

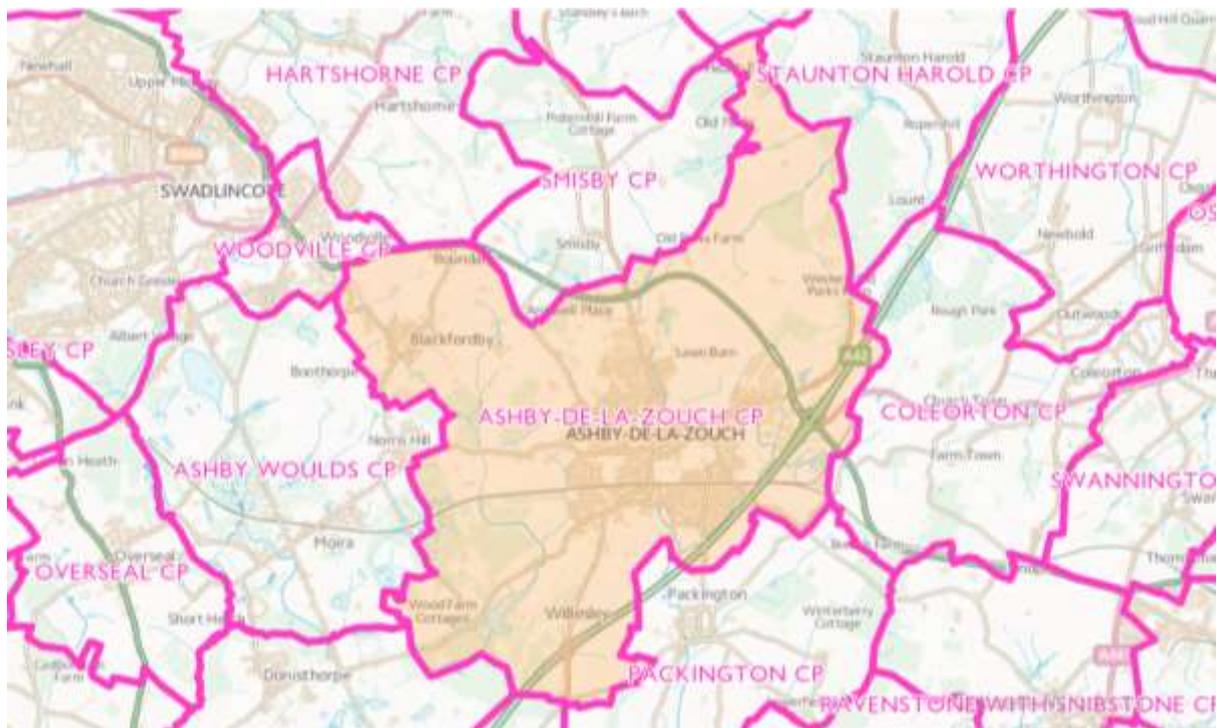
# Ashby de la Zouch Town Council – response to HS2 Working Draft Environmental Statement Area LA03

## 1. Introduction

Ashby de la Zouch Town Council has considered the impact of HS2 and the information in the Working Draft Environmental Statement and it wishes to put forward this response. The current route passes through two sections of land towards the east side of its boundaries. It is noted that the parish will be subject to some significant impacts. The priorities of the Town Council are:

- To ensure that traffic disruption is minimised during the construction period, particularly as some major road junctions lie within the Town Council’s boundaries;
- To ensure that the Town Centre can be readily accessed from the surrounding area;
- To secure appropriate mitigation for the impacts on Willesley Wood/Fiveways Wood;
- To see a cut and cover tunnel at Willesley Woodside;
- To understand the impacts of the proposed railhead at Ashby, which is still under consideration;
- To mitigate the considerable impacts of a major materials stockpile at New Packington;
- To avoid the temporary closure of the A511, Leicester Road, Ashby Road and the B4116;
- Addressing the height of the Gilwiskaw Brook Viaduct;
- To secure appropriate mitigation for cumulative the impacts on traffic and the local community of the siting of two main construction compounds in the parish;
- To secure noise mitigation for residents in New Packington and for the housing estates in Ashby that run alongside the A42 and the railway line;
- To obtain clarification about how long the main compound at Junction 13 will remain open.

The Town Council have compiled the following using its local community knowledge and the information that has already been provided about the HS2 project.



ASHBY DE LA ZOUCHE TOWN COUNCIL BOUNDARIES

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Mention is made of Community Relations Personnel being appointed. The Town Council would like more information on when they will be appointed and how they will engage with the local community. The Town Council would want to see engagement within the town e.g. at Legion House or Hood Park, rather than only at Measham and Kegworth.

The Town Council would also like details of consultation and engagement on the development of the Local Environmental Management Plans. It is crucial that there is local input into the production of these documents.

