compound including staff welfare facilities, storage and parking. The Design Refinement Consultation states that it will operate 24 hours a day, seven days a week to provide maintenance to the HS2 route after the passenger trains have finished running at night. This causes a major physical impact on a quiet rural setting.
- 2.5 The late introduction of this rail infrastructure presents Austrey with an additional blight which has not undergone the level of detailed assessment of proposals included in HS2 Ltd's Working Draft Environmental Statement (WDES).

### **3. Impact of deep-bored tunnel at M42 Junction 10**

- 3.1 The previous design, as set out in the WDES published by HS2 Ltd in 2018, aligned the railway closely to the path of the M42 in this area. The engineering included a long viaduct over Kingsbury Water Park and a skewed crossing over the M42 near Kingsbury.
- 3.2 The previously proposed route then moved into a cutting before passing under junction 10 of the M42 and the A5/Watling Street via a cut and cover tunnel and jacked box structure. Construction of this type of structure requires work to the roundabout at junction 10 and a temporary realignment of 1.2km of the M42. The major implication of this would have been severe disruption to the Strategic Road Network in this vicinity for a period of up to five years. Residents in Birchmoor would have been cut off from Polesworth and a 7km diversion put in place. In its response to the WDES consultation, the council stated its opposition to this plan and requested a deep-bored tunnel solution.
- 3.3 HS2 Ltd's latest proposal diverges from the current alignment just south of Whateley, where the route deepens to allow it to go under M42 junction 10 in a bored tunnel. The bored tunnel is longer than the previously proposed cut and cover tunnel, meaning that Hermitage Lane can remain on its current alignment. The change will ensure that Birchmoor is no longer isolated during the construction period and the motorway service station serving the junction and other affected businesses can remain open.
- 3.4 The proposed change to introduce a bored tunnel under the roundabout is viewed as a positive overall outcome by reducing physical impacts on the existing junction, and therefore the operation of the A5, and removing the necessity to temporarily realign the motorway. However, more detail is required on how equipment and utilities will be brought to the tunnel, and on the transportation of excavated material.
- 3.5 The council emphasises that it is beholden on HS2 Ltd to ensure that the depth of its tunnel below the junction is sufficient to allow a major highway improvement at M42 Junction 10 to be delivered in the future. This work is a key strand of the planned strategic improvements to transport capacity which will support future housing and economic growth across North Warwickshire

and the wider region. The council is seeking an assurance by Royal Assent of the hybrid bill from HS2 Ltd that this issue is fully resolved in conjunction with Highways England prior to commencement of HS2 works.

- 3.6 The provision of the tunnel has a negative impact at Kingsbury Water Park, with the railway further encroaching now 20 metres further into the park and a large embankment 1km long and 7m high restricting the movement of people and wildlife to the broader areas of the park. This means that the operation of the park will be substantially damaged. The council requests that HS2 Ltd deliver a package of mitigation by the deposit of the hybrid bill which is acceptable to the authority and will enable the park to survive the construction and operation of the railway. Currently no measures have been agreed by HS2 Ltd to mitigate the impact on the either Kingsbury Water Park or Pooley Country Park.

#### **4. Impact of Infrastructure Maintenance Base at Austrey**

- 4.1 The introduction of an Infrastructure Maintenance Base to the north of Austrey is intended to be at the existing ground level with the sidings screened by the HS2 mainline. The proposed facility consists of two 825m sidings, welfare facilities for staff, a storage area, and a car park for 10 vehicles. An unspecified amount of lighting is required for overnight working.
- 4.2 The consultation document states that the facility is proposed to be located in a cutting between the M42, and the proposed HS2 main line and the track is approximately 10 metres lower than the main HS2 railway. It is unclear from the proposal how it can be situated at ground level and also at 10 metres lower than the railway itself. There are no operational details published at this stage, nor is it evident how materials or other requirements for the maintenance of the railway will be brought to the depot. The lack of a connection to conventional freight rail lines and intended usage of the rural road network leaves significant unanswered questions for the community both during the construction of the facility and its future use.
- 4.3 HS2 Ltd assumes that the site will be operational 24 hours a day, seven days a week and used for the storage of trains which will maintain the railway overnight. Access to the site is planned from No Man's Heath Lane. HS2 Ltd is pledging to reduce the operational impacts through mitigation, such as the provision of earthworks screening and planting. However, the brand new impacts on a virgin greenfield site have not been sufficiently articulated by HS2 Ltd at this stage. It is expected that a full assessment and evaluation of these impacts should be undertaken by the promoter before it can be considered.
- 4.3 The council is strongly opposed to the use of this location for additional railway infrastructure. The issue of the cost and benefit to the HS2 project for using this location against a brownfield site or existing rail sidings has not been justified.

