

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL – Response to HS2 Working Draft Environmental Statement

1.0 Introduction

- 1.1 This document and its appendices comprise North West Leicestershire District Council's (the Council's) response to the Working Draft Environmental Statement (WDES) for HS2 Phase 2b (the scheme). We issue this response in the spirit of contributing to the processes surrounding this vast infrastructure project but must include the caveat that the Council can only respond to the material to hand and further intensive work with HS2 Ltd is required.
- 1.2 There is a sense of disappointment in the paucity of information provided in sections of the WDES, especially in respect of the scheme's constructional and operational impacts and in respect of its design. But, the Council have determined to use this as an opportunity to shape the design and mitigation across the County. Where clear mitigation is not yet defined, the District will seek to secure written assurances from HS2 Ltd that further work will be carried out to inform the preparation of the Hybrid Bill, including an interim transport assessment, and during the Parliamentary processes.
- 1.3 HS2 Ltd issued the WDES on 11 October 2018. This material consists of local area reports, four route-wide volumes and a series of map books illustrating over 150 pages of detail for Leicestershire. The consultation period offered by HS2 is 10 weeks, closing on 21 December 2018. The Council wishes to express its disappointment that such a short period of time has been afforded to consulting on such vastly complicated and technical documentation. It is especially disappointing given that submission of the Hybrid Bill has been put back until 2020, which should have enabled a longer consultation period.
- 1.4 The eastern leg of the railway to Leeds (Phase 2b) runs through 28 kilometres of North West Leicestershire from Appleby Parva to the Nottinghamshire border. The route is proposed to run through the parishes of Appleby Magna, Measham, Oakthorpe, Donisthorpe and Acresford, Packington, Ashby-de-la-Zouch, Coleorton, Staunton Harold, Isley cum Langleigh, Belton, Long Whatton and Diseworth, and Kegworth.

2.0 North West Leicestershire District Council's main areas of concern

2.1 It is the Council's view that the Proposed Scheme requires further improvement in several key areas.

General comments on the Proposed Scheme:

- a) The extent of the land take across the District for the Construction Zone, which seems excessive at some points when viewed in the context of the footprint of the finished route;
- b) Lack of information about access to construction compounds;
- c) Reconsideration of construction assumptions, including to avoid any unacceptable long-term construction closures of the A444, Tamworth Road, B4116, A511 at Ashby, and the A6 Kegworth Bypass;
- d) Reconsideration of the amendments made to Public Rights of Way, bridle paths and cycleways where these are adjudged to be insufficient and/or impractical;
- e) The lack of baseline data in the WDES;

Our general concerns on the consultation documents are as follows:

- f) The lack of detail in the documentation on a variety of issues such as transport assessment; this has made drawing conclusions difficult about consideration of the Proposed Scheme's construction impacts on local communities, services and transport system;
- g) The number of broad assumptions in the documentation and in many instances, a lack of supporting evidence, particularly the general paucity of detail about/consideration of the Proposed Scheme's impacts, once built, including on the Strategic Road Network, local road network and classic rail network in Leicestershire;
- h) Failure to address the issue of additional maintenance liabilities imposed on the local highway authority, given that Department for Transport funding is no longer adjusted to reflect increase in asset size;
- i) The Council must also join the County Council in their concerns about any lack of apparent coordination between national bodies over HS2 and wider rail and strategic road network future development and programmes. This seeming lack of a joined-up approach could have adverse effects on the wider transport networks;
- j) The use of out of date or wrong baseline information;
- k) Downplaying of impacts, both in the lifetime of construction and beyond;
- l) Lack of consideration of cumulative effects on communities, particularly as these were highlighted as important in the Draft Scope and Methodology;

- m) The extent to which comments made during previous consultations on Phase 2b have not been considered and addressed in this consultation, such as design of the Mease and Gilwiskaw Brook viaducts, impacts on Measham and others;
- n) Preference of lower cost vs. lower impact options, although it is recognised that the Proposed Scheme uses taxpayers' money;

Specific:

- o) the preservation of the Old Rectory at Appleby Magna and Park Farm at Willesley Woodside;
- p) the many impacts on Measham, including loss of properties, design of the Mease Viaduct, provision for the Ashby Canal, width of the transport corridor on the Measham Wharf – Fiveways Wood section;
- q) Consideration of reprovisioning of the Ashby Canal from Snarestone to south of Moira; replacement of the 1.1km portion in Measham village is not mitigation, but a base requirement (see benefits discussed in Volume 2 response);
- r) Consideration of a cut and cover tunnel over the railway on the Willesley Wood section to restore woodland and provide wildlife habitats;
- s) At Packington, to consider the suitability of a cut and cover tunnel over the Packington cutting, the height and design of the Gilwiskaw Brook viaduct and the temporary closure of the Ashby Road. It is concerning that roads in Packington are indicated for use by construction traffic.
- t) Notwithstanding s) above, the constructional impacts on the health, safety and wellbeing of Packington Residents; reconsideration as to the “in principle” approach to building of the scheme in this area, avoiding the unacceptable use for construction purposes of village and local roads;
- u) The need for early input from the Council and North West Leicestershire District Council on the design, placement and future site use for the Ashby railhead, including the potential impacts (and possible future benefits) on the existing Leicester to Burton freight line;
- v) Consideration of HS2's impacts on the futureproofing of junctions on the strategic road network, including J11, J12, J13 and J14 of the M42 and M1 Junction 24 (see also Cross-border issues);
- w) Placement of the line on embankment alongside Westmeadow Brook;
- x) Consideration of flooding issues in Breedon, and Long Whatton and Diseworth;

- y) For Kegworth, the need for creative solutions to remedy the loss of potential sports pitches, preserve cycleways, rework the balancing pond to enable an access road for the Refresco factory, avoid the closure of the A6 Kegworth Bypass and move the AFTS structure at J24 of the M1;
- z) In addition to the Design Panel set up for Measham, the Council request a Design Panel for the length of the Trent Valley Viaduct.

Cross-border:

- aa) In North Warwickshire, the onward impacts of the modification works at J10 of the M42 (see response to WDES by Warwickshire County Council);
- bb) In Nottinghamshire, the design of the Trent Valley Viaduct and the placement of construction compounds for these works and the impacts of the completed structure on flood capacity across the floodplain;
- cc) In agreement with Nottinghamshire and Leicestershire County Council, the Council also strongly request inclusion in the scheme of a classic compatible rail link (see Appendix A12 in WDES Volume 2 response);
- dd) It is important that the ES does not preclude any of the ambitions outlined in the East Midlands HS2 Growth Strategy, http://www.emcouncils.gov.uk/write/East_Midlands_HS2_Growth_Strategy_-_September_2017.pdf particularly in relation to the wider economic aspirations surrounding the Toton Hub site and including the East Midlands Gateway and to be decommissioned Ratcliffe Power Station site;
- ee) In the formal ES, greater clarification on the role of a local development corporation in relation to the environmental, economic impacts and mitigation would be helpful.

- 2.2 The accompanying appendices provide detailed analyses by the Council of these impacts and where possible makes suggestions for improvement to be included in the Environmental Statement which will accompany the Hybrid Bill.
- 2.3 As noted above, there is a lack of baseline data and other information in the WDES. By necessity this has limited the Council's ability to respond fully and the opportunity is needed to carry on working with HS2 Ltd whilst the Hybrid Bill materials are being prepared.
- 2.4 The short timeframe attached to the consultation has also limited the analysis of the DWES.

3.0 Timescales and next steps

- 3.1 The Council understands that the consultation responses will be analysed by IPSOS MORI early in 2019 and comments which are accepted will be incorporated into the formal Environmental Statement.

3.2 Furthermore, the Council understands that in line with the Parliamentary process there will not be a separate consultation on the Full Environmental Statement. The scrutiny of the formal ES will be done via the Parliamentary process through the Select Committee sitting during the passage of the hybrid Bill.

4.0 Conclusion

4.1 The Council's current overall position in respect of HS2 Phase 2b is to seek to maximise the economic and other benefits to Leicester and Leicestershire whilst seeking to minimise the scheme's impacts on the area, its residents and its businesses.

4.2 The Council will continue to engage with HS2 Ltd on every aspect of the plans and scrutinise the work and proposals from HS2 Ltd to achieve the best possible outcomes in respect of its currently adopted position.

4.3 It will continue to seek to work constructively with HS2 Ltd. In return the Council expect HS2 Ltd to engage fully with our response and offer suitable mitigation prior to the deposit of the Hybrid Bill.

4.4 Based on the outcomes of discussions between the Council and HS2 Ltd. between now and the deposit of the Hybrid Bill (the Bill), the Council reserves the right to Petition Parliament for changes to the Bill and/or to seek assurances. It is hoped that the need for this can be avoided, however, and that agreement on matters set out in this response (and any other that might arise going forward) can be reached prior to Bill submission. This will enable communities to have confidence in the solutions which have been provided and will reduce the need for petitions against the Bill.

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Appendix A

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL – Response to HS2 Working Draft Environmental Statement Volume 2 – Community Areas LA03, LA04 and LA05

1.0 Introduction

- 1.1 This document sets out the North West Leicestershire District Council's (the Council's) response to Volume 2 of the Working Draft Environmental Statement and contains comments on Community Area Reports LA03, LA04 and the Leicestershire portion of LA05 for HS2 Phase 2b (the Proposed Scheme). This response is made in the spirit of the WDES being a work in progress, which provides opportunities for the District to shape and influence the formal ES.

2.0 Overview of the area and description of the Proposed Scheme

General:

- 2.1 **Maintenance of new infrastructure.** Following the completion of the line, the WDES proposes that a number of new assets such as highway infrastructure or balancing ponds will be transferred by HS2 Ltd to local councils to maintain. Given ongoing funding constraints on the Council, it will need be assured by that it will be compensated by HS2 Ltd for any additional maintenance liabilities that it inherits. This should be in the form of commuted sums paid in accordance with the Council's policies.

LA03:

- 2.2 The Council are pleased to note that paragraph 2.1.28 of the WDES states that HS2 Ltd are still considering design development on a range of features on the Proposed Scheme. The response below sets out where errors and omissions have been identified, or it is felt refinements are needed. The Council looks forward to working with HS2 Ltd on these.

- 2.3 **Salt Street Cutting to Appleby Magna embankment No 1** (map CT-05-412b)

The map does not show any access road to the Salt Street Satellite Compound. Salt Street itself is not a recorded Public Right of Way (PRoW) in

Leicestershire, only the section diverted for the M42 which has a Byway classification (carriageway). Nor is the route recorded on the broader highways extent record, but it has always been assumed to be a carriageway; it is thought it serves some farm traffic. It bridges over the A42 (see Figure 1). The use of Salt Street for construction purposes would be unacceptable to the Council.

The permanent closure of Dingle Lane is disappointing, and the break in landscape earthworks on the east side of the line at this point will channel noise towards Appleby Parva, which is a very small community. The Council feels that an alternative solution could be found for both issues, by providing a small footbridge for Dingle Lane and redesigning the earthworks. There is no mention of any mitigation measures such as alternative routes nor any assessment of the effects of the closure on local journeys. There is insufficient information available to judge whether this is significant or not.



Figure 1 Salt Street bridge over A42

2.4 Appleby Magna embankment No 1 to Appleby Magna embankment No 2 (maps CT-05-412 and 413)

The balancing pond for the Appleby Park Hotel is lost; there is no description for this within the scheme and therefore no mitigation offered. It is unclear whether the ditching on the west side of the Appleby Magna cutting will be appropriate mitigation for the loss of the balancing pond. No access roads are marked for either of the satellite compounds at J11 of the M42. As part of more detailed traffic assessments of the constructional and operational impacts of the scheme (interim transport assessment), the Council will, in particular, expect HS2 Ltd to undertake junction capacity assessments of this

strategic road network junction and to undertake any necessary mitigation measures as necessary.

Any proposals to implement “long term” closures, which may be termed “temporary” by HS2 Ltd, (discussed in section 15 below) of either the A444 which serves Twycross Zoo, a major tourist attraction, or Tamworth Road to enable construction of the two bridges over the rail line, will not be acceptable to the Council. The Council will expect HS2 Ltd and its contractor(s) to implement construction methodology that ensures both roads remain open for the duration of the construction period (accepting the need for very short temporary closures, e.g. for tie-in purposes.)

- 2.5 **Appleby Magna embankment No 2 to A42 Measham cutting** (maps CT-04-414 and 415). The balancing pond to the rear of the Measham Wharf site could be replaced by facilitating the rebuild of the Ashby Canal. (See full details in Section 6.9). This would also provide more open space between HS2 and the A42 which could be sympathetically replanted.
- 2.6 **A42 Measham cutting to Measham embankment No 2** (maps CT-05-415 and 416). Access to the New Street Overbridge Satellite Compound is unclear as no route is provided on the map.
- 2.7 **Measham embankment No 2 to Measham Road Packington embankment** (map CT-05-416). The Willesley Wood Side cutting is very deep for most of its length and the Council suggest that at least part of this should become cut and cover tunnel. This would (over time) restore many lost trees and would provide additional wildlife habitats and recreation space for Measham. A different approach to the cutting construction could also save the demolitions on the Park Farm site.
- 2.8 **Measham Road Packington embankment to Ashby-de-la-Zouch cutting No 1** (maps CT-05-416 and 417). Packington Parish Council and their local action group have repeatedly requested that the cutting be reworked as a cut and cover tunnel, and for the Gilwiskaw Brook viaduct to be lowered. The Council support this aspiration to help preserve the character of the village. There is no public access to the grassland/wetland area underneath the viaduct; this is puzzling as the space could be a useful amenity. There is an important omission to maps CT-05-417 and CT-06-417. Google maps shows a small pumping station situated alongside the Gilwiskaw Brook at the end of Vicarage Lane Packington, where the lane becomes a public footpath and crosses the A42. The County believe this pumping station is maintained by Severn Trent. It is in the direct path of the Proposed Scheme and is not listed as a demolition. The loss of this pumping station could affect water levels in the Brook and HS2 Ltd are asked to check the site urgently. Google map reference:

<https://www.google.co.uk/maps/place/A42/@52.7319611,-1.473638,139m/data=!3m1!1e3!4m5!3m4!1s0x4879fcec6819b2e1:0xb4eac05c66f55e29!8m2!3d52.6929315!4d-1.5469924>

2.9 **Ashby-de-la-Zouch cutting No 1 to Ashby-de-la-Zouch cutting No 2** (maps CT-05-417 and 418a). There is no access road marked for the Ashby Road South Overbridge Compound. A short piece of landscape earthworks is provided on the east side of the line near New Packington, but this does not extend as far as Leicester Road where there are houses nearby. The Council suggest that this should be reconsidered to provide better shielding from noise.

In addition, the Council is particularly concerned about the constructional impacts of the Scheme on the health, safety and wellbeing of Packington residents. Any use of village roads and the rural roads linking to the A511 by construction traffic is unacceptable and the Council requests that HS2 Ltd should go back to first principles with its proposals for construction in this area.