### **2. Agricultural, forestry and soils**

Ashby de la Zouch is at the heart of the National Forest and the Town Council is proud that this important organisation is on our doorstep. However, the Willesley section of the line will take a large section of woodland away for many years. A long section of deep cutting will remove more than half of Fiveway Wood and although some mitigation planting is proposed, it represents a loss of mature trees and a loss of land to Park Farm (which is also losing buildings on their site).

To mitigate this, the Town Council propose that HS2 seriously considers converting part of the Willesley Wood Side cutting into a cut and cover tunnel. A long part of route the cutting is very deep, and a cut and cover tunnel would help with the loss of land in general, and the surface could be replanted as woodland, restoring the nature of the area.

Further down the line, the Town Council is pleased to note that the islanded land between HS2 and the A42 will be largely planted with trees. This will help to mitigate the loss of trees elsewhere through the District. The Town Council is aware that HS2's policy will be to offer construction land back to the original owner after the project is completed, and this raises some questions for the Council.

The Town Council requires clarification on the following:

- How the re-landscaped areas will be protected from further disturbance; will these land parcels be covenanted?
- Who will be responsible for the upkeep of the re-landscaped areas? This needs clear definition and further discussion

The Town Council notes that the land take around J13 of the A42 seems disproportionately large for the land that will eventually be required. This will be highly disruptive to the landowners and the Town Council will welcome HS2's explanation for this. Details are required about the landscaping of the site, during and after construction.

It is crucial that any trees damaged/lost during the construction period are replanted, especially as the trees around the A42 corridor offer crucial screening from the A42 trunk road and should offer the same level of screening from the HS2 railway line. The Town Council requests that new trees are planted as soon as possible so they can reach maturity in the early years of the trains operation.

### **3. Air quality**

Ashby de la Zouch is not currently an air quality monitoring area. However, the main construction area extends quite close to the town and passes through the settlements of Willesley Woodside and New Packington. There will be two main compounds, 3 satellite compounds and four large material stock

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piles in the parish, plus the potential for a rail head. The Town Council will expect that appropriate air quality monitoring is undertaken by contractors with results reported to the Town and the District Councils.

The Town Council feels that the construction period could exacerbate air quality problems created by the A42. It also has concerns about air quality around the major road junctions within its boundaries, as these will all be subject to roadworks which will inevitably cause standing traffic. It is accepted that the adverse effects of air quality are measured over “lifetimes” rather than temporary exposures, however the road works will last for several years.

It is pleasing to note that HS2 Ltd are expecting high speed rail travel to improve air quality by fewer cars on the roads. However, the Town Council struggles to see how this will be the case in Ashby de la Zouch when there are no stations in the immediate vicinity to enable people not to use their cars and the A42.

The planting of hedges and trees alongside the route of HS2 and the replacement of trees removed during the construction of the line would help mitigate any deterioration in air quality.

### **4. Climate change**

The Town Council is aware that HS2 are aiming to be the “greenest major infrastructure project ever” and will be delighted if there are beneficial effects in the future. The Town Council works hard to find ways of reducing the community’s carbon footprint and takes a positive view on organisations which strive to improve our environment, for us and for future generations.