- 4.4 The site fundamentally fails to meet two of the five requirements for a Infrastructure Maintenance Base set out by HS2 Ltd in the consultation document – namely a connection to the conventional rail network and a good connection to the Strategic Road Network. Other locations included in the promoter’s plans – for example the railhead at Ashby-de-la-Zouch - provide a better match to the criteria. Therefore, it is the view of officers that in accordance with stipulations in HS2 Ltd’s own consultation document, the facility must instead be situated where there is current rail infrastructure, rather than create a new industrial footprint.
- 4.5 Furthermore, it is evident from the information available that the introduction of physical infrastructure and the associated noise and light pollution will have an adverse effect on the quality of life of residents in the nearby villages.
- 4.6 The roads around Austrey are narrow country lanes and unsuitable for significant volumes of large vehicles, and therefore the potential for accessing local roads for vehicles transporting HS2 maintenance materials is considered inappropriate.
- 4.7 HS2 Ltd has failed to adhere to its published mitigation hierarchy, which is the best practice approach the organisation should apply in project design development, when considering Austrey. This is to avoid, reduce, abate, repair, or finally, compensate. According to HS2 Ltd’s corporate approach, the avoid option should be taken in this instance in order to reject damaging options and move away from sensitive features prevalent in rural locations.
- 4.8 Based on the available information, the proposed Phase 2b railhead at Ashby-de-la-Zouch appears to meet the requirements set out by HS2 and in addition will have an established rail infrastructure facility in operation for seven years throughout the construction period. Applying the HS2 mitigation hierarchy, an existing site should be utilised to reduce the impact of the scheme rather than imposing new permanent facilities in an unsuitable location. On this basis, the logical conclusion of the council is that the site at Ashby is a more sustainable location for the proposed Infrastructure Maintenance Base.

## **5 Financial Implications**

- 5.1 Officer resources from the council’s project team will be required to fulfil the role of the authority during the development of HS2 Phase 2b. If there is a necessity to petition Parliament on changes to the scheme, there will be legal costs in line with the council’s experience in Phase One.

## **6 Timescales associated with the decision and next steps**

- 6.1 The consultation closes on September 6. The Secretary of State will decide whether to include the proposed changes in the Phase 2b design following consideration of the feedback to this consultation. The resulting decisions will be published as part of the submission of the Parliamentary hybrid bill.

- 6.2 To enable the line to be built, hybrid bill legislation – submitted together with a Formal Environmental Statement - will be deposited to Parliament, currently scheduled for summer 2020. The published HS2 Ltd timetable is for construction to start on Phase 2b in 2026 and the railway to be operational in 2033.

## Appendices

**Appendix A** – Response to HS2 Phase 2b Design Refinement Consultation

**Appendix B** – Maps of HS2's impact on Kingsbury Water Park and Pooley Country Park

**Appendix C** – Glossary of Terms

## Background papers

1. Background paper: Warwickshire County Council WDES response (December 2018)
2. Background paper: Design Refinement Consultation document (July 2019)

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The report was circulated to the following members prior to publication:

Local Members: Cllrs Jenns, Reilly, Parsons

Other members: Cllr Stevens, Chattaway, Cockburn, Phillips, Shilton, Clarke, Fradgley and Roodhouse

# Appendix A

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## **Warwickshire County Council's response to the High Speed Two Phase 2b Design Refinement Consultation 2019**

### **1. Introduction**

- 1.1 The council will restrict its comments to questions on pages 31 and 50 of the consultation. The other questions within the consultation concern themselves with changes in the Leicestershire, Derbyshire and South Yorkshire areas, none of which are within the council's remit to comment on.
- 1.2 The comments incorporated in the two relevant consultation questions forms the council's response to the HS2 Phase 2b Design Refinement Consultation 2019.
- 1.3 The response also includes comments the council wishes to make on design changes incorporated into the latest iteration of HS2's Phase 2b plans, published as part of this consultation.