2.10 **Ashby-de-la-Zouch cutting No 2** (maps CT-05-418a and 419a). The Council notes that the Proposed Scheme is extremely close to J13 of the M42 at this point and must raise a significant concern about this. The presence of a large cutting which will run almost underneath the roundabout precludes any further improvements to its structure. The junction is already hemmed in on the Ashby side and there may be no options to future-proof the A42 with further works at this point. There is no marked access to either the A42 Junction 13 main compound nor the materials stockpile adjacent to it. As part of more detailed traffic assessments of the constructional and operational impacts of the scheme (interim transport assessment), the Council will, in particular, expect HS2 Ltd to undertake junction capacity assessments of this Strategic Road Network junction, which is an important point of access for the town of Ashby-de-la-Zouch:

- in order to demonstrate that the scheme does not compromise the future ability to upgrade the junction as necessary to accommodate future growth or;
- should it be shown to be compromised, to amend the scheme design accordingly and/or incorporate into the scheme measures that would provide for the junction to accommodate future growth; and
- to assess the constructional and operational impacts of the scheme and to undertake any necessary mitigation measures as necessary.

2.11 Any proposals to implement “long term” closures of the A511 to enable construction of the bridge over the rail line will not be acceptable to the Council. The Council will expect HS2 Ltd and its contractor(s) to implement construction methodology that ensures the road remains open for the duration of the construction period (accepting the need for very short temporary closures, e.g. for tie-in purposes.)

2.12 There is no marked access to either the A42 Junction 13 main compound nor the materials stockpile adjacent to it.

- 2.13 **Construction compounds.** The Council have noted the location and size of the various construction compounds along this section of the route and are surprised that none of these compounds will feature on-site accommodation. Further information and liaison will be required if this situation changes. Given their size and scale, urgent clarification is sought from HS2 Ltd about how materials will be moved to and from these compounds and stockpiles. Where this has implications for the existing Leicester to Burton freight line, the Council will expect HS2 Ltd to enter into discussions regarding the suitability of the route and its current standard, and the need for measures to be implemented by HS2 Ltd to ensure that the line is fit for purpose for the haulage of materials associated with the Proposed Scheme.
- 2.14 **Demolitions.** The Council have noted the list of demolitions within this section of the WDES and will comment on them later.

LA04:

- 2.15 **Ashby-de-la-Zouch cutting No 2 to Cloud Hill Quarry embankment No 1** (maps CT-05-419b, 420, 421 and 422). The Council are pleased to note that the woodland access track through Birch Coppice is being realigned and therefore retained for recreational use. The convergence of earthworks at the Melbourne Road underbridge appear to conflict and some further information on the design of this would be useful. The access roads to both Melbourne Road underbridge satellite compound and Long Hedge Land overbridge satellite compound are unclear. The Council will want to see that as these are both near to roads, suitable access will be added into the next design iteration.
- 2.16 **Cloud Hill Quarry embankment No 1 to Diseworth south embankment** (maps CT-05-422, 423 and 424). Boden Brook Viaduct South satellite compound and Top Brand compound have no access roads marked on the map. The Council expects that pathway access will be provided to the restored grassland above Cloud Hill Quarry. The establishment of several hedgerows to the west of Gelscoe cutting are welcomed as these will provide wildlife habitats.
- 2.17 **Diseworth south embankment to Diseworth cutting** (maps CT-05-424, 425, 426 and 427). The Council are concerned at the placement of the railway on a low-level embankment near to a tributary of Westmeadow Brook. This is an area prone to flooding and HS2 Ltd should consider redesigning this section to a low viaduct to allow movement of water underneath the railway.
- It would be unacceptable to the Council for local roads in this area to be used for construction purposes, particularly for example, for the construction of the bridge over the M1. The Council requests that HS2 Ltd go back to first principles and give consideration to the use of access from the strategic road network to enable the construction of the Proposed Scheme in this area.
- 2.18 **Diseworth cutting to Ratcliffe-on-Soar viaduct** (maps CT-05-427, 428 and 429). The A6 Kegworth Bypass overbridge satellite compound and Ashby

Road main compound have no access roads marked, as with others previously noted. The issue of road access to the rear of the Refresco site at Kegworth is not yet resolved. The placement of the Kegworth AFTS is inappropriate and could prevent further expansion of J24 of the M1; the power station site at Ratcliffe-on-Soar (to be decommissioned in 2025) would appear to be a much more suitable site and is within 1km of Kegworth. In addition, properties on the west of Kegworth will require noise and visual mitigation from the Proposed Scheme as they are likely to be affected.

As part of more detailed traffic assessments of the constructional and operational impacts of the scheme, the Council will, in particular, expect HS2 Ltd. to undertake junction capacity assessments of this Strategic Road Network junction, which is an important point of access to East Midlands Airport and significant centres of air, rail and road-based distribution:

- in order to demonstrate that the scheme does not compromise the future ability to upgrade the junction as necessary to accommodate future growth or;
- should it be shown to be compromised, to amend the scheme design accordingly and/or incorporate into the scheme measures that would provide for the junction to accommodate future growth; and
- to assess the constructional and operational impacts of the scheme (interim transport assessment) and to undertake any necessary mitigation measures as necessary.

2.19 Any proposals to implement “long term” closures of the Kegworth Bypass to enable construction of the bridge over the rail line will not be acceptable to the Council. The Council will expect HS2 Ltd and its contractor(s) to implement construction methodology that ensures the road remains open for the duration of the construction period (accepting the need for very short temporary closures, e.g. for tie-in purposes.)

2.20 **Demolitions.** The Council have noted the demolitions within this section of the WDES and will report on these later.

LA05:

2.21 A453 Remembrance Way to Redhill Tunnel (part; maps CT-05-429 and 430). The Council seeks clarification of the compounds which will control the construction of the Ratcliffe-on-Soar viaduct as the River Soar Satellite compound seems insufficient for such a large structure. The Council are concerned that the proposed works on Long Lane will affect local small businesses and cause impacts on non-motorised road users during and after construction.

3.0 Agriculture, forestry and soils

General:

- 3.1 North West Leicestershire is primarily a rural district and as a result of this, much of the land take needed to construct the Proposed Scheme is agricultural in nature, and holdings are small to medium size. The Council have commented above that the land take seems large in some areas of the route and would welcome further comments from HS2 Ltd on the construction strategy relating to this.
- 3.2 The Council would urge HS2 Ltd to ensure that short access routes are always available to farms while existing routes are closed/diverted, to ensure that journeys to and from the farm so not become significantly longer than currently, particularly to furnish the seasonal needs of farmers, e.g. at Manor House Farm in area LA03 and Flagstaff Farm, Hall Farm, both Lodge Farms off Long Hedge Lane, Worthington Fields Farm, White House Fields Farm, Mill House Farm, Breedon Lodge Farm, Long Mere Farm, Molehill Farm in area LA04 and Long Lane Farm in area LA05.
- 3.3 The Council understand that HS2 Ltd's policy for release of agricultural land is to retain post-construction until the railway has been in operation for 12 months. This may result in some land parcels lying unused for several years, becoming overgrown and not being used to their best potential. We would urge HS2 Ltd to liaise with the Department for Transport to release land early where possible so that it can be returned to agricultural or other profitable use. In a mostly rural area this is particularly important for local morale, as is the retention of as much high-quality agricultural land post-construction as possible.

LA03:

- 3.4 There are substantial areas of woodland in the Measham area, managed by the National Forest and the Woodland Trust. While there is a net gain of trees in the area overall, their naturally slower growth will mean that the woodland areas will take many years to recover fully. As mentioned in 2.7 above, the Council feel that the loss of trees in Willesley Wood is particularly severe and would ask HS2 Ltd to consider making part of this very deep cutting into a cut and cover tunnel to facilitate the replacement of trees lost and to preserve both wildlife habitats and a valuable recreation area in Measham.

4.0 Air quality

- 4.1 The Council understand that it is easy for the general public to misinterpret the standards by which air quality is measured, and as a result of this have received many comments which are best placed in other sections of this response. The Council will expect HS2's contractors to carry out air monitoring where appropriate and cascade this information to Parish level.

4.2 The Council would like to work with HS2 Ltd and the County Council to understand the impacts of air quality on the resident population, particularly those who will be at close proximity to construction works or the Proposed Scheme when in operation.

5.0 Climate change

5.1 See Appendix B, Route-wide effects.

6.0 Community

Please read this section in conjunction with Appendix A1, Senior Planning Officer's report on Community and Health impacts. For information on cycle routes, see Appendix A1a.

General:

- 6.1 Community is an important issue for the Council, as North West Leicestershire is mostly rural. Smaller communities are more easily disrupted, and change can be highly unsettling. For this reason, a large volume of information has been received relating to this section of the WDES.
- 6.2 **Effect of demolition on residential communities.** While Measham is the most affected area in the District, the Council feel that the WDES does not necessarily take into account the **proportionate** effects on small communities which are to lose houses. Furthermore, where properties are close to the Proposed Scheme, the operation of HS2 will inevitably continue to have an impact. Further dialogue with communities is required.
- 6.3 The proposed community engagement framework **must** be robust and must cascade down to Parish level.
- 6.4 **Community disruption during construction.** Many smaller satellite communities, such as Packington, to the south of Ashby-de-la-Zouch have the potential to be islanded from key services during the lengthy construction period, making day-to-day living harder. HS2 Ltd should put greater emphasis on construction methodology to minimise these negative effects.
- 6.5 See **Appendix A2** for LCC's comments on Public Rights of Way (PRoWs), and the material contained in the Senior Planning Officer's report on Roads and Traffic in **Appendix A14**.
- 6.6 The Council will welcome any opportunity to improve cycleways, bridleway and PRoWs in the District to enhance and improve connectivity where the opportunity arises. During construction, alternatives of a safe and suitable standard should be provided to keep the network operational. See 6.5 above and the material on cycles routes in Appendix A1a. The District's cycling strategy documents are available here:

https://www.nwleics.gov.uk/files/documents/nwl_cycling_strategy_part_1_coalville/NWL%20Cycling%20Strategy%20Part%201%20Coalville%20FINAL.pdf

https://www.nwleics.gov.uk/files/documents/nwl_cycling_strategy_part_2_ashby_de_la_zouch/NWL%20Cycling%20Strategy%20Part%202%20Ashby%20de%20la%20Zouch%20FINAL.pdf

- 6.7 The Council have identified an important contribution which could be enabled by HS2 Ltd, which is the opportunity to repurpose some construction compounds for use by the District. Sites could have a variety of uses, including gritting depots, recycling facilities, parking/layover sites and others. This could provide legacy opportunities for HS2 Ltd and the Council would be pleased to discuss this further.

LA03:

Appleby Magna and surrounds:

- 6.8 This area has a strong sense of community and residents are well-engaged with issues that will affect them. The construction zone at J11 of the M42 is placed within 1 mile of the village and there are planned realignments of Rectory Lane and Tamworth Road. Residents have raised the following concerns:
- a) The Council expects to work closely with HS2 Ltd to ensure that an appropriate road network for the village and commuters is delivered
 - b) The Council would seek assurance that services and facilities are maintained, and that there are no long-term closures. This particularly applies to the Rectory Lane allotments, which the WDES suggests will be inaccessible for 18 months. This is a recreation opportunity which would be lost by mainly older people.

Measham:

- 6.9 Measham is perhaps the most severely impacted location in the County. The village will suffer loss of housing and jobs, impacts on council housing, nuisance and noise from the proximity of construction works, ongoing noise from the operating railway and severe disruption from road closures/realignments. In detail, these are:
- a) **Loss of the Measham Wharf site.** This development was to provide 450 homes, a wharf for the Ashby Canal, shops and businesses with an estimated 70 jobs. There is a reserve site for 300 houses with access into the site from Leicester Road and Ashby Road, and associated works including new areas of public open space, landscaping and drainage (see **Appendix A13** for details of housing provision in the area). However, this site will not recoup the loss of the “in lieu of open space” Section 106 monies for the Measham Wharf development; see below.

- b) **Loss of Section 106 monies in lieu of open space** (vs. developer contribution). This amounts to a total of £500K for Measham Leisure Centre, £179K for the Medical Centre, £152.5K for the Police, £285K towards protection of the River Mease, £2.3m education contribution (to be shared between Measham Primary School, Ibstock Community College and Ashby School, 13K to Measham Library, £129K Highways and Bus Pass contribution (Total approx. **£3.5m**). This represents a large cumulative loss to the community as a whole. As S1-6 monies are calculated on housing numbers, any alternative scheme would yield less contributions. With specific reference to the Leisure Centre, the maximum developer contribution from alternative sites within the village is approximately £160K, so this represents a considerable and unrecoverable loss. Para 6.4.15 of the WDES states that there will be no permanent effects on recreational facilities, yet this is a real possibility for the Leisure Centre and the Council ask HS2 to reconsider this impact. See section 6.9 below.
- c) **Domestic demolitions and properties in close proximity to the Planned Scheme.** 27 homes on Amersham Way are listed for demolition and this road is already beginning to empty; Treetops Farm is in the path of the New Street realignment and will also be lost; only a third of the Cameron Homes development on Windsor Way is currently occupied. This is bad news for a village in need of regeneration and the Council urges HS2 Ltd to resolve issues with empty properties quickly.
- d) **Ongoing impacts on the Amersham Way area post-construction.** It is possible that the 27 affected houses may not be demolished, but will lose part of their gardens, leaving the houses intact. If this is the case, then these properties will be returned to the market after construction, but they will be dwellings with smaller gardens and at very close proximity to the railway. For this reason, they may not be particularly desirable. This problem could be remedied by redesigning the cutting to a cut and cover tunnel. In addition, footbridge 75/6 will be removed entirely, cutting off footpath access between Measham and Oakthorpe. The Council will be pleased to discuss this further with HS2 Ltd.
- e) **Commercial demolitions.** 18 units are listed for demolition; it is imperative that these are relocated in a timely manner, and remaining businesses on the Westminster Industrial Estate are not impeded by construction activities.
- f) **Access to Oakthorpe Nursery and Primary School.** Residents on the west side of Measham have opted to send their children to these establishments for many years as they have good OFSTED ratings. It is important that access along New Street/Measham road is not impeded during the construction period.
- g) **Pressure on services.** The influx of construction workers to the area, while bringing some benefits to the local economy, could also cause

pressure on local services, particularly medical care. The Council request early discussions with HS2 Ltd on this.

Ashby Canal:

6.10 As mentioned in 6.9 above, the loss of the opportunity to restore the Ashby Canal is a significant blow for Measham and the surrounding communities. The restoration of the canal is a long-awaited project that has been supported by the Council for many years.

The original structure connected Moira (just outside Ashby) with the Coventry Canal at Bedworth in Warwickshire. Around nine miles of it passed through the Leicestershire coal field, latterly badly affected by subsidence, with the result that a 9-mile section was abandoned.