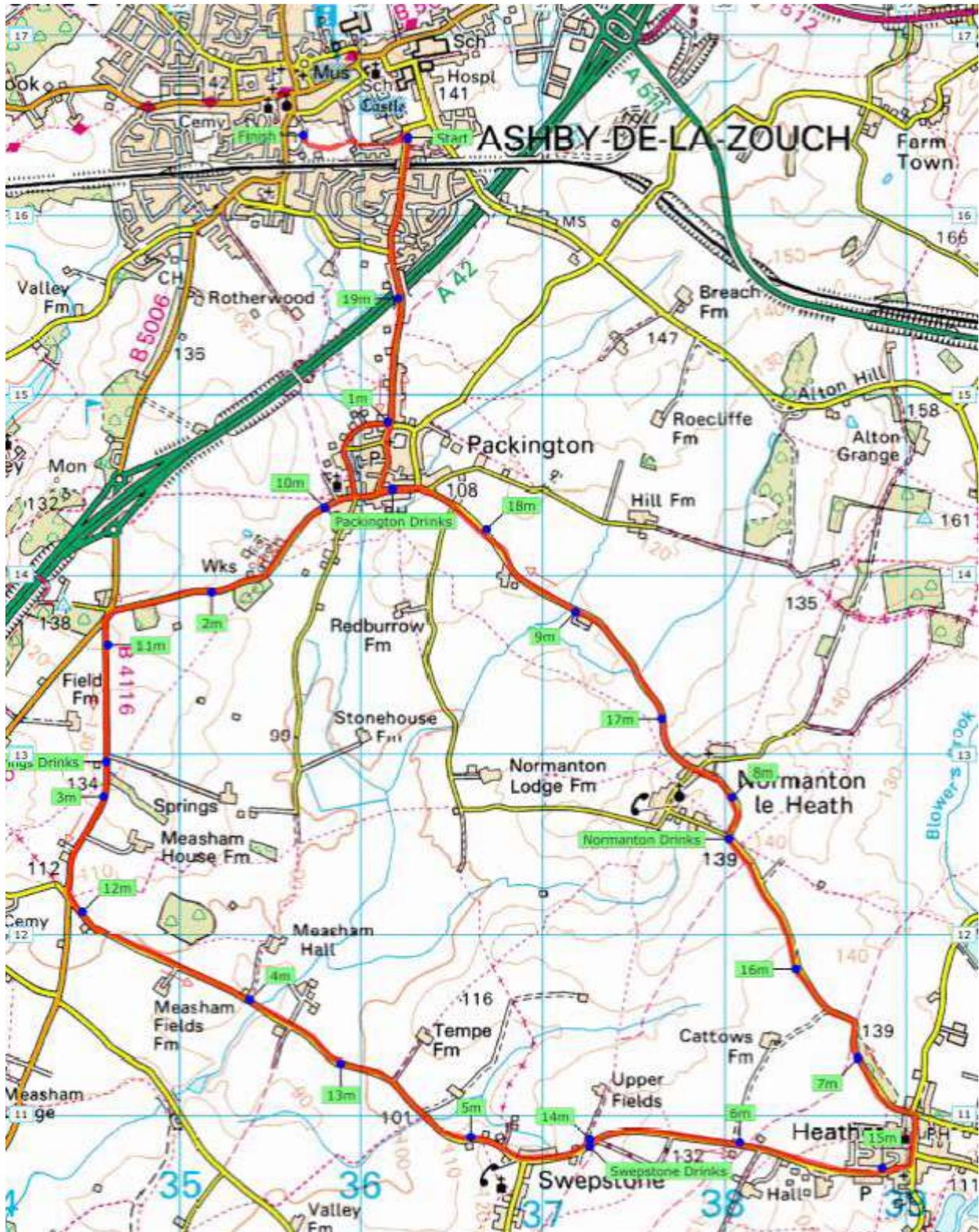
### **5. Community**

This is one of the Town Council’s principal areas of concern. The works on the Leicester and Ashby Roads, B4116, A511 and A512 will cause significant impact on our community which will include the following:

- Other villages access to Ashby during the construction period. The town is the main shopping and service centre for the area and many people travel to Ashby for schools, doctors, leisure facilities and other services. It is essential that these smaller communities do not become cut off from us. This will increase social isolation for village communities.
- The proposed diversion routes will be manageable for drivers, but many users of the Ashby Road and Leicester Road are children, who walk to school in Ashby, and non-driving older people, who are dependent on public transport to access medical care and the services in Ashby.
- If road closures go ahead they will require careful planning to ensure alternative routes are viable.
- The impacts on the Ashby 20 road race which is held in March each year. This is an annual event which attracts around 1,500 runners and the course is 20 miles (30.19km) long. The race uses Ashby Road when leaving Ashby and when returning. If this route is closed then the race cannot take place as there is no alternative route. The Town Council will expect HS2 (and

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contractors) to liaise closely with it on the operation of the race during the construction period. This is an important event for the town and is promoted by Run Britain as an ideal training race for London and other spring Marathons.



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- Community effects from the presence of two main construction compounds and three satellite compounds. On top of these there is also the potential for the Ashby railhead. Few details on this are available, and it is important that plans are shared with the Town Council as soon as possible so that the Town Council can examine impacts. This needs to include a discussion on operational hours of the compounds. There may be many workers based on these sites, and the Town Council needs to be reassured that the town has appropriate resources (particularly medical care and housing) to manage them.

See also the Roads and Traffic section.

The Town Council is unhappy at the community description of Ashby de la Zouch which is inadequate. A spreadsheet has been submitted to HS2 Limited detailing all the services in the town, this has been completely ignored. The following is a list of services that should, as a minimum be referred to in the description of the town:

- Two secondary schools: Ivanhoe College and Ashby School
- Only one, Willesley, of the 4 primary schools is mentioned
- There are four nurseries and a play group in the town
- The reference to recreational facilities is inadequate. With no mention of key facilities in the town, these include Hood Park Leisure Centre, the indoor and open air pools at Hood Park Leisure Centre, the swimming pool at Ashby School and Ashby Rugby Club. A number of areas of open space are mentioned but the larger town centre spaces that are used for sporting and community activities are not alluded to, for example the Bath Grounds and Hood Park.
- There are a number of churches in the town, e.g. St Helens, Holy Trinity, Lady of Lourdes, Methodist Church, Baptist Church etc.
- Reference is made to the Ashby de la Zouch Community Centre. This does not exist. There is a Heritage Centre, Legion House and church halls, but no community centre.
- There is no reference to Ashby Library.