### **Question 1: What are your views on the proposed replacement of the cut and cover tunnel under Junction 10 of the M42 with a 2km bored tunnel?**

2.1 The council broadly supports the principle for a deep-bored tunnel to mitigate for the extensive disruption to the local area and the Strategic Road Network including the M42 and A5. We expect it to contribute towards a positive legacy for North Warwickshire, Tamworth, and the wider sub-regional and regional economy.

2.2 We recognise that there will remain major impacts on traffic at this junction for an elongated period whilst the HS2 works are carried out. Junction 10 is already near capacity and has been identified as requiring a significant upgrade by both Highways England and Warwickshire County Council. We expect HS2 Ltd to ensure that their construction works do not fetter the economic vitality of the area or prevent future transport projects from being delivered.

2.3 A number of bodies, including Midlands Connect, recognise that major improvements to the A5 and M42 are needed to support planned and future housing and employment growth across North Warwickshire and the Pan-Midlands area. Strategic studies of the A5 and A42/M42/A38 corridors are currently being undertaken by Midlands Connect to develop an evidence-led case for future investment. Critical to these plans is the interface between the two corridors at M42 Junction 10. It is essential therefore that the proposed deep bored tunnel is

constructed at a sufficient depth below the junction to allow a major highway improvement to be delivered in the future. The council therefore requests an assurance from HS2 Ltd before Royal Assent of the hybrid bill that this issue is fully addressed in conjunction with Highways England as the responsible authority for the Strategic Road Network.

2.4 North Warwickshire Borough Council has identified the A5 transport corridor as a key area for delivering the vast majority of its housing target of 9,598 up to 2033. There are sites allocated to deliver over 6,500 homes not only for North Warwickshire's needs but those from Birmingham, Tamworth and Coventry. Significant levels of employment growth around Junction 10 and along the A5 corridor must be taken into account during HS2's planning. This includes the planned expansion of businesses at the Horiba –MIRA Enterprise Zone, Birch Coppice and Relay Park - all of which will contribute to the growth of traffic before HS2 construction is scheduled to start.

2.5 The proposal for a tunnel reduces the impact on Birchmoor by avoiding long-term severance of the community and the associated impacts to the lives of residents during construction.

2.6 However, disruption during the construction phase must be minimised. A better overall solution for this area would be for HS2 Ltd to access its compounds directly from the M42 with a left-in/left-out arrangement from the southbound carriageway. In addition, the council recommends that HS2 Ltd create an access point from Tamworth Road to the north of the trace in order to reduce the amount of construction traffic on local roads.

2.7 The change in the plans to amend the A51 in Kingsbury village requires HS2 Ltd to fully assess the impact of all traffic movements in and out of the village and keep traffic disruption to a minimum.

2.8 The council requests that detailed plans and the methodology for the utilities required to serve the tunnel boring machine are included in the Formal Environmental Statement (Formal ES).

### **3. Impact on Kingsbury Water Park and Pooley Country Park**

3.1 The council acknowledges that the changes associated with HS2 Ltd's tunnel proposal will cause a permanent detrimental effect on Kingsbury Water Park (KWP). To date no mitigation measures have been proposed by HS2 Ltd in response to ongoing concerns raised by the council in previous consultation responses.

3.2 It is incumbent on HS2 Ltd to work with the council to resolve this and other issues arising from the HS2 project affecting Kingsbury Water Park prior to

submission of the Formal ES. A working group set up by HS2 Ltd has yet to yield any acceptable solution.