The County obtained a Transport and Works Act Order in 2005 for the restoration of the Ashby Canal from Snarestone to Measham, and it was hoped that the canal could be rebuilt and reopened, with benefits for Measham and the surrounding areas. HS2 Ltd have already set out their intentions to provide a restoration underbridge underneath the Proposed Scheme. However, the Council also seek a canal restoration underbridge under the A42 **and** the 1.1km construction of the canal as a replacement for that which would otherwise have been provided by the housing development. In addition, the Council will also be seeking as wide a social, economic and environmental mitigation as HS2 Ltd in its exemplar project to find a way for complete canal restoration between Snarestone to its current termination point south of Moira. This would deliver the following benefits:

- a) It would address a large part of the regeneration losses that Measham will suffer as a result of the Proposed Scheme.
- b) It will bring wide socio-economic benefits to a village that is losing jobs and social capital as a result of the Proposed Scheme. Additionally, it could unlock opportunities for further development in the future.
- c) It may assist a partial development of the Measham Wharf Site (notwithstanding the area beyond the Meer Bridge that will be too close to the line of route). This will restore some of the “lost” housing and unlock at least some of the Section 106 benefits (total around £3.5m under the current planning permission) which had been promised to the Leisure Centre, local education and others.
- d) The Wharf would provide the village with a new leisure option and associated jobs and could also improve wellbeing.
- e) The canal could be used for water collection from the Proposed Scheme. Water passing from the balancing pond through the canal would be further improved before it is fed into the River Mease.
- f) The canal could also be used to mitigate field run-off which is currently affecting the phosphate levels in the River Mease.

- g) Carrying out the works on the canal whilst the Proposed Scheme is being built makes good commercial and logistical sense as much of the required equipment will be in place and later land disruption would be avoided.
- h) Restoration of the canal would provide the village and surrounds with a lasting legacy from HS2 Ltd.

Further information on the Ashby Canal Business Plan is available at **Appendices A3 and A4** (LCC documents). Additional information has already been forwarded to HS2 Ltd but can be supplied again by LCC if requested.

Oakthorpe:

6.11 Oakthorpe lies to the west of the Planned Scheme and the A42 but has close community links with Measham. Residents travel to Measham for shopping, medical services, use of the leisure centre and library and other recreational activities. The Council has the following concerns for this community:

- a) Disconnection with Measham during the construction period. Temporary road closures must include appropriate diversions that do not cause great inconvenience to this small community. It is imperative that Burton Road and New Street/Measham Road are not closed at the same time.
- b) Placement of a materials stockpile on Measham Road, which is very close to housing. Residents are strongly asking for the stockpile to be moved, and cite noise, dust and disruption from construction vehicles as reasons for their suggestion. As an absolute minimum, the Council request that there is adequate fencing and security, with a “green screen” a priority to help mitigate the impact of the stockpile site. Further engagement is urgently needed.
- c) Past issues with the village. Oakthorpe was subject to damage resulting from underground fires in the 1980s and the village has never fully recovered from this. The Council are pleased to note that some mitigation hedgerow planting is planned on Measham Road and alongside the A42 cutting.
- d) Closures of PRowS. Residents are concerned that footpaths 75/6 and NCN63 will be closed at the same time, as villagers access Measham on foot. In addition, there is great disappointment in Oakthorpe that footbridge 75/6 will be permanently removed, and request that this is urgently considered for replacement.

Packington:

6.12 Packington lies to the east of the Proposed Scheme and will be at close proximity to the Measham Road Packington cutting, the Gilwiskaw Brook

viaduct and Ashby-de-la-Zouch cutting No 1. This raises the following concerns:

- a) Loss of the easiest access route to Ashby with the 18-month closure of the Ashby Road. The route is used particularly by children who walk to and from school. It is also a bus route which will be used predominantly by older people who access Ashby for medical care and shopping. The Council considers that the severance of residents from the nearest town during the prolonged construction period is not acceptable.
- b) Changes to the setting of the village as a result of the new infrastructure. Residents are very aware of the character of Packington and this will be discussed in the Landscape and Visual section.
- c) Loss of the small pumping station near the Gilwiskaw Brook (Vicarage Lane). This structure is in the line of route yet is not mentioned in the demolitions list and this has created anxiety about adverse effects on water levels in the Brook.
- d) The National Forest Way crosses the proposed line near Packington. While the diversion to the footpath is minor, the programme currently means that the path will be closed for over a year during the construction period. This is a well-used and heavily-promoted route which draws visitors into the area. The County join the National Forest in a request to re-examine the closure period and agreeing an alternative route for that time.

Ashby-de-la-Zouch:

6.13 Ashby is the largest town near the Proposed Route and provides services for all nearby villages. It is therefore important that connectivity between the town and its neighbouring communities are maintained during the construction period. The concerns which have been identified are:

- a) Ensuring that road closures/diversions during the construction period are phased and do not cut off smaller communities from accessing Ashby's services (see also section 15).
- b) Ensuring continued access to Ashby School from Packington; many students will have to travel past the construction area to school.
- c) Impacts on the Ashby 20 road race. This is an annual event which attracts around 1,000 runners and the course is 20 miles (30.19km) long (see Figure 2 below). The Council will expect HS2 (and contractors) to liaise closely with Ashby Town Council on the logistics of operating 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 the London Marathon.
- c) Community effects from the presence of the Ashby railhead. Few details of this are currently available and it is important that plans are

shared with the Council as soon as possible to facilitate an impact assessment. See also comments in the Council's response to Volume 4, Off-Route Effects.

- d) Impacts on New Packington. This small community falls within the boundaries of Ashby Town Council and will be significantly impacted by the presence of the materials stockpile and the Ashby Railhead. The emerging plans for this, and the anticipated contents of the stockpile, will need to be discussed in detail with the District and impacted residents.



Figure 2 ASHBY 20 race route

LA04:

Coleorton:

6.14 Coleorton is not on the line of route. However, the village will be significantly affected by the necessary roadworks to enable the Proposed Scheme (see also section 15). The village is in a relatively isolated area west of the route and is surrounded by other small villages and hamlets. Accessing shops, schools and medical care requires good access to Ashby-de-la-Zouch and the construction works will disrupt the main route to the town, causing a sense of isolation. The Coleorton Hall community, numbering nearly 50 properties, are also placed on the A512 and are likely to be impacted by works on this road, along with Sinope residents who access medical care in Ashby.

Worthington:

6.15 Worthington is a rural community and is likely to be affected by nearby roadworks. As with comments on other villages above, access to Ashby is important. The Council have serious concerns about the presence of

construction traffic in the village and this is discussed in section 15 below. Community liaison will be important in this area.

Breedon and Tonge:

6.16 Breedon and Tonge have raised a question of access to the four balancing ponds that will be within their parish boundaries. They and the Council would like to seek clarification from HS2 Ltd that the access tracks to these will, on completion, be designated as PRoWs and that the community will be permitted to use the areas for recreation.

Long Whatton and Diseworth:

6.17 The two villages in this parish will be divided by the route of the Proposed Scheme and is it likely that there will be a temporary loss of rural character during the construction period. As a result of this, the Council have the following concerns:

- a) Potential loss of direct access between the two villages during the construction period. There are regular community events and clubs that are enjoyed across the parish and interruption of access will have a negative effect on these.
- b) The Cross Britain Way is routed directly through Diseworth and Long Whatton. Residents feel that this walkway could be disrupted during construction. Both villages welcome walkers and feel that this is a positive aspect of their community

Castle Donington:

6.18 This village is also not on the line of route, but is situated close to East Midlands Airport, the East Midlands Gateway and several large distribution centres. There are already concerns about traffic overload here and residents are sensitive to the possibility of further disruption. Castle Donington must be included in any community liaison programmes.

Kegworth:

6.19 There are a significant number of community impacts which have been identified.

- a) Blight on housing developments. The Ashby Road and Derby Road sites were projected to be able to provide some 260-300 dwellings. Finding alternative locations for new housing is a challenge as the envelope of the village is restricted by
 - The existing road network
 - The Kegworth bypass (from late 2018)
 - The Public Safety Zone at East Midlands Airport
 - The proposed route of HS2
 - Floodplains

- b) Social impacts on the village. Young families and first-time buyers struggle to obtain affordable housing in Kegworth. There are many rental properties and HMOs (10% of rentals vacant in the last 12 months), pushing up house prices while private landlords buy suitable houses. The proposed developments would have helped alleviate this problem as potentially 30% of the Derby Road site would have been affordable housing.
- c) Impact on sports pitches through loss of housing developments on Ashby Road and Derby Road; the pitches were to be provided via S106 monies. Sports pitches are very much needed in Kegworth; there are seven established football teams covering a wide range of ages, and four or five of these regularly play home matches outside the area, at a cost to the clubs as appropriate locations must be hired. The village's Football and Cricket Clubs are well supported and currently use limited space on the King George V Playing field. This situation is not sustainable, and another solution is urgently required. Finding an alternative site is proving to be extremely difficult because of the "enclosed" nature of the village and a lack of available land. The Parish Council are currently at an impasse with landowners on the price of an alternative site and are also likely to lose £130K of other Section 106 monies as it will not be possible to use them in time. **Appendix A5** gives details of the sports clubs and associated costs, and **Appendix A6** contains a site appraisal for alternative land. To this end, the Council request that HS2 Ltd seriously considers making a Compulsory Purchase Order for one of the acceptable parcels of land to facilitate the development of the sports pitches.
- d) Islanding of Kegworth. As mentioned above, Kegworth works within a very small envelope of land. The revised route of HS2, when viewed cumulatively with the existing road network, the new A6 bypass and the course of the River Soar, makes available space for the village even smaller. Creative solutions must be looked at to mitigate these cumulative impacts to ensure that the village is able to grow and flourish.

LA05:

- 6.20 Two buildings are listed for demolition; Keeper's Cottage and Dowells Barn, Green Lane, Kegworth. These are not listed as heritage assets but will make an impact on a landscape which is relatively unpopulated.

7.0 Ecology and biodiversity

- 7.1 The Council have consulted with the County Ecologist for assistance with a response to this section, and the report is attached at **Appendix A7**. The WDES has been prepared in advance of the ecology surveys that are needed and it is therefore impossible to assess impacts until there is a baseline of

comprehensive, up-to-date environmental information in place. This is disappointing, and the Council expect these surveys to take place before the formal ES is prepared, and that there will be an appropriate level of liaison on ecological issues. It is therefore difficult to comment further from the given information, but the Council feels the following points are particularly significant:

- a) The River Mease is a site of international importance, and the Council must be made aware of the measures which will be taken by HS2 Ltd and its contractors to ensure that there is an overall “no impact”. It will be important for contractors to provide risk assessments on how run-off into the river will be managed. As discussed in section 6.6 above, the restoration of the Ashby Canal could improve the quality of the river overall. The Senior Planning Officer has contributed a short report on the River Mease SAC and this is attached at **Appendix A7a**.
- b) The significant loss of trees in Willesley Wood has already been discussed above. It is noted in paragraph 7.3.12 of the WDES that it is one of the woodlands likely to qualify as a “habitat of principal importance” and the Council feels that this strengthens the argument for providing a cut and cover tunnel on this location to enable restoration of the woodland and its habitats.
- c) Table 15 in Paragraph 7.4.35 (WDES, LA04) shows the “residual significant effects” of the works on ecological reserves and features during the construction period. The vast majority of are described as having a “permanent adverse effect”, implying that they are of a long-term nature and persist beyond the end of the construction period. However, Table 16 (Table 14 in LA04) shows only two “residual” effects “during operations” (i.e. after opening of the line), both “permanent adverse” effects to bats and owls “due to collisions with trains”. The meaning and relevance of both these tables need to be clarified. Although the reasoning for bats and owls being singled out as specifically at risk is discussed in para 7.5.2, it is likely that other animals may also suffer the adverse effects of collisions with trains. Otters and Polecats are specifically identified as “at risk” during construction, for example.
- d) The District observe that the National Forest is considered to be of “county value” in the WDES based on the plantations being young. However, it has not been considered that this forms parts of a national woodland creation initiative, and so collectively they should be considered to have a higher value. The District Council are in full support of the National Forest’s aspirations to maintain and expand this important resource.

8.0 Health

Please read this section in conjunction with the Senior Planning Officer's Report in Appendix A1.

General:

- 8.1 The Council notes that HS2 Ltd has used “neighbourhood quality” to describe the environmental factors, and states that impacts such as noise, air emissions, visual impacts and additional traffic may affect health. Both the LA03 and LA04 community areas are less deprived than the national average, but the Council considers that residents' health could be impacted by the Proposed Scheme. It is disappointing that there are gaps in this section of the WDES, particularly relating to the impacts on neighbourhood quality, construction noise, access to services and access to green space/amenities.
- 8.2 The WDES states that no adverse effects have been identified from dust. However, the Council believe that this may not have been considered sufficiently for the residents who are placed very near to construction works or materials stockpiles, and for these individuals, dust will be at least a nuisance and may be a more serious issue for those with chest problems. This may apply in the following locations:
- a) The Appleby Park Hotel
 - b) Dyson's Close, Measham
 - c) Rosebank View and Kelso Close, Measham
 - d) Cameron Homes development, Windsor Way, Measham
 - e) Measham Road, Oakthorpe
 - f) Leicester Road, New Packington
 - g) Windmill Way, Kegworth
 - h) Farms which are located near to the construction zone
- 8.3 The Council are concerned at the lack of information in the WDES about mental health impacts on communities. MIND report that around 1 in 4 of the UK population will experience mental health problems per year, with the most common problems being anxiety and depression. It is also well-researched that mental health problems are triggered and/or exacerbated by stress, and the Proposed Scheme is likely to cause stress to those who are placed near to the construction zones or the lines when in operation. In addition, stress is known to increase accidents in the workplace and on the roads. Mental health issues and stress must be taken into consideration by HS2 Ltd when assessing health impacts.
- 8.4 The WDES states that HS2 Ltd will offer mitigation for the loss of any community facility and sets out a number of options which would be explored in those circumstances. The Council suggests that this paragraph should be

amended to *“the loss of, or severe impact to a community facility”* for the reason that both Measham Leisure Centre and the Kegworth sports pitches deserve mitigatory assistance from HS2 Ltd.

8.5 There is a lack of information in the WDES relating to health impacts on neighbourhood quality, access to services, access to green space, social capital (including loss of properties). It is not possible to comment on mitigation measures as these will not be offered until the formal ES is published with the Hybrid Bill materials. It is hoped that HS2 Ltd will be able to discuss mitigation before this point. The Council feel that impacts for consideration include:

- a) Less use of public rights of way and cycleways resulting from diversions and closures. Suitable mitigation could include additional cycleways, permissive paths etc., particularly within new areas of woodland or grassland planting alongside the Proposed Scheme. The WDES states that closure/diversion of PRowS “could” deter users, but many of the closures/diversions are so different in terms of environmental and significantly longer than existing routes, it is very likely people would be deterred from using diversion routes.
- b) Cumulative impacts on mental health due to impacts on travelling and from diversions, congestion, noise, disturbance, dust and visual impacts which would not just be confined to individual settlements but across the District where residents travel to work, access services/facilities, visit family/friends, participate in leisure/recreation. See also 8.3 above.
- c) Demolition of properties – the WDES states that there are no impacts from demolition of low number of properties in settlements, but this can be disproportional when a small community is affected.
- d) Potential loss of S106 contributions towards facilities in Measham and Kegworth as detailed in section 6 above.
- e) Impacts on schools, community facilities and recreation grounds during construction (from proposed or possible construction routes and increase in traffic due to diversions and road closures, or from closures of PRowS) that have not been recognised in the WDES, particularly those in the smaller communities where impact is proportionately greater.
- f) Impacts on access to health services as a result of closures and road diversions, in particular at Measham, Ashby and Kegworth from nearby settlements.
- g) Impacts on main routes to nearest hospitals with A&E departments and maternity units at Leicester and Burton on Trent (there are none in the District) as well as walk in centres from closures/diversions to A42, M1, A511, A512 and other local roads.