Many of these services are accessed by the surrounding area and there are concerns that this access will be hindered during the construction of HS2.

The Town Council is concerned at the potential lack of access to services in Ashby as a result of the influx of these extra workers e.g. medical and dental services. There is only one hotel in the area, the Premier Inn which is alongside the main compound at junction 13. There are concerns that this will not be available due to block booking for the construction workforce. There could also be a shortage in rented accommodation within the town.

There are two small communities in the Parish, Willesley Woodside and New Packington significantly impacted by HS2. The former community will be destroyed, with 8 properties demolished and the social networks eroded/ destroyed. Whilst New Packington becomes a construction site cut off from the neighbouring town. This risks socially isolating the people living in that community, many of whom are elderly.

## **6. Ecology**

The extensive land take is concerning. The Town Council knows that Leicestershire suffers from a lack of wildlife diversity and it feels that it is important that the new landscaped areas near HS2 provide opportunities for environmental enrichment. See the Town Council's comments in section 2 above about the creation of a cut and cover tunnel over Willesley Wood Side; this would be invaluable for encouraging wildlife and the re-establishment of tree and plant species.

It is pleasing to note that there will be extensive tree planting, but it is disappointing that there is a lack of footpath access through the restored land at New Packington. The design of this area is also curious, as it appears to be grassland habitat with many small ponds. The Town Council notes that HS2 are attempting to compensate for loss of Great Crested Newt habitat elsewhere, but would welcome HS2's reasoning on this decision.

The Town Council will be consulting with the County's Ecologist to ascertain whether there are any statutory or non-statutory sites within our boundaries, and the status of any protected species.

## **7. Electromagnetic interference**

Radio signals, Wi-Fi and mobile phone could all be affected.

It is understood that there are two aspects to the electromagnetic compatibility issues generated by an HS2 train. The first is interference generated by onboard traction motor systems, air conditioning, WiFi and other internal systems. Secondly, there is the change in reflectivity of all types of radio signals, including Wifi, that are caused by a fast-moving metal object, e.g. HS2 train.

The Town Council expects that the new rolling stock will be designed and tested to meet the latest regulatory requirements on electromagnetic compatibility (EMC), but it is not clear at this stage what post-Brexit regulations are likely to be.

Examples of issues that may need to be considered are:

- Overloading of local mobile phone networks by passing trains
- High usage of WiFi causing drop-out of signal for local users

However, it is noted that information from [www.powerwatch.org.uk](http://www.powerwatch.org.uk) states that electromagnetic fields are reduced to background levels 30-50m from the overhead line equipment, although there is no shielding which would protect individuals closer to the line. The Town Council would expect that regular monitoring is carried out according to environmental requirements.

## **8. Health**

The Town Council's main concern in this section are:

- Access to GP and other medical services during the construction period being compromised due to the influx of construction workers wanting to access these services.

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- Other villages' access to GPs surgeries during the construction period, because of the number of major roads in the area which will be affected.
- Dust and debris in the New Packington area as a result of the placement of the materials stockpile. This is by far the largest in the District and at the moment the Council has no idea what is likely to be stored there.
- Sleep disturbances from noise and vibration, during and after construction; although the Council is aware that rail services will not be 24 hours, some people in the area may work shifts.
- Cumulative impacts on mental health due to disruption to local residents from noise, traffic congestion, dust and visual impacts.
- Reduction in physical exercise in the community. The closure of the Ashby and Leicester roads and the numerous Public Rights of Way in the parish will reduce opportunities for the population to exercise, for example rights of way:
  - Between Ashby and Packington
  - North of junction 13 of the A42 Ashby, towards Rough Park
  - Around Willesley Woodside.

Suggested mitigation:

- Keep Ashby and Leicester Roads open, ideally for cars, at a minimum for pedestrians.
- Stagger the closures of Public Rights of Way to ensure access across the fields between Packington and Ashby is maintained.
- Protection for properties from the effects of noise and vibration e.g. triple glazing. With the Council being consulted prior to construction commencing on planned noise insulation or on the provision of temporary alternative accommodation for those adjacent to the building work e.g. Beech House and houses on Leicester Road close to the construction site.
- Dust control measures during construction.

## 9. Historic environment

Ashby has a Conservation Area, but this is some distance from the railway.

4 & 5 Park Farm at Willesley Woodside are Grade II listed buildings and are listed for demolition for the construction of the Willesley Woodside cutting. The buildings are on the edge of the area required for the cutting and the Town Council would ask that consideration be given to preserving these listed buildings where possible. The use of a cut and cover tunnel in this area would help preserve these properties and the surrounding woodland.

