

**Planning Department**  
**Warwick District Council**  
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**Milverton Hill**  
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**CV32 5HZ**

For the attention of: Mike Blissett / Lucy Shorthouse

HS2 Ref: WAC.PS.10053

BBV Doc Ref: 1MC08-BBV\_MSD-PL-CRO-NS01\_NL02-100013

05 March 2024

Dear Mike / Lucy

## **HIGH SPEED RAIL (LONDON – WEST MIDLANDS) ACT 2017**

### **SUBMISSION NO. WAC.PS.10053.**

### **WARWICK DISTRICT COUNCIL: B4453 RUGBY ROAD OVERBRIDGE CONSULTATION ON INDICATIVE MITIGATION PROPOSALS (NOISE, ECOLOGY AND LANDSCAPE)**

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Further to our request for the approval of plans and specifications for construction of B4453 Rugby Road Overbridge (works comprising a single span integral bridge of span 25m and overall internal width of 10m between the internal faces of the parapets, as well as earthworks, road vehicle parks, a road and footpath realignment and fencing) under Schedule 17 of the High Speed Rail (London – West Midlands) Act 2017 (Ref: WAC.PS.10053), HS2 Ltd is writing to you regarding indicative mitigation information plans which were provided to the authority with the request.

The indicative mitigation shown does not require approval to plans and specifications under paragraphs 2 or 3 to Schedule 17 and does not form part of the request for approval (Ref: WAC.PS.10053). However, the mitigation planting shown on the Landscape and Environmental Masterplan (1MC08-BBV\_MSD-PL-DGA-NS01\_NL02-135603) will comprise part of the overall mitigation scheme in relation to the following scheduled works:

*“Work No. 2/162 – A diversion of Rugby Road commencing at a point 564 metres south-east of the junction of the access to Oakdene with Coventry Road and terminating at a point 25 metres north-east of its junction with the access to Wychwood. Work No. 2/162 includes a bridge over Work No. 2/146.”*

Further mitigation works will be brought forward by HS2’s main works contractor, where necessary, and a request for approval to the overall mitigation scheme for the above scheduled works will be submitted prior to the request to bring into use the scheduled work, in accordance with paragraph 9(4)(b) to Schedule 17. Further information is provided in Planning Forum Note 10.

We wish to consult the Council on mitigation proposals on a progressive basis, to ensure its views are taken into account prior to the Bringing Into Use (BIU) request. We therefore request that you review the planting proposals shown on the Landscape and Environmental Masterplan (1MC08-BBV\_MSD-PL-DGA-NS01\_NL02-135603) and provide any comment in writing.

## **Noise**

There are no undertakings and assurances (U&As) for noise and vibration that are specifically applicable to the B4453 Rugby Road Overbridge. A noise demonstration report, 1MC08-BBV\_MSD-EV-REP-NS01\_NL03-100087, has been produced to accompany the Schedule 17 application that provides this information and includes the following:

- a) A description of the additional mitigation options considered to control noise;
- b) Plans showing the surrounding environment and receptor positions;
- c) Details of the methodology used in predicting noise and vibration levels;
- d) Assumptions relating to the acoustic performance of rolling stock and track;
- e) Tables setting out the predicted levels of operational noise at all individual receptors where the lowest observable adverse effect level (LOAEL) is likely to be exceeded.

The predicted levels of noise provided in line with item e) above show that none of the operational noise impacts in the vicinity of the overbridge are ‘environmentally significant.’

It is noted the NDR that accompanies this Schedule 17 application uses chainage references from the PMA 2.0 (Project Master Alignment) design stage and chainage values that are rounded to the nearest 5m. The chainage values on drawings that accompany this application use the more recent PMA 3.0 references that have slightly different chainage values for the same location but there is a variable offset between the two sets of chainage design stages of a few metres.

The noise demonstration report for the Cubbington to Stonehouse Area that incorporates the B4453 Rugby Road Overbridge, 1MC08-BBV\_MSD-EV-REP-NS01\_NL03-100087, shows that no reasonably practicable measures need to be taken for the purpose of mitigation of the effect of operational noise to meet the objectives set out in HS2 Planning Forum Note (PFN) 14. The mitigation options that were considered were not selected as they would have limited impact in resultant noise levels and represented a low benefit when compared with cost.

## **Ecology**

The Environmental Statement assumes total clearance of habitats within the land required for construction. Some of the habitat loss, and subsequent adverse impacts on designated sites and protected species of ecological value within the area, has been mitigated under the construction Early Works Contract (EWC). However, the detailed design process will look to mitigate this further. The detailed design also addresses the adverse effects to designated sites and habitats and species of ecological value arising from operation of HS2 Phase One through various mitigation measures as detailed in the paragraphs below.

The asset is directly adjacent to (but not within) ecological mitigation site OC092 (ecological mitigation sites are referred to as an Early Works Contract advance ecological mitigation site). OC092 is located to the east of the HS2 railway and is to be created to provide compensation for the severance and loss of ancient woodland from South Cubbington Wood as well as additional habitat connectivity, landscape and visual screening. The construction and operation of B4453 Rugby Road Overbridge will not impact this ecological mitigation site.

Further landscape mitigation planting to mitigate for the habitat clearance in relation to this asset is to be undertaken as part of the main works and includes, but is not limited to, linear planting of native broadleaved species alongside the realigned B4453 Rugby Road and footpath W130b. Hedgerow planting on the north side of the asset (both sides of the railway) will be provided as part of the landscape mitigation planting. This hedgerow is continued with species rich grassland and with woodland planting on the embankments either side of the asset. The compensation planting is primarily for visual screening and landscape integration but also provides habitat connectivity to South Cubbington Wood. Planting schedules for these habitats are currently being finalised as part of the detailed design.

Full details of the species composition for these habitats are currently being finalised as part of the detailed design.

## Landscape

The proposed landscape mitigation planting will mitigate and integrate the asset into the wider landscape. At B4453 Rugby Road Overbridge the proposed hedgerow matching the mitigation ID OC100 has the mitigation function of screening, landscape integration and habitat connectivity. This hedgerow is continued with species rich grassland and with woodland planting on the embankments either side of the bridge that will screen and mitigate the impact of the road realignment and elevated nature of the overbridge.

The B4453 Rugby Road Overbridge passes over Cubbington Cutting and continues on the east side of the cutting, where the woodland planting provides screening mitigation function. The wider connectivity within the larger landscape is provided by native species rich hedgerow and the mixed native woodland planting which tie and integrate the asset into the surrounding landscape.

Landscape mitigation planting will comprise native broad-leaved woodland, shrub and hedgerows and the selection of species will reflect tree and shrub species native to the area landscape and will consider possible climate change impacts associated with the quality and availability of water and the potential increase in pests and diseases. Full details of the landscape mitigation planting are currently being finalised as part of the detailed design for this area which includes Cubbington Cutting and the B4453 Rugby Road Overbridge.

Should you have no objections to the landscape mitigation planting proposals, please would you indicate this in your response. Any comment made at this stage on the mitigation proposal will be without prejudice to the Council's determination of the future request for approval to the mitigation proposals for the above scheduled works. However, the advice will inform pre-submission discussions for such approvals and will be submitted with or referred to in requests for approval.

Should you wish to discuss this matter further, please contact Lindsay Yeomans.

Yours faithfully,

Megan Bergh  
BBV Planning Consents Specialist

cc. Olvia Perry, Town Planning Manager HS2  
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