8.6 The Council suggest that HS2 Ltd seriously consider the following measures which would help mitigate health impacts:

- a) Green infrastructure; the route should be as vegetated as possible as sight of greenery has a calming effect. It certainly should not detract from the greenness of any area without providing a local replacement.
- b) Carbon; carbon sequestration and carbon capture should be built into the line itself, its impact on afforestation and the energy sources it uses. Every effort should be made to bring people to the line by public transport, foot or cycle rather than by car.
- c) Biodiversity; the line should aim to produce a net biodiversity gain. Attention to habitats on embankments and cuttings could be particularly beneficial.

LA03:

8.7 Paragraph 8.4.25 of the WDES notes that the temporary closure of the Rectory Lane allotments would have an adverse effect on health and wellbeing, which reinforces the view the Council stated in Section 2 above that an alternative solution must be found for access so that the allotments can remain open.

8.8 The restoration of the Ashby Canal (see 6.9 above) would provide an improved environment in the centre of Measham and more opportunities for leisure and recreation.

8.9 Paragraph 8.4.26 of the WDES notes the deleterious effects of the loss of a major part of Fiveways Wood, which reinforces the Council's view that a cut and cover tunnel would be suitable mitigation for the area.

8.10 Although effects of property loss will not be reported until the formal ES, the Council would like to postulate that the loss of houses in Amersham Way, and severe compromise of properties in Dyson's Close and Windsor Way in Measham, and Willesley Wood Side in Ashby, could have a serious impact on those affected. In addition, there are a total of 76 North West Leicestershire District Council properties which fall within the compensation zones, so are likely to be significantly affected by the Proposed Scheme. Many of these residents are elderly and therefore vulnerable and will be more likely to have health conditions exacerbated by stress. Residents of Dyson's Close have requested that a small area is landscaped for them after construction to give them somewhere to sit outside.

LA04:

8.11 Paragraph 8.4.12 of the WDES quotes Kegworth as being one of the communities with impact on neighbourhood quality. The Council suggests that the impacts on health for Kegworth should be viewed cumulatively with the other serious impacts this location will suffer.

8.12 Possible impacts on allotments in Long Lane, Kegworth if the route is used for construction traffic.

9.0 Historic environment

9.1 The District Council have liaised with the County's Principal Archaeologist to report on this section of the WDES. Their reports are attached in the following appendices:

- a) **Appendix A8** - Principal Archaeologist's report on Community Areas LA03, LA04 and LA05 (Heritage and Landscape)
- b) **Appendix A9** - Principal Archaeologist's report on Landscape Character Areas
- c) **Appendix A10** – Maps of Landscape Character Areas

In addition, the District's Senior Conservation Officer's report is attached at **Appendix A11**.

9.2 The Council would like to reinforce the content of these reports and request appropriate mitigation for the following:

- a) The Old Rectory, Appleby Magna (LA03). Built in 1807, this house was at one point occupied by Charles Moore, a descendant of Sir John Moore, who was responsible for building the eponymous school in Appleby Magna. It is of a high value to the local community and the Council cannot see any justification for its demolition.
- b) Meer Bridge, Measham. Although the bridge is to be retained, its setting will be changed irrevocably, and this is not noted as a permanent impact. In addition, no mitigation is proposed in the WDES. Appropriate mitigation would include repair of the bridge deck and felling of self-set trees.



Figure 3 Setting of the Meer Bridge. The viaduct will run between the bridge and the point the photograph was taken

- c) Park Farm, Willesley. Only numbers 4 and 5 have been considered in the context of the WDES and the Council believes that this is erroneous as all the buildings on the site constitute the historic farmstead. The design of the cutting at this point is the widest on the LA03 section, and the Council feel that an adjustment could be made on the Park Farm side to save the buildings, which could further enable the construction of a cut and cover tunnel to mitigate the loss of woodland.
- d) Breedon Lodge Farmhouse, Cottage and Moat, Breedon. These are particularly mentioned in paras 9.4.19 and 9.4.20 of the WDES, as the railway would run directly between the buildings and the earthwork moat. Despite this, the impact is assessed only as “moderate” and a close inspection of the map reveals that unless care is taken at this site, there is a risk of draining the moat.
- e) The Grade I listed Church of St Mary and St Hardulph at Breedon Hill, is listed as “moderately affected”, but views are affected by the proposed Boden Brook viaduct. This will be a permanent impact on the setting.

9.3 The Council notes that there are a large number (163) of sensitive sites in the area, but this creates some anomalies in the WDES. Despite these numbers, only one non-designated location (Breedon Lodge) is described as “high value”. HS2 Ltd must remain open to the possibility that undiscovered assets may lie within construction zones and will need appropriate attention if uncovered.

- 9.4 The temporary effects on these assets during construction are thoroughly considered, but the permanent effects of the works on designated sites as assessed as “moderate” at 4 locations and “high” at 2.
- 9.5 Mitigation measures for historic environment seem to consist mostly of “planting”, but LA04 is an historic and environmentally sensitive area and more detail regarding the effects of the works and planned mitigations are called for during the further development of the design.

10.0 Land quality

General:

- 10.1 The Council notes that survey work so far has been based upon desk-based assessment (WDES para 10.2.2), with some visits to key sites (Para 10.2.5). It is therefore the expectation that any pertinent results will be discussed directly before the formal ES is submitted to Parliament.
- 10.2 Likewise, the Council expect to be informed if any previously unknown sites are found during survey or construction works.
- 10.3 Section 10.3.35 in Community Area Report LA03 identifies a single permitted local authority pollution prevention control for a petrol filling station (Fina Petrol Station, Shell UK Ltd), located at Atherstone Road, junction 11 of the A42. However, NWLDC currently permit Plastic Omnium who hold a part A2 permit reference 11/00042/A2 and are within the area affected.
- 10.4 The District Environmental Officer has studied this section of the WDES and adjudges mitigation measures to be acceptable.

LA03:

- 10.5 Oakthorpe residents have raised concerns about the proximity of the realigned A42 to local coal seams. As discussed in section 6 above, underground fires had a severe impact on the community and has changed the character of the village. In addition to the underground fires, there have been many incidents of subsidence and there are fears that land disturbances for the road realignment works could trigger other problems. The map below shows the numbers of shafts and bell pits known to be in the Oakthorpe areas. The water table is near to the surface here and there have been issues with cadmium leaching into underground water, causing contamination; the many shafts in the area make breaches into the water table more likely. The County require assurances on behalf of the village that detailed surveys would be taken on the land to the east of the village where road works will be located.



Figure 4 Oakthorpe - location of shafts and bell pits

10.6 The Council would like to draw HS2's attention to the old mineworkings north of Ashby, which the Proposed Scheme will pass directly over. There is an expectation that appropriate survey work will be carried out here, including a risk assessment of toxic materials from the coal seam leaching into the water table.

LA04:

10.7 Melbourne Road realignment. The Council are aware that there is an old landfill site in the area marked out as construction zone and would draw HS2's attention to this.

11.0 Landscape and visual

General:

11.1 Read these comments in conjunction with the LCC documents in **Appendices A8, A9 and A10**, which contain information on Landscape Character Areas and maps. The Council notes that the WDES states that LCAs are subject to review with local planning authorities and will be pleased to assist.

11.2 The Council are pleased to see the extensive re-landscaping and provision of new habitats on land near the Proposed Scheme. It is important that details of stewardship are established as soon as possible, as currently the WDES is ambiguous as to who will maintain these land areas post-construction.

- 11.3 Balancing ponds. Requests have been received by the Council that balancing ponds are landscaped in a way that ensures they look naturalistic and blend in with the surrounding landscape.
- 11.4 The Council feel that it would be appropriate to involve communities at Parish level in replanting plans, so that they can exercise some choice on new habitats.
- 11.5 The Proposed Scheme will pass through the east side of Measham and will also cause significant visual impacts on Packington, New Packington, Long Whatton and Diseworth and Kegworth. The Proposed Scheme will entirely change the landscape in some parts of the District and HS2 Ltd are requested to work with the Council to help re-plan and redesign the areas most affected.

LA03:

- 11.6 **Appleby Magna and surrounds.** The farmlands on the western side of the parish will be significantly affected. The Council notes that HS2 Ltd are planning extensive landscaping of the area post-construction and are pleased to see that there will be a net gain of trees.
- 11.7 **Measham.** With the Proposed Scheme routed through the west side of the village, Measham is severely impacted and the Council have the following concerns:
- a) The size of the embankment on the approach to the Mease viaduct. It constitutes a considerable scar on the River Mease Floodplain and currently there is no data on whether an earthwork of this size will have an impact on the SAC/SSSI. The Measham Design Panel recommended lengthening the viaduct into the slope and removing the need for an embankment. The Council support this suggestion.
 - b) Visual impact on the houses on the opposite side of the line to the industrial estate. The photographs below illustrate the size of the viaduct in relation to other structures in and around the village and demonstrate that a sympathetic design is essential for a structure that will dominate Measham. For Dyson's Close, the Council request that a small area in front of the houses is landscaped to give tenants a space to sit outside.
 - Figure 5 was taken near the junction of Repton Road and Huntingdon Way and shows the view looking towards Dyson's Close, so may give an impression of the similar view that will be seen from these properties
 - Figure 6 shows the view from From Birds Hill (Tamworth Road). Side Hollows Farm is in the centre, AB Produce at the left and Omnium Plastics at the right. The viaduct will be behind the farm and in front of AB Produce and Omnium Plastics.
 - Figure 7 show the view is from the back of the Leisure Centre. The viaduct will run through the line of vision at tree level



Figure 5 Measham - view from Burton Rd/Huntingdon Rd towards viaduct (which run directly across the picture)



Figure 6 View from Tamworth Road. The viaduct will run between the farm and the industrial buildings



Figure 7 View from the rear of Measham Leisure Centre. HS2 will run directly across the picture at tree level.

- c) The width of the road/rail corridor from Amersham Way and out of the parish. It creates a substantial scar on the landscape. If HS2 and the A42 could be brought closer together, it could help mitigate the loss of trees in Fiveways Wood.
- d) The New Street retaining wall. This appears to be very close to 4 houses and the Council have concerns with the eventual height of the wall (unknown at present) and the effect this may have on the house frontages and any blockage of light. Further information is needed as soon as possible.



Figure 8 Site of New Street retaining wall. The entrance to Windsor way is on the right.

- 11.8 **Oakthorpe.** The Proposed Scheme and the realigned A42 pass Oakthorpe in cutting. However, the wide transport corridor will cause a significant impact on the landscape to the east of the village and it will take many years for mitigation planting to mask this.
- 11.9 **Packington.** The route of HS2 will run through a deep cutting on its way to the Gilwiskaw Brook viaduct, and both structures will be highly visible from the village's Conservation Area (Figure 9). The Council wish to raise the following:
- a) The eventual design of the cutting and the Gilwiskaw Brook viaduct are very important to residents, and the Council support this view. They will be the largest structures in the Parish and they need to blend with the community landscape. Engagement will be essential.
 - b) There are concerns on the views **out** of the Conservation Area. The viewpoint photograph (Figures 10 and 11) shows the course of the viaduct; the deep cutting on Plant's Hill which forms the approach to the viaduct is also be very visible and introduces a highly industrial subject to a rural landscape. In view of this, the Council support the Parish Council and action group's view that a cut and cover tunnel with the portal hidden from the public parts of the Conservation Area would be appropriate.
 - c) Access to the area under the viaduct post-construction. The maps show the creation of grassland and wetland areas near the Gilwiskaw Brook. It would be appropriate for this new landscape to have footpath access for recreation.

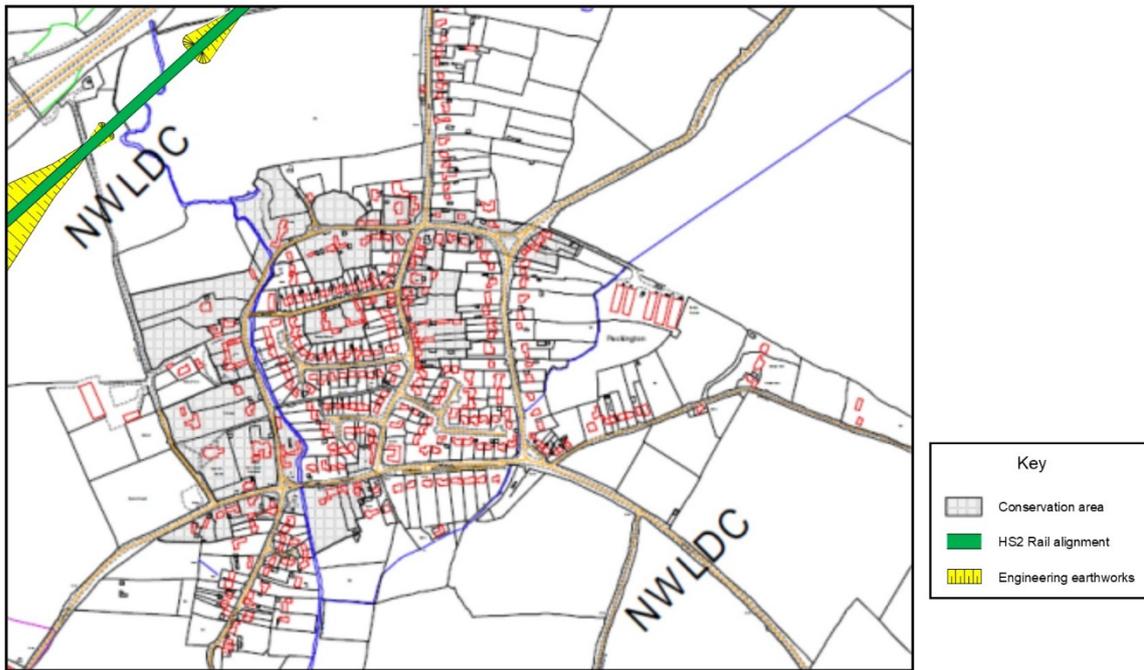


Figure 9 Packington Conservation area



Figure 10 Viewpoint for viaduct from Mill Street Packington



Figure 11 View out of Packington Conservation Area - impact of cutting marked in red

11.10 **Ashby.** Much of the Proposed Scheme lies in cutting through the Town Council boundaries. However, the Council have two concerns:

- a) The much-widened transport corridor will take many years to recover visually due to the slow growth rate of trees. This increases the importance of the Council's request for a cut and cover tunnel over the Willesley Wood Side cutting. The Council are aware that the National Forest will be seeking extra planting in this area and support their aspiration. The map below shows the number of woodlands in the Ashby area, and the proportional size of Willesley Wood.
- b) New Packington (within Ashby Town Council boundaries) will be seriously impacted by the presence of the materials stockpile and may well be very near to the proposed Ashby railhead. This is an area which is currently open fields with hedgerows, so the Council consider this will be a significant impact. For this reason, it would be appropriate to retain as much hedgerow as possible to shield the site.