The former Mill and Laundry at Mill Farm Lane has been converted in to a dwelling and has historic significance as the former laundry of the Ashby Workhouse. The impact on these residential dwellings has not been assessed.

Consideration has not been given to the impact on the view from the tower at Ashby Castle (a scheduled monument). The tower provides views across the surrounding countryside, including the route of the A42 and HS2.

### 10. Land quality

The Draft Environmental Statement has identified the following land quality issues:

- “Made ground” east of Ashby (i.e. artificial ground comprising deposits of reworked natural and man-made materials). HS2 note that these deposits may be poorly mapped and variable
- Radon affected areas have been identified between Ashby Road and Leicester Road adjacent to the A42, and east of Ashby along Corkscrew Lane
- Flagstaff opencast mine and Lounge Opencast area B are within the land required for construction
- The Leicester to Burton Railway Line is within land required for HS2 and is likely to be affected by the Ashby railhead design
- A former coal crushing plant was located near J13 of the A42 and is within the construction zone

The Town Council notes that an initial screening process has already been carried out and it would urge HS2 to ensure contractors share relevant information on contaminated land with the Town Council and the District Council. In the same way, the Town Council expects HS2 to share details of land which has become unstable due to mining activities, as it realises that might necessitate extra engineering works in the area.

### 11. Landscape and visual

Much of the route lies in cutting through the Town Council boundaries. However, the construction processes will create a large scar on the landscape until trees have grown sufficiently; this could take 20 years before the landscape recovers. This increases the importance of the Town Council’s request for a cut and cover tunnel over the Willesley Wood Side cutting.

The views considered give no indication of the impact of the viaduct at the Gilwiskaw Brook on footpath 071 from Mill Farm to Packington, from Mill Farm or from the Pennine Way estate which is on a significant hill. The Town Council requests that consideration is given to lowering the height of the line where it crosses the Gilwiskaw to the road level of the A42 and to use an embankment, with a culvert or short bridge. The embankment should be shaped to give a false cutting. This will be less damaging to the environment and potentially more cost effective than constructing a large viaduct.

Within the parish Farm Cottage, Pooh Corner and Meadow Cottage on Measham Road will be significantly impacted by the Measham Road Packington Embankment. The houses are on raised ground and will look down on to the railway line. Mitigation measures need considering for the impact on these properties, with sound bunds added to the Measham Road side.

New Packington will be seriously impacted by the presence of the materials stockpile, and they will also be at close proximity to the proposed Ashby railhead. This is in an area of raised ground which is currently open fields with hedgerows, so the Town Council considers this to be a significant impact which will be present for several years. It will of course take several years to restore the site and make

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it attractive again. The Town Council would therefore ask that as much hedgerow as possible is retained to help shield the site.

The Town Council would request more information on plans to shield the site from properties in New Packington, the land is a hillside that is visible from properties on Leicester Road. These include the new residential development at Tudor Motors. The property Cornworthy on Corkscrew Lane will be surrounded on three sides by the stockpile. It is concerned if fencing and hoardings are used that these could attract graffiti.

The Leicester Road/New Packington Satellite Compound is directly behind residential properties so the Town Council requests information on how this compound will be screened from neighbouring properties.

If a decision is taken to locate a Railhead alongside the A511 then the Town Council will require information on the appearance of this area during and after construction.

The main compounds and material stockpiles at Junctions 12 and 13 of the A42 are located at key entry points in to the town. Please can details be provided of how these compounds will be screened and their visual impact managed.

Once HS2 is operational the impact on New Packington is defined as 'moderate adverse'. With the line running alongside residential properties the Town Council would disagree with this assessment and request more information on the mitigation measures planned for New Packington in the short, medium and long term.

### **12. Accidents/disasters**

The Town Council will expect HS2 to share disaster plans with all local authorities.

### **13. Socio-economics**

The Town Council notes that because Ashby will be near to construction compounds, plus the proposed railhead, this could lead to job opportunities for residents. Workers may contribute to the local economy, particularly if they are living in or near the town, and it is recognised there may also be opportunities in the local supply chain.

There will be a small number of local losses; two units at Park Farm are earmarked for demolition, plus Meridian and the Ashby Road Sandwich Shop. It is hoped that compensation will enable business owners to set up locally. HS2 prevents the development of the Lounge site as a Strategic Rail Hub, which could have brought 800-1,000 long term jobs to the area. Some of these will be off set by construction jobs created by HS2, but these will only be available for a few years.