3.3 The effect of the design amendment to lower the track bed height through the park makes the rail infrastructure, and its construction, more intrusive than the previous plans. The change to a 1km embankment, before resuming as viaduct, has a negative impact on the visitor experience and is impermeable to movement of people and wildlife around the park.

3.4 As stated in the council's submission for the Working Draft Environmental Statement (WDES) consultation, the impact of HS2 on the operating model and the economic ecosystem that exists between the council, small businesses, community ventures and park users has not been mitigated.

3.5 The fabric of the park infrastructure is essential for businesses to survive for the following reasons:

- i. visitor footfall is essential to sustain the businesses, community ventures and clubs, that together employ over 200 people
- ii. small businesses in turn provide and generate facilities that attract visitors
- iii. revenue from the business leases and parking fees are in turn invested in the management of the council's parks portfolio and infrastructure, to maintain a safe, welcoming and well managed visitor environment that ensures repeat visits.

3.6 The council envisages the most viable option is to move the visitor hub facilities away from the construction area of HS2. The council requests HS2 Ltd to deliver an equivalent alternative provision within the park in advance of HS2 construction works that enables the railway to be built and operated without severe detriment to the park as a whole.

3.7 KWP is as much a tourist destination as it is a well-loved community resource attracting over 350,000 visits annually. The park offers a wide range of water sports activities, an award-winning Camping and Caravan Club site, diverse fishery, cafes, cycle hire, a children's farm and many other publicly available activities. The popular miniature railway is directly affected by the HS2 route and no provision has been included in the plans.

3.8 The additional embankment and construction road in the park presents a greater ecological impact than HS2's previously suggested design. The park is home to a regionally and nationally significant habitat, the impacts on which are not sufficiently mitigated by the current proposals. Full mitigation for this loss through more ecological habitat provision, immediately adjacent to and accessible from the park, is required.



3.9 Following a visit to the park from the HS2 Design Panel in the summer of 2018, the panel recommended that HS2 Ltd create a legacy for the landscape and that users must be the guiding principle of design in this area.

3.10 The council expects HS2 to consider this alternative and provide mitigation in a holistic and sympathetic way that reflects the social, economic, environmental, and health and well-being benefits derived from this much loved and regionally important amenity.

3.11 At Pooley Country Park the design amendment places the line on an embankment, prior to bridging the Coventry Canal. The HS2 route, and proposed land take during construction and operation, eradicates the majority of the visitor infrastructure and it is inconceivable that this can be viably re-provisioned on the residual land between the elevated section of the M42 and the railway embankment. It is incumbent on HS2 Ltd to mitigate this impact and provide a solution which enables the park survive the construction period and thrive in the long-term.

3.12 The council remains deeply concerned that the latest design amendments fail to show any mitigation whatsoever for the effect on North Warwickshire's two popular and important country parks. Whilst the recent establishment of the technical Country Parks Working Group is welcomed, it is essential that appropriate mitigation is agreed without delay, to enable construction and re-provisioning prior to the main HS2 works.

#### **4. Ecology**

4.1 The council is concerned about the additional impact of the construction road to the southern tunnel portal on the Kettle Brook Local Nature Reserve (LNR) near Tamworth. The current proposal indicates that mitigation will be provided by means of allocating land as LNR, and therefore designating it as a LNR is duplication and will not provide mitigation. As the plans provide a reinstatement of the land as LNR rather than mitigation, the council requires equivalent mitigation for this loss either through new ecological habitat provision immediately adjacent to the LNR or in kind, such as a green bridge to enhance wider ecological connectivity on land between the southern tunnel portal and the northern tunnel portal.

#### **5. Flood risk**

5.1 The proposed changes result in an increased length of the route passing through KWP flood plain on embankment. The HS2 design standard for flood risk on Phase One of the scheme provides guidance on the design of replacement floodplain storage areas.

5.2 It is not clear that these requirements are met within the new area of replacement floodplain storage between the existing and proposed alignments of Bodymoor Heath Road.

5.3 In accordance with the HS2 design standard adopted previously, the council requires the following measures to be included in HS2's plans in the Formal ES:

- i. Where floodplain storage compensation is required it shall relate hydraulically and hydrologically to the location of the lost floodplain
- ii. Floodplain compensation areas must be designed to drain naturally
- iii. All compensatory floodplain storage must be direct, not relying on pipe or culverts.