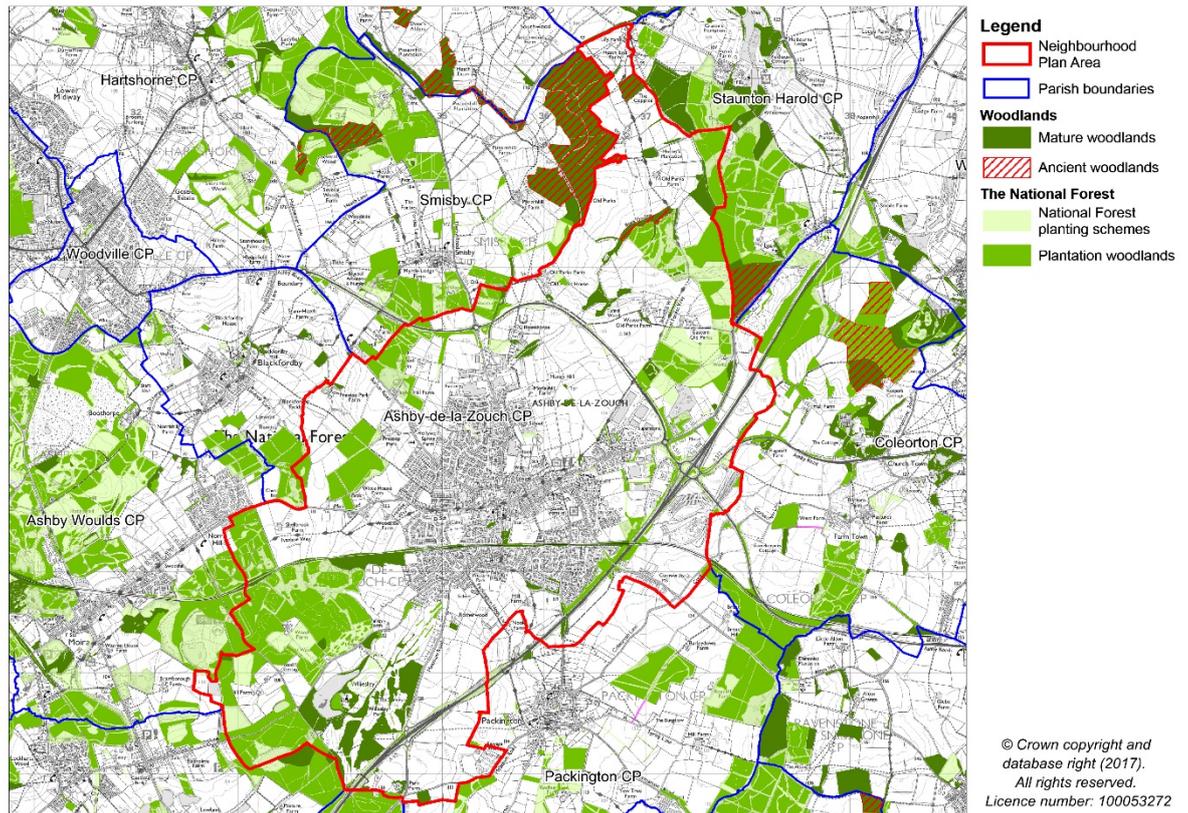


Figure 12 Woodlands in the Ashby area

- 11.11 **Coleorton area.** The village and surrounding area could be visually impacted by the Ashby railhead and residents are awaiting further details of the construction, including the anticipated lifetime of the site.
- 11.12 **Breedon and Tonge.** The Proposed Scheme will closely follow the curve of the A42 at this point in the route. This will leave a long “island” of isolated land in the middle of the transport corridor which will vary in width between 50m and 300m. The Council would be pleased to see this land developed for the benefit of the local community, as there are opportunities to attenuate noise from the road and the railway and provide opportunities for ecological improvement.
- 11.13 **Long Whatton and Diseworth.** These two villages are already visually compromised by the A42. Additional infrastructure in the area is concerning residents and the Council have the following concerns:
- a) Visibility of the viaduct from Long Whatton. The area is quite low-lying and this will be a substantial structure
 - b) The cumulative landscape effects of the new, wider transport corridor. It is recognized that the design of the Proposed Scheme has made efforts to align the road and rail corridors, but it is important for small communities not to feel swamped by infrastructure.

11.14 **Kegworth.** This village will be significantly impacted by the presence of the Proposed Scheme and this raises several concerns for the Council:

- a) Visual impacts of the viaduct from the edges of Kegworth



Figure 13 Kegworth – Viewpoints towards the Ratcliffe-on-Soar viaduct

- b) Depending on the final designs, viaduct pillars may need to be placed at or near the crossing of Long Land and the A453.
- c) The AFTS structure will be a major permanent impact on J24 of the M1 and will also impede future roadworks on the roundabout. There are no design details as yet, but the structure will be 200m long and transformer equipment may be fully visible, such as this design recently used on the Crossrail project.



Figure 14 Autotransformer station (Source: Crossrail)

- d) The motorway junction will be the location of 3 construction compounds. These will occupy part of the sites which were earmarked for development, and will create a significant visual impact for several years:

- Ashby Road compound: 4 years, up to 350 workers. Retained as rail installation compound after civil works complete.
- A6 bypass satellite: 2.5 years, up to 115 workers.
- A6 Derby Road/A453: 3 years, up to 390 workers.

There is only one satellite compound north of J24 in the immediate vicinity of the Ratcliffe-on-Soar viaduct. If the viaduct is to be built from Kegworth, this will substantially lengthen the lifespan on these compounds and if this is the case, more information is required on this as soon as possible.

- e) As discussed in section 6 above, Kegworth is “islanded” by a combination of infrastructure and floodplain. It is important that the village retains its unique character and is not overwhelmed.

LA05:

11.15 The County note the following visual impacts:

- a) The Ratcliffe-on-Soar viaduct will be 3.2km long and 14m high, and will cross the A453 which is already raised up on an embankment above the surrounding fields; this will be the largest structure on the final section of the Proposed Scheme before it leaves the County.
- b) The Ratcliffe-on-Soar viaduct will also impact on the setting of St Andrew’s church at Kegworth, which is a Grade II* listed building and within Kegworth Conservation Area.

- c) The major impact of the AFTS at J24 of the M1.

12.0 Major accidents and disasters

- 12.1 See the Council's response to Volume 3, route-wide effects

13.0 Socio-economic

General:

- 13.1 Whilst the WDES acknowledges that NWLDC has been engaged in better understanding the socio-economics of the area, the Council requests that it, along with the County Council and Leicester and Leicestershire Enterprise Partnership, is involved in future engagement. Not least because the Council has a very proficient business intelligence service and is working with the LLEP on the evidence base to inform the Local Industrial Strategy, of which HS2 will need to be part of. Recently a "Skills for the Future Study 2018"¹ for Leicester and Leicestershire has been published and would provide useful evidence when considering socio-economics of the area.
- 13.2 The current evidence in the draft ES is dated and has not taken account of the latest statistical releases, assuming this is due to timescales. However, some of these vary significantly, e.g. the latest APS (2018) shows the unemployment figure in NWLDC to be 2.7% as opposed to the APS (2016) figure of 4.3% quoted in the ES.
- 13.3 The Council recommend that in terms of employment land, the latest evidence to reference is the Housing and Economic Development Needs Analysis (2017)² which was commissioned by partners to inform the Leicester and Leicestershire Strategic Growth Plan (2018)³.
- 13.4 The ES could be more explicit in how local people and local businesses will be able to access the economic benefits from the construction and operational phases of HS2. Including how the procurement process will support local businesses and setting target numbers of apprenticeships by area rather than solely route-wide.
- 13.5 The issue of socio-economics and HS2 in the District is a complex one. The Council understands the wider benefits of the Proposed Scheme and the opportunities that will be created for construction/supply chain jobs, opportunities for freight expansion on the "classic" network and greater connectivity. From many residents' point of view, they are too distant from either the East or West Midlands Interchanges to be able to take full

¹ www.llep.org.uk/investing-in-our-people/skills-strategies/skills-future-2018-2030/

² <http://www.llestrategicgrowthplan.org.uk/the-plan/stage-two/developing-the-evidence-base/hedna/>

³ <http://www.llestrategicgrowthplan.org.uk/the-plan/stage-three/revised-plan-governance/>

advantages of the fast travel that the railway will provide. For the Council, socio-economic imperatives are:

- a) As a minimum, maintaining current journey times to the capital after HS2 comes into operation. It is easy to assume that services on the Midland Main Line will be gradually downgraded post-2033, but for locations that do not connect directly with HS2 there could be serious economic impacts if journey times to major cities are eroded from locations such as Leicestershire that cannot necessarily connect directly with high-speed rail.
- b) To continue to lobby HS2 Ltd for the “classic connection” at Toton. There is a convincing case for this on economic and resilience grounds, and Leicestershire will by no means be the only beneficiaries of a relatively modest investment in the infrastructure which will enable HS2 to connect with the classic network. The case for this is set out in **Appendix A12**.
- c) The Leicester and Leicestershire Rail Strategy <https://www.leicester.gov.uk/media/180873/leicester-and-leicestershire-rail-strategy.pdf> identifies the significant economic benefits of improving the area’s rail connectivity to other major centres of economic activity in the north and south of the country. The Council considers that these benefits are best maximised by delivery of not just only the classic compatible link at Toton, but also by completion of the Midland Main Line electrification between the current proposed termination point north of Kettering through to Toton, a total of 48 miles.
- c) To ensure that businesses across the District (and beyond) can operate freely during the construction period.
- d) To enable displaced businesses to be able to relocate in a timely fashion and without financial detriment.
- e) To ensure there is good access to Toton from either East Midlands Airport or East Midlands Parkway station. This is particularly pertinent for residents in the northern portion of North West Leicestershire.
- f) Rail freight employment sites. The Leicester and Leicestershire Distribution Study (2014) identifies the increased demand of rail freight served employment sites. With Roxhill SRFI, another SRFI is being explored adjacent to M69 J2 and there is planned growth in freight at East Midlands airport. Ensuring that the Proposed Scheme frees up space on the existing network will be important to maximising economic growth of the East Midlands and beyond.
- g) The County’s connections and access to national and international markets are fundamental parts of the Midlands Engine and Midlands Connect strategies. Although HS2’s priority is to connect cities and not airports, the airports provide economic assets in terms of the number of

people they employ. The Rail Freight Terminal will bring a further increase in employment to the area, and the East Midlands is forecast to be a fast-growing region. Maintaining and improving connectivity is integral to growth.

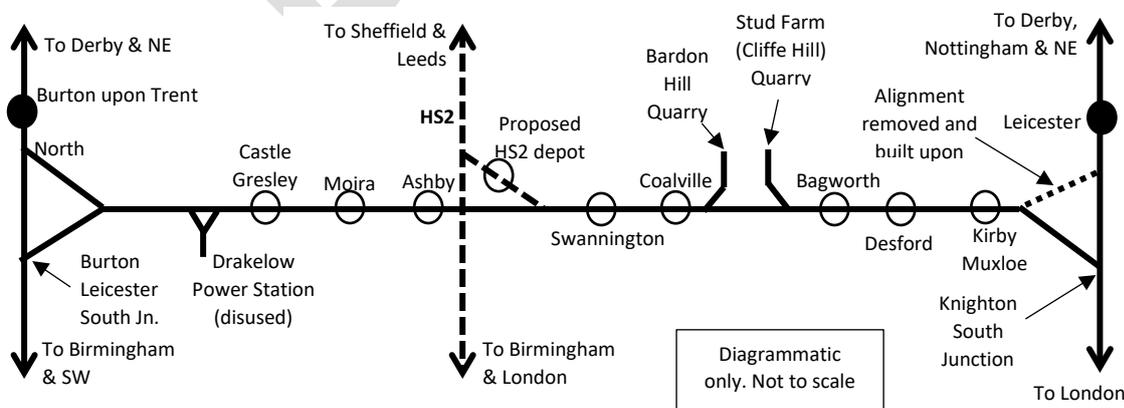
13.6 The Council will be looking for advantages from the development of the Ashby railhead. The full details of the design are not yet known, but if confirmed, there are opportunities within this work that could lead to socio-economic benefits for the town and a wider area:

- a) Infrastructure work required on the Leicester – Burton line required to enable it to service the construction route for HS2 will undoubtedly improve its current state and could provide a foundation for further work to enable use as a passenger line (see 13.7 below and **Appendix A13**).
- b) Improved travel opportunities for residents on or near the line, giving better access to work and easing pressure on local roads, particularly in the light of the comments in 13.7 below.
- c) Future use of parts of the cleared site, e.g. for commercial or property development.

The District and County Councils look forward to further interaction with HS2 Ltd on the developing plans.

13.7 **Housing growth.** Appendix A13 sets out relevant NWLDC housing policies, highlighting developments directly impacted by the Proposed Scheme. In addition, the second part of this document outlines the District’s housing trajectory to 2031 (see also 13.9 below). The data shows that there are to be several thousand new houses built in the Ashby and Coalville areas, bringing with them economic growth. It is clear to the Council that should there be sufficient improvements to the Leicester to Burton line, there would be a substantial number of residents that could benefit from this for commuting and leisure travel.

Leicester – Burton railway



The Council have already commissioned a short report on the opportunities which could be presented to the area and this can be provided to HS2 Ltd if required. Restoration of the line for passenger travel could be a substantial gain for this part of the District.

- 13.8 **Toton.** Although outside the County, the Council are fully aware of the economic possibilities of the development of the Toton site. There is potential for major development adjacent to the Hub Station, including a mixed-use Innovation Campus that could generate up to 11,000 jobs and Garden Village proposals at nearby Chetwynd and Stanton. There is a clear need to ensure the full economic, social and environmental benefits of the Hub Station are realised through a supported complimentary strategy for improved transport connectivity, skills and supply chain development across the sub region.

To fully realise the economic potential described in the Growth Strategy, the Hub Station must be both a world class multimodal public transport interchange and a new high-quality place. In this respect, the Council recognises that it is important to strike the appropriate balance between provision for travel by public transport and car provision to the site and that all aspects of travel will need to be considered as part of the transport assessment specific to Toton.

With respect to highway access, whilst it is recognised that access to the A52 and impacts on M1 J25 are most immediately relevant, it will also be important to ensure that any transport assessment takes account of wider impacts such as on the M1 in North Leicestershire and to connectivity to the location across a wide area including places in Leicestershire such as EMA, Loughborough, Ashby and Coalville.