On a broader level though, the Town Council do find it difficult to identify with the principal economic benefits of HS2, which is fast railway travel between major cities. The town is not placed near either the Birmingham or East Midland interchanges and would-be travellers would have to drive some distance to access HS2. Ashby residents use rail services to London primarily from Tamworth,

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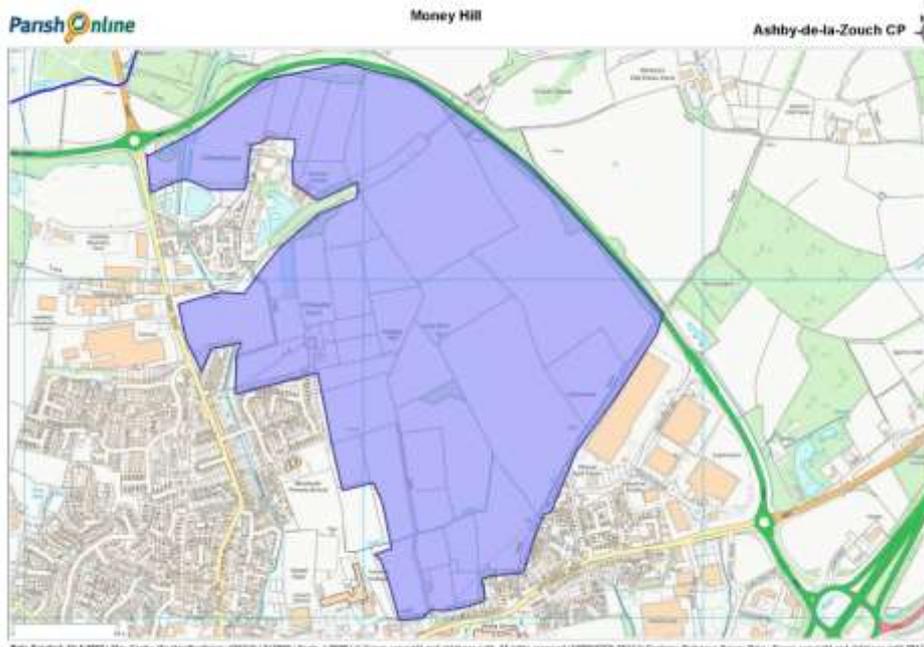
Loughborough and East Midlands Parkway Stations. It is important to the Council that standard rail services to London from to these stations are not compromised when HS2 comes into operation.

To encourage Ashby residents to use HS2, the Town Council feels there needs to be improved access to Toton and public transport to East Midlands Parkway. The Town Council is aware that there have been some discussions about a fixed link between Toton, East Midlands Airport and East Midlands Parkway, but this solution, like HS2, may be some time off. Executives at East Midlands Airport have already stated publicly that getting the right links to Toton are crucial. Good links to Toton from either East Midlands Airport or East Midlands Parkway would be beneficial as the town is within a reasonable distance of this station.

In New Packington Tudor Motors is listed as a local business. This site is currently being developed as 9 residential dwellings. These dwellings will be alongside the material stockpile.

There are a number of business parks in Ashby and some like Ashby Business Park and the developments on Tournament Way are very close to the construction site. The Town Council asks that HS2 and its contractors liaise with businesses in the town who could be significantly impacted by the traffic disruption during construction.

The construction of a major development of up to 2050 dwellings and 16 hectares of employment land at Money Hill will be taking place at the same time as the construction of HS2. The Town Council asks HS2 and its contractors to liaise with the Money Hill Consortium regarding the potential impact of the disruption created by HS2 on the construction timescale for Money Hill. Delays in meeting housing delivery targets could lead to the District Council seeking additional development sites in other areas, which would be unacceptable.



### Money Hill Development

## 14. Sound, noise and vibration

The Town Council have examined the relevant noise maps (SV-01-358 and SV-01-359) and note that as much of the line is in cutting through the Council's boundaries, the town is relatively well-protected from noise, and the A42 runs closer to the town than HS2. However, the noise maps do not take account of construction noise, or of the noise which will be generated in the building and operation of the Ashby railhead. Further information and work is required.

The former Mill and Laundry at Mill Farm Lane has been converted in to dwellings and has historic significance as the former laundry of the Ashby Workhouse. The impact on these residential dwellings has not been assessed and there are no noise mitigation measures in place between these dwellings and the viaduct over the Gilwiskaw Brook. The Town Council requires reassurances that the acoustic barrier on the Packington side of the viaduct will not deflect noise towards Mill Farm and the Pennine Way housing estate. As highlighted in the Landscape/visual section above the Council's preferred option would be the lowering of the height of the line where it crosses the Gilwiskaw to the road level of the A42 and to use an embankment, with a culvert or short bridge.

The noise maps also indicate that the New Packington embankment will significantly affect residential and employment areas in Ashby. The full extent of the new David Wilson estate off Leicester Road is not shown on the maps and the dwellings recently completed will be significantly affected. The effect on Ashby Business Park is also ignored. Mitigation measures are required along this embankment e.g. landscaping or a sound barrier.