5.4 It is noted that while the Environment Agency leads on this aspect of flood risk, the accepted practice is that it is carried out in consultation with the Lead Local Flood Authority. Where alternative land solutions are required, it is expected that this is addressed in the hybrid bill submission rather than left to a later Additional Provision.

## **6. Public Rights of Way**

6.1 The proposals in the Design Refinement Consultation plans do not reflect changes made by HS2 in Phase One and fail to meet the council's expectations for the integrity of the network to be maintained.

6.2 The intended diversion of footpath T26 at Kingsbury Water Park is around 500 metres longer and 50 per cent the total length of the footpath. This is not an acceptable solution and the council requests that HS2 Ltd provides a direct physical connection from the park to the footpath to prevent severance and an elongated diversion.

6.3 The council expects the following Public Rights of Way alteration to be fully considered by HS2 Ltd in its final submission:

- i. The realignment of AE16 realignment should be carried out to WCC standards and at the Pooley Lane point it must be clear that there are no public vehicular rights.

6.4 Other Public Rights of Way amendments shown on the plans - namely the T70 diversion, amendment to the T67 bridleway, the future status of E994 Back Lane and loss of a section of the T77 footpath, must be resolved by HS2 Ltd in the Formal ES.

## **7. Archaeology**

7.1 As per the council's previous comments on HS2 Phase One, it is expected that HS2 Ltd identify and carry out detailed analysis of the impacts that the scheme will have on the historic environment and to develop an appropriate strategy to minimise and mitigate any such impacts.

## **8. Public Health**

8.1 The council reiterates concerns that the proposed changes to this section of HS2 would impact general health and wellbeing considerations documented in the council's response to the Phase 2b WDES. This includes concerns pertaining to both construction and operational phases in areas documented, such as impact of noise, visual disturbance, construction working hours, loss of access to green spaces, cycle routes, and social isolation, as well as impact documented on some specific communities, and these should continue to be mitigated for in order to protect health and wellbeing.

## **Question 2: What are your views on the proposed location of a maintenance facility near Austrey**

9.1 The council objects to the addition of a maintenance facility for the reasons set out below.

9.2 The location of the proposed maintenance facility in a rural setting is inappropriate. This location fails to match the stipulated HS2 criteria for a suitable site for the specified facility.

9.3 The proposed site at Austrey is in a rural location and is not well-connected to the strategic highway networks, and therefore will not provide access to the facility for large vehicles associated with the maintenance of the rail line.

9.4 This particular location is not adjacent to the conventional railway network and does not have a connection which would enable freight trains to deliver and remove materials. As a result, any deliveries to and from the maintenance facility would need to be transported via the local road network, which as previously stated is unsuitable for large numbers of heavy goods vehicles accessing this site.

9.5 The facility is planned to be operational at night, with car parking and welfare facilities on site for staff and storage. This level of activity will negatively impact on the rural area. The use of the site during the night would result in higher levels of illumination visible to the surrounding countryside and villages. In addition there is associated noise and other disruption, such as large goods vehicle traffic, occurring during the night which will bring disturbance to local residents.

9.6 A more suitable proposal would be to utilise existing rail infrastructure or brownfield development rather than introducing blight to a quiet rural setting. HS2 Ltd's identified railhead site at Ashby matches the criteria set out by the organisation in that it is connected to the existing rail network and road access directly onto an A-road. The impacts here are already mitigated during HS2's construction phase using HS2 Ltd's published mitigation hierarchy (Ref 4.3.7 page 16

<https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attach>

9.7 It is our view that HS2 Ltd should apply the first principle of its mitigation hierarchy with the Austrey proposal, which is to avoid the impact. In its approach to mitigation, HS2 Ltd stated that as the refinement to the route is undertaken, changes would seek to achieve further avoidance. This methodology has clearly not been applied during the formulation of these consultation proposals.