In respect of the proposals for Toton station and the HS2 line, the Council particularly wish to see inclusion of the classic compatible rail link as part of the Proposed Scheme; the case for this is set out in **Appendix A12**.

The Council requests the electrification of the “missing” section of the MML between Kettering and Leicester, and onwards to Nottingham via Toton.

13.9 **Leicestershire’s Strategic Growth Plan**

http://www.llestrategicgrowthplan.org.uk/download/pdf_document/final_plan_docs/Strategic-Growth-Plan-September-2018-Final-for-governance.pdf

LCC’s document, which the District subscribes to, sets out the County’s vision to 2050, and the current weaknesses are clearly set out as:

- a) Congestion on roads and railways
- b) Gaps in the road and rail network
- c) Pressures on existing communities

These weaknesses could all be exacerbated by the Proposed Scheme without appropriate mitigation measures and it is therefore vital that HS2 Ltd work closely with the District and the County to enable these strategic targets to be met. The Council recognise that high-speed rail will open up England to new

possibilities, but it is equally important that areas such as North West Leicestershire are not hindered by adverse impacts on the strategic road network, communities and jobs.

The housing aspirations discussed in 13.7 above are also reflect in the Strategic Growth Plan and reinforce the need to ensure that there is a legacy from the use of the Leicester to Burton line. Around 10,000 houses are also planned in the “International Gateway” area, and it is essential that there are sound links between East Midlands Airport, East Midlands Parkway and Toton to benefit this new population.

- 13.10 The operation of the A42, M42 and A5 are important to the economy of Leicestershire and to its future growth. The Council will want to be satisfied that HS2 Ltd, as part of its interim transport assessment, has assessed the constructional and operational impacts of HS2 on the junction, and furthermore will also be seeking HS2 Ltd to demonstrate that the Proposed Scheme does not prejudice future upgrades to junctions and the strategic upgrades to the A5 corridor, as set out in the Midlands Connect Strategy.

LA03:

- 13.11 **Appleby Magna.** Issues of concern are:

- a) Two business units will be lost at Appleby Magna services and these are listed as a permanent impact.
- b) The Council are concerned about the operations of the Appleby Park Hotel during the construction period. HS2 Ltd will provide a new access road, but the premises are surrounded by the construction zone and this may affect business.

- 13.12 **Measham.** The village is also subjected to a number of socio-economic impacts. Those of particular interest to the Council are:

- a) Job losses on the Westminster Industrial Estate. 17 business units will be directly impacted with the loss of 57 jobs. The land is owned by the County and solutions will need to be sought which will keep jobs in the locality.
- b) Impacts on the Plastic Omnium factory. They are a major employer in the village and surrounding area, and it is important that construction processes do not interfere with their operations.
- c) Implied job losses on the Measham Wharf site. This is difficult to predict accurately as the site may or may not go ahead in an altered design. Projections supplied by the Measham Land Company suggest that the wharf development would have yielded 70 jobs.
- d) Other socio-economic losses from the Measham Wharf site. These are difficult to project accurately but include possible detriment from

regeneration within the village and a larger number of people spending money within it and impacts from the absence of the Ashby Canal.

- e) Effects on businesses during the construction period. Although the presence of construction works near the village could bring more money into the local economy, traffic disruptions from road closures and diversions could have an adverse effect and this is concerning given that Measham is an area in need of regeneration.

The Council have proposed the restoration of the Ashby Canal in section 6.9 above and this work would significantly mitigate the adverse socio-economic impacts on the village and surrounds.

- 13.13 **A42 J13 area.** There will be impacts on the development of the Strategic Rail Freight Terminal at Lounge, as the Proposed Scheme will pass through part of the site. The 55-acre site was a former coal stocking yard and is served by a spur from the Leicester – Burton freight line. The development of the site will bring more jobs to the Ashby Area and the Council feel it is important that this is not unduly impacted by the Proposed Scheme and the associated roadworks.

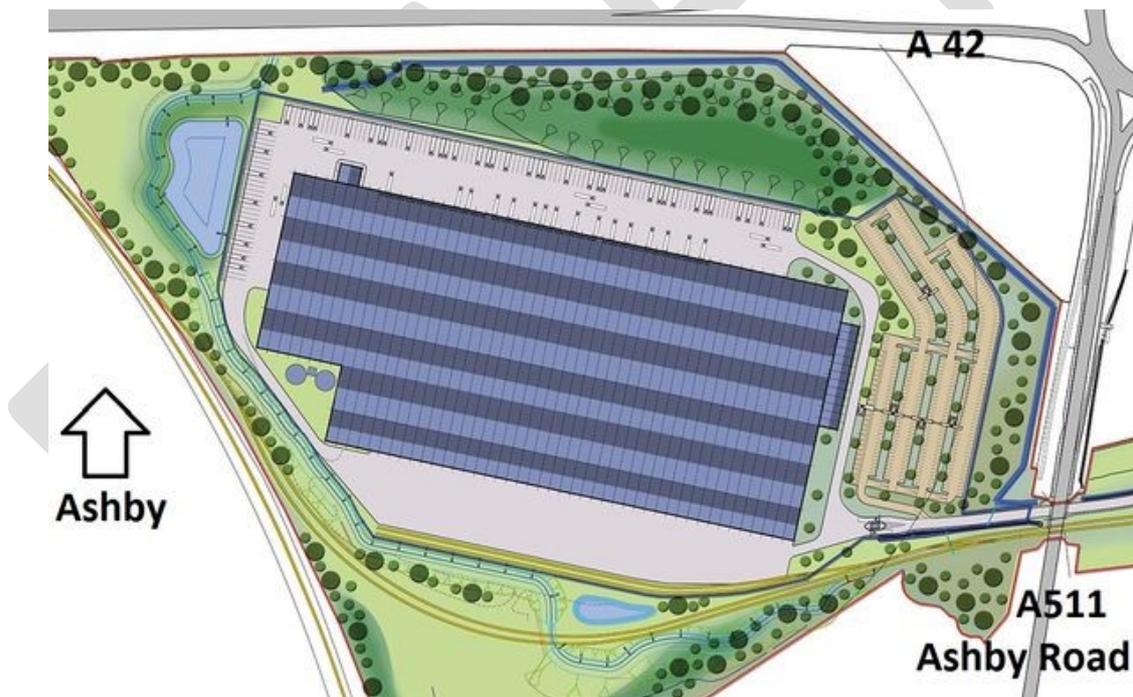


Figure 15 Gazeley site at Lounge, A42 J13

LA04:

- 13.14 Risk of impacts on forestry operations at Rough Park and Birch Coppice. Also in this area, the realignment of Melbourne Road could impact upon the business of the TNT distribution centre.

- 13.15 **Cloud Hill Quarry (Breedon).** There are potentially some impacts to the operations of the quarry as the line of route blights operational buildings at the

top end of the site. A suitable solution must be found that does not disrupt business.

- 13.16 **Kegworth.** The large number of road diversions and temporary closures are likely to affect local businesses. If the A6 bypass is subject to temporary closure, there will once more be heavy traffic through a village with a healthy number of shops and small businesses but few parking spaces. There are also businesses in Long Lane which could be impacted by the realignment works at the top of the Lane. The Delta Force paintballing site is situated at Green Lane Kegworth and access to this is off Derby Road Kegworth, near the A6/A453 satellite compound. Any proposals for road diversions or temporary closures are likely to have a significant effect, bearing in mind the proximity of the M1, A453, East Midlands Airport and the Strategic Rail Freight interchange and a number of other road-based distribution services.

14.0 Sound, noise and vibration

General:

- 14.1 Within Leicestershire, District/Borough councils have a remit for noise, and impacts from new development. For HS2 Phase 2b through Leicestershire, this is NWLDC. The Council are concerned about noise impacts from HS2 on Leicestershire residents. In the light of this:
- a) There is insufficient information in the Working Draft Environmental Statement to fully understand the noise impact on Leicestershire residents, particularly in settlements close to the proposed HS2 line, such as Measham. It is expected that HS2 Ltd will specifically demonstrate the noise impact on Measham residents, as this is likely to impact a large number of people.
 - b) These impacts should be considered against relevant guidelines, such as (but not limited to) the World Health Organisation Environmental noise guidelines for affected settlements, both during the day and at night.

The Council requests that HS2 Ltd work with them and Leicestershire County Council to fully understand these impacts and to include appropriate mitigation measures in the HS2 Phase 2b design, before the Hybrid Bill deposit.

- 14.2 Noise is a contentious issue for the general public. It can cause apprehension and depression, and as the human perception of noise is subjective, the subject must be handled with appropriate sensitivity. Comments in this section will also cross-refer with section 8, Health. Noise is also responsible for physical impacts, notably cardiovascular episodes, which are well-documented in medical research.

14.3 The Council feel that there is an important omission in the methodology of assessing sound, noise and vibration, and that surrounds the psychological impacts. As stated above, the human perception of noise is subjective and therefore personal to the individual who is exposed to it. HS2 Ltd are therefore asked to consider the following points:

- a) The issue of habituation to noise. This is well documented (e.g. 6 Unfortunate Ways Traffic Noise Affects People – Research Findings <https://reflectd.co/2014/01/27/6-unfortunate-ways-traffic-noise-affects-people/>) and there has been extensive research on the subject. It is inevitable that a small number of those who are at close proximity to the Proposed Scheme will not habituate to the noise and will suffer ill effects from it. HS2 Ltd must suggest suitable support in the formal ES for the individuals who are affected in this way.
- b) Noise assessments should account for the “stereo effect” of human hearing, which enables certain sounds to be picked out over others. The different acoustic profile of the noise generated by HS2 will be easily picked out amongst general traffic noise and as a result of this, is likely to appear louder to the listener, particularly if they are *expecting* it to be more prominent than other background noise.

14.4 As mentioned in 14.1 above, it is not possible to make detailed comments on baseline information or assessment of communities that may be affected by construction or operational noise, as this information is not in the WDES. Furthermore, for noise assessments which are included in the formal ES, HS2 Ltd are asked to consider the following:

- a) Both “average” and “peak” noise (or a reasonable approximation of this) for both day and night time (i.e. 2200-0000 and 0500-0700)
- b) Temperature inversion in the winter months, as sound levels are affected by lower temperatures
- c) Prevailing winds. Where habitation is west of the line, for much of the year winds blowing from the south-west will affect noise levels (Seasonal Variation of the Prevailing Wind Direction in Britain; Lapworth and McGregor, <https://rmets.onlinelibrary.wiley.com/doi/pdf/10.1002/wea.301>)

14.5 The Council feel that the avoidance and mitigation measures as a result of construction noise (WDES paras 13.4.3 - 13.4.5) are acceptable, although HS2 Ltd must ensure that affected residents and businesses are appropriately engaged with and supported. HS2 Ltd must also recognise that for some communities, the construction noise burden will be considerable.

14.6 See points made in 14.1 above for considerations to be made when assessing the issues of operational noise. The Council would expect that mitigation offered will take full account of the noise assessments made and seek to at least achieve the standards set out in HS2 Phase 1, and if possible,

to exceed these. It is currently unclear whether areas marked on maps as “landscape earthworks” are true sound bunds or not, and clarification is required. Comments on specific areas which may need additional mitigation against operational noise are below.

- 14.7 Looking to the future, the Council must raise the concern that properties very close to the Proposed Scheme will become less desirable. This is attributable to the visual and practical issues of living near to major infrastructure, but also because of the noise generated and the human perception of it.
- 14.8 Ballast track vs. slab track and noise generation. The Council are aware that some queries have been raised on the noise profile of ballast track against slab track, particularly as it appears that Phase 2b may be mostly ballast track. However, it is noted that noise difference is probably around 3dB, which is the extent of human hearing sensitivity to sound changes.
- 14.9 Frequency of tamping. Some residents are anxious about the frequency of tamping needed on ballast track that will be subjected to the heavy loads of a high-speed line, particularly if they live at close proximity to the Proposed Scheme. It would be useful for HS2 Ltd to share information on projected schedules of this type of engineering work as it may help to allay fears.

LA03:

- 14.10 **Appleby Parva area** (map CT-06-412b). Landscape earthworks have been provided to protect Appleby Parva and Appleby Magna from operational noise. It is therefore puzzling that there is a sizeable gap in the earthworks at Dingle Lane. This could have the effect of funnelling noise towards Appleby Parva. The Council request that a suitable noise mitigation solution is found for this location.
- 14.11 **Appleby Park Hotel**. The Proposed Scheme is in cutting past the hotel and a short piece of hedgerow planting is noted in map CT-06-413, but no additional sound mitigation. The Council trusts that additional mitigation to the hotel buildings has been discussed by HS2 Ltd, for both the construction and the operational period.
- 14.12 **Measham**. As expected from a location so close to the Proposed Scheme, Measham is significantly impacted by noise in several locations. HS2’s sound contour map SV-01-357 indicates that the noisiest areas will be the west side of the line as trains pass the Measham Wharf site and then through the wide cutting area where HS2 and the A42 run together. Both residential and business properties are at risk, as follows:
 - a) The Westminster Industrial Estate is likely to be severely impacted during the construction period by noise and vibration. The Plastic Omnium factory is alongside the planned course of the Mease Viaduct and the Council aware that the organisation has already raised concerns with HS2 Ltd. We expect these discussions to continue and suitable solutions to be found.

- b) Dyson's Close will house the residents most directly affected by noise and vibration from construction and operation. As the Proposed Scheme is on the Mease viaduct at this point, there will be little sound mitigation available other than providing extra sound insulation to the houses. It is likely that there will be periods during construction where noise is at very high levels and residents may need extra assistance. Without further information from detailed assessments, it is impossible for comment on the extent of noise and vibration that Dyson's Close will suffer, during construction and afterwards. This is a significant issue for residents who are, in the main, vulnerable elderly, and it is clear that further work is needed to resolve these issues.
- c) Measham Wharf Development site. If building work on this project goes ahead, the west side of the site will be a noisy environment during construction and operation. The line of route is in a shallow cutting at this point and the suggested woodland planting will not significantly mitigate operational noise. Further mitigation may be needed if houses are to be built on part of the site.
- d) Amersham Way area. The Council notes that noise fence barriers are indicated on map CT-06-415 but need to know further details of design and noise attenuation potential, as houses are in extremely close proximity to the line and evidence of mitigation may be needed to prevent loss of housing values.
- e) Fiveways Wood and Parker's Wood. Landscape earthworks have been placed on the east side of the line. It is hoped that these measures will help to protect the woodland environment from noise, and the houses on Ashby Road which are relatively isolated and therefore more exposed to noise.

14.13 **Willesley Wood** (maps CT-05-416 and CT-06-416). The Council have already discussed the benefits of redesigning this section in to cut and cover tunnel to enable better restoration of the woodland, and the feasibility of amending the cutting height to protect Park Farm. In addition, a cut and cover tunnel would also reduce noise through this section of the line.

14.14 **Packington**. The following concerns have been raised about noise from the railway:

- a) The Council have already proposed that part of the Measham Road Packington cutting is reworked as cut and cover tunnel to mitigate landscape and visual impacts. This would additionally help to mitigate noise in an area where residents are very sensitive of the adverse effects on a Conservation Area
- b) Concerns have also been raised about the use of sound barriers rather than sound bunds, as it is felt these would attract graffiti.