Leicester Road Development

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Within the Working Draft Environmental Statement a number of roads in Ashby are listed as being affected by noise from the railway line (page 210, paragraph 13.5.17). As highlighted above the David Wilson estate is missed off the list but so are a number of other roads in that area, namely:

- Abbotsford Road
- Ruthyn Close
- Abney Court
- Moleyns Close
- Weysford Lane
- Dunbar Way
- Holland Crescent
- Wrekin Close
- Greenfield

New Packington will be affected by noise when the line is operational, but only a few properties are indicated as qualifying for noise insulation. The Town Council requests that this is reassessed and confirmation provided as to which properties in New Packington will qualify for noise insulation and which ones will not and the reasons behind these decisions.

On the noise map Ashby School is only shown on Nottingham Road, the school operates from two sites and the Leicester Road site (opposite the Ashby and District Hospital, which has now closed) is closer to the line. As are the school playing fields which are at the end of Range Road and may be affected by the New Packington embankment.

For information on the noise maps the David Hunt Soccer School on Lower Packington Road should now read Ivanhoe Football Club, Ashby and District Hospital on Leicester Road has now closed and the Ashby Rugby Club on Nottingham Road is not shown on the noise map for Lount.

### 15. Traffic and transport

The Town Council's most pressing concern is traffic disruption during the construction period. The roads which will affect the town are:

- The temporary closure of the B4116 while realignment work takes place. This is the main link between Ashby and Measham, and may affect access to schools, shops and medical services. This junction can easily become gridlocked if there is an accident on the A42, particularly if the main road is closed and traffic is diverted. The route is also a key commuting route from Ashby to Birmingham/Solihull down the A42 and cross country to the A444 for work in Coventry/Nuneaton/Hinckley. It also provides the link to Twycross School and Dixie Grammar School.
- Reference is made to the B4116 being diverted on the new Willesley Woodside diversion, the Town Council struggles to visualise how this may work as the diversion goes south in line with the A42, not east towards Measham. This is also a single track road which would need widening to allow traffic to travel in two directions. Once the diversion is not required it is

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important that this roadway is gated/barriered to normal vehicle traffic. This would reduce the risk of anti social issues, fly tipping, traveller encampment.

- The construction of access roads off the B4116, which may disrupt traffic nearer to J12 of the A42.
- Temporary closure of the Ashby Road from Packington. This is just within the Town Council's boundaries but will cause significant problems to Packington residents as it is the main road between the two locations. It is also a bus route, and children will be particularly affected as they use the route to walk to and from school. Many Ashby residents, especially from that side of town use the facilities in Packington, as they are easier to access than Ashby Town Centre. For example the pub and shop. Packington Memorial Hall is also well utilised by different groups e.g. Ashby Gardening Club, Ashby U3A and the exercise classes held in the hall attract people from the surrounding area. Packington School and Play Group are also used by Ashby residents, who help maintain their viability.
- The temporary closure of Leicester Road to enable the construction of the Leicester Road bridge on the road into New Packington. This is likely to be disruptive for a small community that will already be affected by the presence of the materials stockpile and the proposed railhead. This is an important route in the town for residents travelling to east.
- Junction 13 of the A42 - works on the A511 Ashby Road and a major realignment of the A512 Ashby Road. The use of Melbourne Road for construction traffic. As the railway will run very close to the junction, it will undoubtedly affect the ability to improve it in the future, and this is concerning as it could eventually push more traffic into the town, with its medieval road system. Any closure of the A511 for the construction of the overbridge is unacceptable.
- Corkscrew Lane is unsuitable for construction traffic and will need improving if it is to be used as a construction route for New Packington.

This represents a significant number of the routes which connect Ashby, and it is absolutely imperative that these works are carried out in a sensible manner which does not restrict more than one major road at once. The Town Council is concerned that during the construction period that the town will become cut off from areas to the east. The cumulative impacts of road closures in the area need assessing.

### CONSTRUCTION COMPOUNDS

Mention is made of access to compounds via a short haul route, the Town Council would like to know if this route will be used by workers accessing satellite compounds? The junction 13 main compound will operate for 3 years and 6 months with 420 workers at peak times, alongside this is the satellite compound with 80 workers. How will this additional traffic be managed on the local roads, especially the Flagstaff roundabout? This junction has recently been upgraded because of pressure on the junction and it is concerning that these benefits may be wiped out by the construction of HS2. The design of the railway around Junction 13 needs to allow for future improvements to this junction. The Town Council understands that Leicestershire County Council has plans for further enhancements to the junction if congestion in the area increases. It is vital that these plans are not compromised by the new railway.

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The Town Council requires confirmation on access arrangements for the main compound and material stockpile at Junction 13, as no entrance road is shown. It would also request detailed information on how long this compound will be operational for and plans for the land once HS2 is operational.