9.8 During construction of this facility there will be significant challenges on the existing highway network and on the identified routes to this maintenance facility. The connection between the local highway network and the Strategic Road Network to the village of Austrey consists of a series of rural local roads; many of which are narrow and are wholly unsuitable to take heavy goods vehicle traffic in the volumes likely to be necessary to construct and then operate the proposed maintenance compound and associated rail infrastructure in this location.

9.9 The villages of Austrey, Newton Regis and No Man's Heath will be detrimentally affected by the increased volume and type of traffic proposed by the construction of the railway. Within these villages the local roads are narrow, many have no footway provision, and on-road parking is present, significantly reducing the suitability of the local road network to accommodate the likely volumes of large goods vehicles. Narrow lanes and road junctions that are proposed to be used such as those at No Man's Heath Lane - Appleby Road – Main Road are incongruous for HGV traffic. Similarly, Austrey Lane to the north at its junction with the B5493 is unsuitable for large vehicles.

9.10 The estimated time frame for the construction of the railway and maintenance facility is over an extended period of around five years. The disruption to the local road network and issues with road safety at local junctions during this period is a concern and places an onerous liability on Warwickshire County Council as the local authority responsible.

9.11 Furthermore Austrey has limited footway provision, so any increase in traffic through the village will result in reduced safety for pedestrians and cyclists. This factor causes social isolation and will contribute to elderly or less mobile users feeling unsafe when travelling around the village.

9.12 To avoid traffic impacts of the railway construction on the village the council wishes to see the use of slip lanes onto/from the M42 for direct access to the construction compound. This would mirror the practices in Phase One at the A46 near Stoneleigh where a similar road complexity exists.

9.13 The council requests that both Highways England and HS2 Ltd develop proposals for inclusion in the hybrid bill for accesses to/from the M42 to serve this construction compound, if it is to proceed.

## **10. Ecology**

10.1 There is concern about the negative additional impact on the ecology and land loss caused both directly by the maintenance sidings and the access roads. The proposed mitigation is between the M42 and the railway line and therefore isolated from the wider countryside. This fragmentation will significantly reduce any ecological value and function. The council requests that HS2 Ltd provide an assurance by Royal Assent of the bill to include green bridges or similar structures in the Whateley and Austrey areas as mitigation for this impact.

## **11. Flood risk**

11.1 The new facility near Austrey will result in a significant additional area of hardstanding. The attenuation basins related to this area must be sized accordingly by HS2 Ltd to avoid an increase in flood risk, and where possible, oversized to provide greater resilience to existing flood risk in the village.

## **12. Public Rights of Way**

12.1 The proposals show the loss of footpath T140 and users of the current alignment face a considerably longer route of over 600 metres to the western side of Austrey. It is also unclear where pedestrians are expected to go on reaching No Man's Heath Lane as no provision is included in the plans. A bridge would provide an acceptable solution.

12.2 The plans include severance of E11 Garbour Lane. The council requests that landowner access is maintained along the HS2 access track.

## **13. Archaeology**

13.1 As per the council's previous comments on HS2 Phase One, it is expected that HS2 Ltd identify and carry out detailed analysis of the impacts that the scheme will have on the historic environment and to develop an appropriate strategy to minimise and mitigate any such impacts.

## **14. Public Health**

14.1 Austrey has been identified as an area of concern to the council within responses to previous Phase 2b construction proposals. This has included concerns pertaining to the impact on an already isolated community, loss of access to green space (at Austrey playing fields), local proximity to a primary school, and specific concerns about large goods vehicle traffic during construction in combination with limited footpaths as well as ongoing use of local roads such as No Man's Heath Lane. Within North Warwickshire there are significantly higher than average rates of

road traffic accidents: [Public Health England - Finger tips data road traffic casualties](#), and above average readings for air pollution in comparison to West Midlands and England data: [Public Health England - Finger tips data air pollution](#).

13.2 Further permanent rail infrastructure will also negatively contribute to previous concerns highlighted around noise, operating hours, and visual disturbance as well as the above areas of concern.