- c) Residents also feel that the current alignment of the viaduct, higher than the A42, will channel road noise towards the west of the village.

14.15 **New Packington (Leicester Road).** The Council notes that where there is a short section of landscape earthworks on the approach to New Packington, but the Ashby end of the Leicester Road has no noise fence barriers marked, despite houses being within a few yards of the cutting. Although the cutting will absorb some of the noise, additional sound mitigation will be necessary to protect these dwellings. This area could also be significantly impacted by sound during construction with works on the cutting and placement of the materials stockpile.

LA04:

14.16 **Kegworth.** Around 500m of landscape earthworks are placed to protect the west side of the village where the line of route moves from cutting to embankment but extending this towards the Ashby Road would help protect the houses in Windmill Way.

15.0 Roads and traffic

Notes:

- i) **Leicestershire County Council are the Highways Authority and as such, the District does not have responsibility for local roads. However, the Council have consulted with the County Council on their response and entirely endorse their comments which are recorded in the section below.**
- ii) **For the purposes of this response, the Council consider a short-term closure to be no more than 48 hours, to enable temporary diversions to be put in place; a long-term closure to be no more than 14 days, to allow statutory undertaker's work, or to allow a bridge deck to be lifted in place.**
- iii) **The Council will also expect any proposals for road closures to give specific consideration to local circumstances, for example impacts on access to significant tourist attractions such as Twycross Zoo, Conkers; impacts on the function of local businesses; impacts on local communities and the ability of those local communities to access services and facilities in other settlements.**
- iv) **See also Appendix A14, NWLDC Senior Planning Officer's report on roads and traffic.**

General:

15.1 North West Leicestershire will be significantly affected by the traffic works required to enable the Proposed Scheme. The Council therefore formally

request that an interim Transport Assessment (including sensitivity testing) is carried out before the Hybrid Bill is deposited.

- 15.2 The Council consider it is essential that HS2 Ltd are aware of all the possible consequences from roadworks (temporary and permanent) and the use of County highways for construction traffic. The issue of isolation of small communities is particularly pertinent.
- 15.3 It is essential that the Council is able to carry out its own business of serving the local population. This includes the provision of refuse collections, care services and education. It is also essential that all emergency services can work unhindered and the County expect to be kept informed of discussions on resilience.
- 15.4. The Council expect that HS2 Ltd will fully engage to ensure that their Construction Code of Practice meets the requirements of residents, businesses and those using the County's transport network. Where necessary, the HS2 Ltd CoCP will be amended to reflect specific local needs.
- 15.5 **Impact on the strategic road network (M1, M42/A42, A38, A52) during and after construction.** The Council feel insufficient attention has been made to the **cumulative** impacts of many road closures and diversions across the District. There is no quantitative assessment on the impact of the works or the final scheme on the strategic network. This could bring a wide range of impacts, including congestion, economic damage and constraints on future growth. The Council request that detailed work with Highways England is urgently needed with a view to identifying mitigation and further design detail.
- 15.6 **Impact on local highway network during and after construction.** The Council again feel that HS2 Ltd have not considered the **cumulative** impacts of these across communities. There is insufficient detail in the WDES and no transport assessment. It is also important that there is engagement on local travel planning measures to mitigate impacts during the construction period.
- 15.7 **Public transport** (including commercial bus services, supported public transport services, Special Education Needs transport, home to school transport, demand-responsive transport and community transport). It is essential that there are early discussions between County/District representatives, passenger transport providers and HS2 Ltd on adequate provision of bus services during the construction period, particularly where there are road diversions and enabling roadworks being carried out. These services are a vital part of the community and by necessity are used by school children and older/vulnerable people, therefore there is a need to ensure equal access for all.
- 15.8 **Rights of Way.** The Proposed Scheme crosses a significant number of existing and proposed public rights of way and multiuser trails. While the Council accepts that providing new infrastructure for all current rights of way is unlikely to be practical, low and moderate cost alternatives are available and should be assessed. The approach taken in the WDES is in the main disappointing with many of the alternatives proposed requiring significant diversions on the route. There were also a considerable number of routes

which appear to have been missed or ignored altogether. See also **Appendices A1 and A1a** for further information on PRoWs and cycleways.

- 15.9 **Accident blackspots. Appendix A15** contains details of known accident blackspots on or near the routes which the Proposed Scheme will impact. The Council expect HS2 Ltd to take this data into consideration when planning traffic diversions and construction routes and implement any mitigation necessary to ensure they do not make existing problems worse.

15.10 Modelling

- a) In order to help the Council understand the full impact (including potential maintenance costs) of the proposed 10-year construction period of the Proposed Scheme on the local road network, reassurance will be required that the following standard assessments will be carried out by HS2 Ltd and feedback provided on:
- Diversion of existing traffic to alternative routes
 - Pressure at junctions on the diverted routes and increased delay to road users
 - Rat-running through rural routes and villages to avoid congestion
 - Maintenance costs due to the additional traffic on those diverted routes over and above planned routine maintenance
 - Maintenance costs due to traffic using unsuitable roads
 - Congestion on construction routes over a 10-year period and associated additional road maintenance costs
 - Accidents
 - Air quality and noise pollution.
 - There is also the question of increased liability for roads which are upgraded to facilitate the works
- b) It is imperative that all future developments and network changes are taken into account when making these assessments. Individual junctions will also need to be assessed by using an appropriate network-based tool rather than simply applying TEMPRO growth to existing counts (which does not take account of HGV traffic),
- c) The Leicestershire Integrated Transport Model (LLITM) is suitable for this type of work including specific junction modelling and would be particularly useful for the assessment of M1 J24. Should HS2 Ltd wish to use this model, the Council are happy to assist.
- d) The Council have requested a plan of intended network changes resulting from the new railway (both temporary and permanent, as well as information on the diversionary routes etc.), this will be built into our base model future forecasts. Currently, County forecasts do not take into account the construction phase of the Proposed Scheme.

15.11 Construction routes

Council officers have studied the contents of the relevant volumes of the WDES and have compiled the following comments:

- a) HS2 Ltd must share details of planning which takes account of future developments and committed highway improvements in and around the footprint of the Proposed Scheme
- b) The development of the detailed proposals and construction programme will require a very significant input from County officers in order to minimise the impact on the road network and the local community. The Council request that further details on construction timescales, including proposed phasing of the works, should be discussed at the earliest opportunity. The Council will seek full cost recovery from HS2 Ltd for the staff time involved in this work.
- c) The construction route plans (for LA03 and LA04) presented in the WDES could be made clearer. There was no distinction between those routes which will be used only once/infrequently and those required regularly throughout the proposed 10-year construction period. Going forward, the Council suggest that construction routes are presented in way which reflects expected usage and potential impact. Some form of colour coding would be helpful.
- d) The Council suggest HS2 Ltd reminds stakeholders at the appropriate times that the mass movement of material will primarily be carried out using a haul road alongside the trace of the track. The general public may not understand the use of haul roads and may assume that all construction traffic will be using the highways.
- e) The Council suggest that HS2 Ltd should not rule out the provision of temporary accesses to compounds from the strategic road network. This is particularly important at A42 J13 and in vicinity of Diseworth/Long Whatton area where access from the local road network appears to be more problematic.
- f) The Council notes that a small section of Leicestershire falls within community area LA05, north of the extents presented by HS2 Ltd.

15.12 Management of associated construction traffic

The Council request reassurance that HS2 Ltd will:

- a) Provide suitable lay-over arrangements to mitigate the potential impact of lorries parking, on the local road network and in the vicinity of local communities, whilst waiting for site compounds to open.
- b) Put measures in place to ensure that the impact of potential inconsiderate workforce parking on highway network in vicinity of

compounds is mitigated, particularly in locations surrounded by built up residential areas.

- c) Put measures in place to ensure that construction traffic adhere to agreed routing and hours of operation. This may include Automatic Licence Plate Recognition Technology and other suitable measures to monitor the use of routes. It is noted from the Code of Construction Practice that the hours of operation for construction traffic will be 8am-6pm Monday-Friday and 8pm-1pm Saturday, with a 1 hour warm up and warm down, but this will only apply for HGV construction traffic that travels between HS2 maintained sites. However, this creates a query on traffic with an origin or destination elsewhere, and operations that have to be late at night, such as highway tie-in works. Under the Hybrid Bill, the Council will be considering the options open and powers available to them with regards to enforcement. The Council will seek to ensure that fines are applied to all contractors who breach established regulations.
- d) Provide appropriate route signing, including consideration of integrating of agreed construction routes into sat nav systems. This will require construction compounds to have their own postcodes, which would be useful for routing. Long time signing will be required for HS2 construction traffic which the Council will need to be consulted on.
- e) Facilitate a similar engagement session, attended by officers from the Council, Leicestershire Police and Highways England who are involved in the management of abnormal loads to help understand the possible routing and impact during construction.
- f) Ensure that works contractors prepare workforce travel plans in order to minimise private car movements.
- g) Encourage workers to use sustainable modes of transport or to otherwise reduce the number of cars and encourage contractors to consider how to link work sites with public transport (where reasonably practicable). This will help to reduce the impact of workforce travel on local residents and businesses.

15.13 **Highway maintenance responsibilities and general arrangements**

- a) During the construction phase, and as this is likely to last for several years, the Council feel that it is appropriate for HS2 Ltd to contribute to the maintenance of routes used for construction purposes. The Council will seek to use Section 59 of the Highways Act 1980 "Recovery of expenses due to extraordinary traffic" to ensure that construction traffic routing does not cause a deterioration in the long-term condition of the Leicestershire highway network.

- b) Following construction, the Council expect that all routes altered to facilitate works must be return to their previous form (as a minimum). Also, any repair and reinstatement of damage must be returned to the condition prior to the start of the Proposed Scheme's construction. The Council need to know how HS2 will accommodate this, and the mechanism to be used.
- c) In addition, where a new route or existing route is widened (for example), is it automatically granted highway status under the Hybrid Bill. The Council will require commuted sums for future maintenance. Furthermore, the Council require more detail on the mechanism whereby improvements could be left in or removed, and whether this is at the discretion of the Highway Authority.
- d) The Council are also interested to know which standards will be used for roads and improvements, given they will be maintaining them in the future. It is noted that the Design Manual for Roads and Bridges (DMRB) is not always appropriate.
- e) The Council also need further details on funding of safety critical maintenance, including inspections of routes during the construction period. HS2 Ltd must differentiate between roads which are solely for HS2 use, internal accesses or others.
- f) The Council require plans and dilapidation surveys which indicate the extent of County assets impacted by the construction of the project.

15.14 Road and street works management during construction

- a) HS2 Ltd or their consultants should engage with utilities ensuring their works are programmed in line with Council established policy (i.e. reported at the NRSWA quarterly meetings), road space booked through established procedures.
- b) The Council operate a road and street works permit system for road space booking. Under the system, promoters of minor works (up to 3 days in duration) legally only need to provide 3 days' advance notification of works. Given that over 50% of all permit applications are for minor works, the Council request that HS2 Ltd clarify how planned works (such as utility works) within the footprint of the Proposed Scheme will be the managed and coordinated. The Council has duties under the New Roads and Street Works Act (NSRWA), including requirements to meet road space requests within statutory timescales.
- c) From experience, the Council will encourage HS2 Ltd to engage early with utility companies, to consider any necessary potential coordination of works to minimise the impact on the network. Taking a proposed large rail freight project that is in the vicinity of the Proposed Scheme route as an example, this requires almost 12 months of consecutive works to install several kilometres of gas, water, electricity etc., to the

site. This would be extremely difficult to manage alongside all HS2's activities if they occurred at the same time. Detailed plans will be required by the Council.

- d) The Council will expect HS2 Ltd and their appointed contractors to liaise with stakeholders (to Parish level) on details of road closures and other enabling roadworks. This must be part of the contractors' local community strategy.

15.15 **HS2 legacy opportunity**

The North West Leicestershire road network is already crowded, and with the arrival of the rail freight terminal and other new industrial developments the number of HGVs will continue to increase. There is no dedicated truck park in the District and as a result of this, drivers spend rest periods in lay-bys with no facilities.

The Council would welcome the opportunity to work with HS2 Ltd to explore whether the potential for making a suitable construction compound available for use as a truck park post-construction (subject to environmental impacts on local communities and all other considerations). Many of the compounds in LA03 and LA04 are near major road junctions and would have access roads, fencing and basic utilities connected.

LA03:

15.16 **J11 of the A42 and Appleby Magna**

- a) J11 – the County are currently considering a major planning application (Project Mercia) in the vicinity of this junction. This development will occupy 270 acres of land at the junction will employ around 3000 people on a 3-shift basis, 7 days a week. See location plan below and site plan in **Appendix A16**; the planning application is logged with NWLDC under reference 18/01443/FULM. This application includes development of land, including the demolition of all existing on-site buildings and structures and levelling and re-grading of the site. Full consent sought for the construction of a Distribution Campus (Use Class B8), with ancillary offices (Use Class B1a), associated gatehouse and other ancillary uses, new electricity sub-station and new pumping station, creation of new accesses from the B5493, internal roadways, cycleways and footpaths, yard space, car parking and circulation, associated lighting and security measures, surface water attenuation and landscaping. Outline consent (with all matters reserved except vehicular access from the B5493 and re-grading of site) sought for additional Use Class B1c, B2 and B8 employment, with ancillary offices (Use Class B1a) and associated commercial and amenity uses.

This will undoubtedly increase the traffic on nearby roads this development and associated highway alterations will need to be considered by HS2 Ltd when assessing the impact of the works in this location. In addition, gas mains (and possibly other utilities) will need to

be moved to enable this project and these works will not be recorded on HS2 Ltd's current utilities maps. Further discussions are therefore required on this between HS2 Ltd and NWLDC as the Local Planning Authority (LPA).



Figure 16 Project Mercia location plan

a major route to Twycross Zoo and Conkers. This is particularly important at weekends, bank holidays and school holidays; this must be borne in mind when planning temporary closures.

- b) Appleby Magna will be affected by construction traffic on J11 of the M42 and the A444, and residents are concerned that traffic could be pushed on to local lanes, particularly from J11. The lanes are not suitable for heavy traffic and signage must ensure that the village is out of bounds.

15.17 Measham impacts

- a) Again, this village is severely impacted by road closures and realignments, as are set out in Table 1 below. Residents have expressed concerns about impacts on the Conservation Area (see map in Figure 17 below) through increased traffic and this must be taken into account. Due to the amount of infrastructure work taking place in and around Measham, construction works are likely to take several years, creating a cumulative effect to the impacts identified.