The Town Council needs clarification on how construction traffic will access the Ashby Road South overbridge satellite compound. No HS2 access route is shown between New Packington and Ashby Road. When the workers at this compound are combined with those at the Gilwiskaw compound there would be 140 workers entering or existing on to Ashby Road at peak times. If this is the case then roads in the surrounding area will experience a significant increase in traffic.

The Leicester Road/ New Packington Satellite Compound is directly behind residential properties. With 120 workers using the site clarification is requested as to how they will access the site and whether this is from Leicester Road? As this is a quiet residential area.

### **RAILHEAD**

The Town Council is concerned that the suggested Railhead could impede the possible reinstatement of the Leicester to Burton passenger service. If any track/signalling improvements are made to the line to install and operate the railhead these need to be designed to reduce future capital costs of reinstating passenger services. The Town Council notes that the Leicester to Burton Railway line will be closed to permit the construction of the Railway Overbridge. Clarification is required as to how this may impact on the operation of the Railhead.

### **BUS ROUTES**

Bus routes affected by the Scheme are far wider than described, the 19 Midland Classic, 29 and 29A Arriva bus service between Leicester and Swadlincote/Burton, the 129 Winson coaches service from Ashby to Loughborough will all be affected by construction.

Most school bus routes that run to Ashby School and Ivanhoe College will be affected:

- AS910: Barlestone, Nailstone, Ibstock, Ravenstone
- AS911: Bagworth, Batram, Ellistown, Ibstock
- AS912: Ravenstone, Ibstock, Heather, Normanton le Heath
- AS913/AS914: Hugglescote, Coalville, Whitwick, Coleorton Moor, Coleorton, Newbold Coleorton, Worthington
- AST: Kegworth, Diseworth, Castle Donington, Breedon
- AS915: Swepstone, Newton Burgoland, Snarestone, Appleby Parva, Appleby Magna, Measham, Oakthorpe, Moira
- AS916: Acresford, Moira, Blackfordby (may not be affected)
- AS918: Measham
- Drive 4 it Taxis 0774: Wilson, Staunton Harold, Coleorton
- Gems Cabs Ltd 0721: Shackerstone, Appleby Magna, Chilcote, Willesley
- Viking Coaches 0723: Osgathorpe, Griffydam, Coleorton, The Moor, The Moorlands

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### **PUBLIC RIGHTS OF WAY**

There are a number of well used Public Rights of Way that will be affected by construction and these provide important links for walkers between Ashby de la Zouch and Packington. As HS2's surveys highlight these are well used footpaths especially FP070/1 and FP75/2. There are other footpaths in the parish e.g. P20, O71, O70, O68, P8, M60 and M30 that will all experience closure and diversion due to HS2. The Town Council request's that a staggered approach is taken to the footpath closures, so there is always a cross country route open between Ashby and Packington. When the National Forest Way and Ivanhoe Way are affected a signed diversion must be put in place. These are popular long distance walks attracting tourists who will not be familiar with the area and alternative routes.

The diversion of footpath BWP20/2 appears to cut straight through an outbuilding in New Packington. Clarification is sought as to the exact route of this diversion as the property (which has planning permission for conversion in to a residential dwelling) is not listed for demolition.

Footpath M30 between Flagstaff Island and Newbold Coloerton will be closed and permanently diverted. This is a popular cycling and walking route between Ashby and Newbold Coloerton, where links can be made with the Cloud Trail. The replacement bridleway must be safely accessible by cyclists and walkers and not require users to go along the A511, where there is no pavement or cycle lane. It is not clear on the maps where the new footpath will go and clarification on this is requested. The official Leicestershire County Council map of Public Rights of Way does not show the access from the A512 to footpath M30.

### **16. Waste and material resources**

The Town Council is pleased to note that HS2 Ltd's policy will be to move spoil for minimum distances. The Town Council will require information as to the likely solutions for movement of spoil and other construction waste, particularly where spoil has to be transported by road to a rail depot.

### **17. Water resources and flood risk**

The consultation maps indicate that there are two patches of land where there is a high chance of flooding, one is between Ashby Road and New Packington, the other is at Lounge. These are not commented on within in the Environmental Statement.

There is no reference made to the underground reservoir at Willesley Woodside that will be directly under the railway line. The Town Council requests further information on whether this reservoir will be relocated as the Council understands from Severn Trent Water that this is a direct service reservoir which supplies water to Measham and in to the local distribution main system in the surrounding area as well.

The Town Council requires details on how drainage from the material stockpile in New Packington will be managed. The proposed land is on raised ground with the potential for water to run off in to properties on Leicester Road.

Karen Edwards, Deputy Town Clerk  
20<sup>th</sup> December 2018