13.3 Mitigation for the overall impact is not identified in the proposed changes and must be addressed.

## **14. Conclusion**

14.1 The council's consultation response provides an initial interpretation on the amount of detail available in the documentation. The council reserves the right to comment further once more information on the scheme is made available.

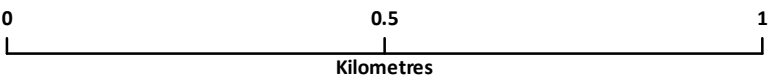
14.2 Officers on behalf of the council will continue to engage with HS2 Ltd on every aspect of the plans and scrutinise the work and proposals from HS2 Ltd in order to achieve the best possible outcome for impacted areas.



# APPENDIX B1

## Proposed HS2 Route - Phase 2: Impact on WCC Country Parks

- Proposed HS2 Route
- 1km Distance From Proposed HS2 Route
- Kingsbury HS2 Railhead
- Motorways
- Kingsbury Water Park
- Warwickshire Parish Boundaries
- Warwickshire County Boundary



1:10,000

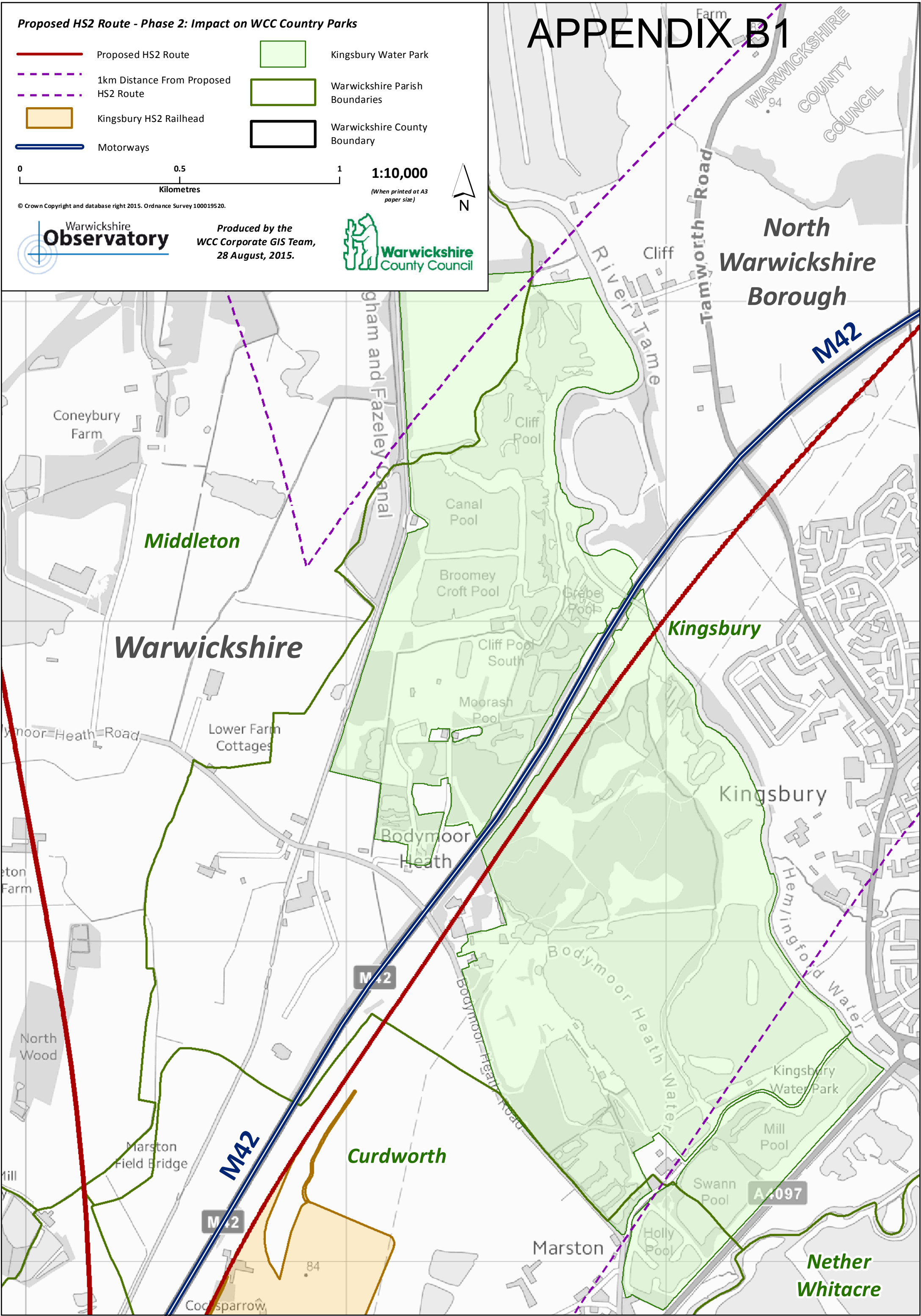
(When printed at A3 paper size)



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Produced by the  
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28 August, 2015.





# APPENDIX B2

Shuttington

North  
Warwickshire  
Borough

M42

Alvecote

Woodside  
Cottage

93

87

Potford  
Bridge

Bramcot  
House

Robey's Lane

Alvecote  
Wood

Canal

Woodhouse  
Farm

Warwickshire

Polesworth

Polesworth

Polesworth

Quarr  
Bridge F

B50

M42







M42

Green La

Birchmoor

Dordon

## Proposed HS2 Route - Phase 2: Impact on WCC Country Parks

- |                                                                                       |                                      |                                                                                       |                                |
|---------------------------------------------------------------------------------------|--------------------------------------|---------------------------------------------------------------------------------------|--------------------------------|
|  | Proposed HS2 Route                   |  | Pooley Fields Country Park     |
|  | 1km Distance From Proposed HS2 Route |  | Warwickshire Parish Boundaries |
|  | Motorways                            |  | Warwickshire County Boundary   |

0 0.5 1  
Kilometres

1:10,000  
(When printed at A3  
paper size)

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## Appendix C

### Glossary of Terms

| Term                           | Abbreviation | Meaning                                                                                                                                                                                                          |
|--------------------------------|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Formal Environmental Statement | FES          | A document produced by HS2 detailing likely significant environmental impacts along the route and measures to manage and reduce the impacts.                                                                     |
| Additional Provision           | AP           | Changes to Parliamentary Bills are made in the form of an Additional Provision.                                                                                                                                  |
| Cut and Cover tunnel           |              | A simple method of construction for shallow tunnels where a trench is excavated and roofed over with an overhead support system strong enough to carry the load of what is to be built above the tunnel.         |
| Deep bored tunnel              |              | Where two parallel tunnels, each containing a single rail track, are constructed. This can be done by either using tunnel boring machines (TBMs) or by excavation of a single-bore tunnel with mechanical plant. |
| Jacked Box structure           |              | A tunnelling system which uses a reinforced concrete box.                                                                                                                                                        |
| Cutting                        |              | An excavation that allows railway lines to pass through the surrounding ground composed entirely or predominantly of soil.                                                                                       |
| Embankment                     |              | A construction that allows railway lines to pass over low lying ground.                                                                                                                                          |
| Sidings                        |              | A low-speed track section distinct from a running line or through route such as a main line or branch line or spur. It may                                                                                       |

|                        |      |                                                                                                                                                                                 |
|------------------------|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                        |      | connect to through track or to other <b>sidings</b> .                                                                                                                           |
| Trace                  |      | The route of the railway                                                                                                                                                        |
| Track bed              |      | The track bed is the groundwork onto which a railway track is laid.                                                                                                             |
| Strategic Road Network | SRN  | The Strategic Road Network in England is around 4,300 miles long and is made up of motorways and trunk roads, or the most significant 'A' roads.                                |
| Local Nature Reserve   | LNR  | Local Nature Reserves are a statutory designation. LNRs are for people and wildlife. They are places with wildlife or geological features that are of special interest locally. |
| Floodplain             |      | An area of low-lying ground adjacent to a river, formed mainly of river sediments and subject to flooding.                                                                      |
| Public right of way    | PROW | Paths on which the public have a legally protected right to pass and re-pass.                                                                                                   |