Table 1 Traffic impacts on Measham

Road	Type of closure	Impacts
Burton Rd	To enable construction	Access to homes and businesses; Burton Road is also a bus route
New Street/Measham Rd, west of Measham	To enable construction	This and Burton Road are the main access to Oakthorpe
Huntington Way, south of Repton Rd	To enable construction	Access to west side of the Westminster Industrial Estate and Repton Road
B4116 Measham Rd south of A42	To enable construction	May cause traffic impacts on Measham if drivers use it as a rat run
A42 2km realignment west of Measham	Permanent	More vehicles diverting through Measham Conservation Area (weight limited to 7.5T); noise vibration and risk of vehicle damage. Additional risk of road accidents
New St realigned to new overbridge crossing Proposed Scheme and A42	Permanent	Disruption to north of Measham; limited access to Oakthorpe when offline bridge is joined to existing road
Willesley Woodside permanently diverted to join B4116	Permanent	

- b) The Council will need to understand what the short-term impact on Measham Road is from the construction of the River Mease viaduct. At present the plan shows access arrangements for the southern part of the viaduct but not the northern side. All works near the Mease must take account of its SAC/SSSI status as discussed in section 7 above.
- c) Measham traffic management. Roads within the village must not be closed at the same time, or access to the industrial estate will be severely affected. The Council request HS2 to consider using the B4116 to divert traffic **away** from Measham while it is still open. Measures to improve traffic flows, particularly at the Leicester Road/Gallows Lane junction should be part of mitigation road works. See comments above about management of construction traffic.

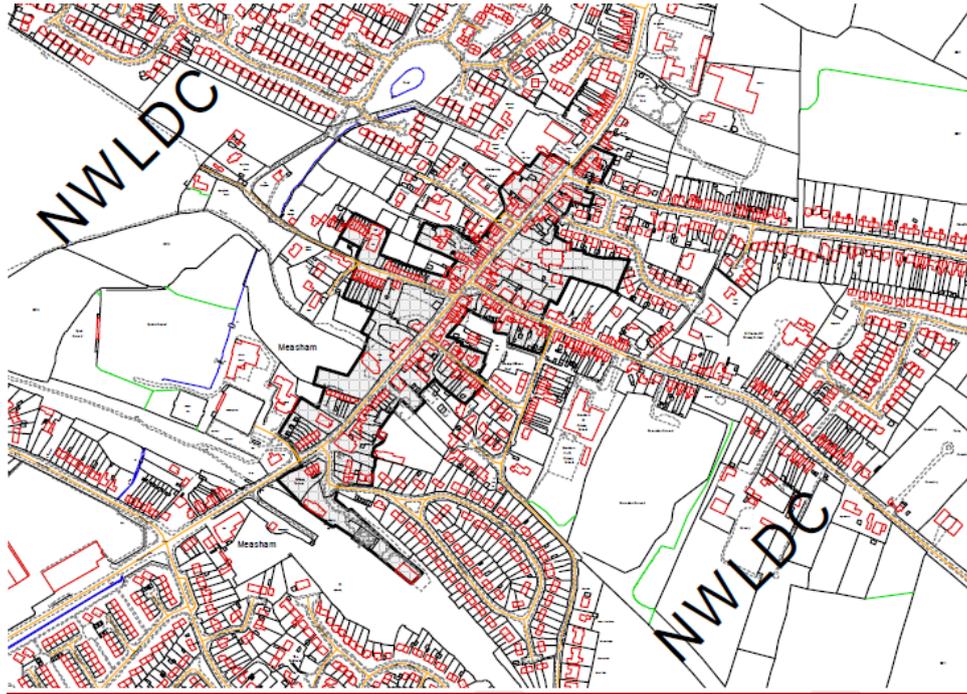


Figure 17 Measham Conservation Area – Tamworth Road/Ashby Road run through the centre of the village

15.18 **Oakthorpe.** See issues for Measham above. Impacts on New Street will particularly affect the village as this is the main route to Measham. See also section 6 for community impacts and data on PRowS.

15.19 **Packington.** The Council notes the following roads and traffic impacts for the village:

- a) The use of Packington roads for construction traffic. The Council consider that this is inappropriate and request reconsideration of the routes to be used in the area.
- b) The temporary closure of Ashby Road between Packington and Ashby will have the most significant effect on the village. (see section 6 above). There are community and equalities impacts as a result of this temporary closure, which is scheduled for 18 months. The County therefore request that HS2 Ltd examine an offline solution for Ashby Road so that closure is not required.
- c) The Leicester Road west of New Packington will also be temporarily closed and it is important that both roads are not closed at the same time.
- d) The use of Corkscrew Lane and Leicester Road in New Packington for construction traffic could increase general traffic through the village. Packington has a Conservation Area and many roads have weight restrictions. See comments above on the management of construction traffic. The Council consider that Corkscrew Lane is unacceptable for use as a construction route.

15.20 **Ashby.** The Council have identified the following concerns which are set out in Table 2 below.

- a) The A512 is not listed as one of the main construction routes in the report for LA04 area at para 14.4.11 but is listed as one of the potential construction routes to serve some of the compounds In line with other comments above. It is important that major road works are phased to help mitigate traffic disruption.
- b) The Council require clarity on the access arrangements for the main compound at A42 J13. It is not obvious on the current iteration of the design how the site is accessed from the road network.

Table 2 Traffic impacts on Ashby

Road	Type of closure	Impacts
B4116 Measham Rd s. of A42	To enable construction	This road is the main link between Ashby, Willesley and Measham and may affect access to schools, shops and medical services. Junction can easily become gridlocked in the event of an accident on the A42
Construction of access roads off the B4116	To enable construction	As above, and may disrupt traffic nearer to J12 of the A42
Ashby Road from Packington	To enable construction	Will cause significant problems with access to Ashby as it is the main road between Packington and Ashby. It is a bus route and children will be particularly affected as they use the route to walk to and from school
Construction of the Leicester Road bridge on the road into New Packington	To enable construction	Likely to be disruptive in New Packington, which will also be significantly affected by the presence of a large materials stockpile and the presence of the Ashby Railhead
J13 of the A42 – A511 and A512	To enable construction (A511); Permanent (A512)	Traffic disruption at J13 for the duration of the works
Corkscrew Lane	Upgrade?	It is likely that Corkscrew Lane will require significant upgrading to provide access to materials stockpile and Ashby railhead. Liaison with the County and the District is needed as designs develop.

15.21 **A42 J13.** There are specific impacts to this junction of the A42 that have a wider impact than Ashby. The Council have concerns with the proposed final alterations to J13.

- a) It should be noted that the A511 and A512 approaches to the junction from the south appear both to be single lane approaches, although this is difficult to ascertain from the drawings. Currently the A511 approach has a longer 2-lane approach to the junction than shown on the HS2 drawing and the A512 has a longer 2 lane approach which flares to 3 lanes at the junction. If these approach widths are not maintained, this will cause severe congestion on the A511 and A512 approaches in peak times (a problem that was relieved by the improvement scheme).

- b) The proximity of the Proposed Scheme to the junction, and the depth of the cutting raises serious doubt as to whether any further improvements can be made to the junction in the future. The Council will expect the ability to future-proof this junction to be included in the interim transport assessment. This could include the option to provide a tunnel underneath the junction.
- c) Passenger transport providers use the junction and HS2 Ltd must consider the impact of roadworks on these services. On this basis, further engagement is needed between the County, HS2 Ltd and providers as early as possible to ensure that suitable temporary diversions or replacement services are provided where necessary. Where replacement services are required as a result of the Proposed Scheme, the County will seek to recover any costs associated with the provision of these services from HS2 Ltd.
- d) HS2 Ltd must take into account the planned development at the Lounge Site; as this will be commercial property, it is inevitable that works on the motorway junction will impact upon traffic accessing the site.
- e) There are several popular tourist attractions situated close to J13, notably the National Trust Calke Abbey and also Staunton Harold Estate (with garden centre and many small craft shops). This should be borne in mind when planning any closures.

15.22 **Coleorton area.** While this village is not in the path of the Proposed Scheme, roadworks will still impact residents' activities:

- a) Realignment of the A512 from Ashby. This is the main road from Ashby to Coleorton and provides residents with access to shops and services. The main road is an accident blackspot, particularly the right-angled turn in and out of the Coleorton Hall Estate. A pedestrian footpath, preferably on the northern side of the A512 and a facility for cyclists would be beneficial for local road users.

Several businesses are based at Hall Farm, including CEEP which uses the surrounding woodland for activities with vulnerable clients. These businesses will need continued road access.

There is also an off-road cycle route near J13; much of this PRoW is indicated as closed. The Council would be interested to know if users of this route been consulted, e.g. local cycle clubs, as there does not seem to be a future provision to replace this route, which is concerning.

- b) Realignment of Melbourne Road and use by construction traffic. The County understand there may be issues with the use of this road (off the B587) due to lorry weight restriction problems. HS2 Ltd must ensure that contractors are made aware that Coleorton is not to be used as a rat run outside normal construction traffic routes.

15.23 **Worthington area.** Several roads are listed for use by construction traffic and residents have raised concerns about the following:

- a) Narrowness of the selected roads; some are certainly not wide enough for construction traffic; Manor Drive is a no through road which leads to a track to Cloud Hill Quarry and the Sustrans route.
- b) Blind t-junction on Bull Hill.
- c) Use of Main Street; no off-street parking makes the road difficult to negotiate and it is the location of the village school.

Worthington and Tonge are likely to be affected by the works at Melbourne Road. The use of village roads for construction traffic is unacceptable to the Council and HS2 Ltd are asked to reconsider this from first principles.

15.24 **Cloud Hill Quarry area.** Stocking Lane will need to be re-configured to allow for Cloud Hill quarry access to facilities.

15.25 **A42 J14.** The Council that this should become a full movements roundabout, to enable the use of the strategic road network for construction traffic routing. As with comments on J13 above, the proximity of the Proposed Scheme to the roundabout could cause issues in the future if/when expansion works are required.

15.26 **Breedon and Tonge.** Although both villages are now more distant from the Proposed Scheme, the Council note that construction traffic will use J14 of the M42 and would therefore request that there is clear and appropriate signage to ensure that construction traffic do not take the wrong route on the A453. In the Breedon area, Gelscoe Lane is listed as for use by construction traffic, but the Council feel that this and Belton Lane are unacceptable for this use.

15.27 **Long Whatton and Diseworth.** These two villages are divided by the Proposed Scheme and will be subject to traffic disruption. There are 4 roads in the locality proposed to be used by construction traffic; the Green is not appropriate. The Council request that HS2 Ltd give consideration to using the strategic road network for accessing the Proposed Scheme in this area.

15.28 **Castle Donington.** See notes on Long Whatton and Diseworth, and Kegworth; as many of the traffic impacts in both locations could also affect Castle Donington. The Council would like to remind HS2 Ltd that Donington Park is a regularly used venue for motoring events, particularly over weekends during the summer months, and the annual Download Festival which attracts approximately 80,000 people. East Midlands Airport is also nearby and used by passengers and freight forwarders. This should be borne in mind when planning construction activities in this area which could affect the highways.

15.29 **Lockington.** This village will be impacted by works to J24 of the M1 and the A6 Kegworth bypass. Residents access Kegworth for shopping and services and effects of isolation should be taken into account.

15.30 **Kegworth.** As would be expected from a community that is at the junction of several major roads, Kegworth will be subject to significant traffic impacts and it is inevitable that construction traffic and the works needed to build the Kegworth Bypass overbridge, Ashby Road North overbridge, A6 underbridge and modifications to the A453 end of Long Lane will have significant impacts on the village.

- a) Table 3 sets out significant impacts and the continuing text explains other issues which will need to be resolved.

Table 3 Traffic impacts on Kegworth

Road	Type of closure	Impacts
M1 east of Diseworth and south of M1 J23a	Temporary traffic management measures to maintain traffic flows	Delays on this part of the M1 could have a knock-on effect to J24 and Kegworth.
A6 Kegworth Bypass	To enable construction	Scheduled to close for 18 months, this is an unacceptable solution for Kegworth as all traffic problems alleviated in late 2018 by the bypass will be returned to the village. HS2 Ltd must find an alternative solution to this closure.
A6 Derby Road southeast of M1 J24	To enable construction	If the closure of the A6 Kegworth bypass does go ahead, it is essential that the Derby Road is not closed at the same time as main road access to the west of Kegworth will be severed. Access to the Refresco factory is essential and must be maintained in a way that does not send HGVs through the village. Additionally, the main points of access from Long Whatton to Kegworth are the A6 Derby Road and The Green in Diseworth. If both these roads are closed at the same time, this could cause issues for Long Whatton residents accessing the doctor's surgery in Kegworth.
Ashby Rd, west of Kegworth	Permanent	Also essential that this road is not closed at the same time as the A6 bypass if this goes ahead.

- b) The WDES indicates that several roads in and around Kegworth will be used by construction traffic, although puzzlingly, one of these is the A6 Kegworth bypass which will be closed for 13 months. Clarification is needed on this point. Also, Side Ley is indicated as a construction route on map CT-05-428b but is not recorded in the WDES.
- c) Outside the major road infrastructure, there are concerns about access to Ashby Road and Long Lane during the construction period. Long Lane is no longer closed but is a single carriageway road that is used by many walkers, cyclists and horse riders. The Council wish to request that construction traffic does not use Side Ley and Long Lane as an access route to the A453 and further request that construction traffic is not to use the village as a short cut.

- d) The Council requests that they, HS2 Ltd and public transport providers meet to discuss bus access (as for Ashby) as bus and other passenger transport routes are likely to be impeded by the various roadworks. The comments against additional costs for replacement buses also apply.
- e) Suitable access to the Refresco factory must be maintained.
- f) The closure of the A6 Kegworth Bypass is not acceptable and the Council suggest that this is tunnelled under instead.
- g) It is essential that the traffic impacts on Kegworth are viewed in the context of **cumulative** impacts across the span of the WDES.

LA05:

15.31 The final section of the Proposed Scheme in the County raises the following concerns:

- a) The realignment of Long Lane underneath the Ratcliffe-on-Soar viaduct will need some consideration by both HS2 Ltd. The Bridge is currently single file due to weight capacity issues. Visibility up to the bridge is already an issue and the realignment will make it worse.
- b) The impact on the A453 from works to construct the viaduct. The WDES states this road will be closed and traffic diverted along local roads but does not detail which roads would form the diversion. However, the nearest local roads would be from A453 into Kegworth over the River Soar, to Station Road and Side Ley to join the Derby Road. This is not a suitable diversion route for the levels of traffic that use the A453, or for HGVs and other large vehicles.
- c) The WDES indicates that the River Soar Satellite Compound would be accessed by a haul route. Long Lane is unacceptable for use by construction traffic. There is no street lighting or footways and the road is the only non-motorised route out of Kegworth.

16.0 Water resources and flood risk

General:

The Council will expect that works will not worsen any local flooding and that the Proposed Scheme will work towards improvements. The District have recorded the County Council's responses below as the Local Lead Flood Authority for Leicestershire.

16.1 Leicestershire County Council is the Local Lead Flood Authority (LLFA) for Leicestershire. The Council is responsible for the regulation of any activity on or around an 'Ordinary Watercourse' under the Land Drainage Act (1991). 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.’

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.

Council officers have examined the relevant sections of the WDES and make the following general comments regarding the management of ordinary watercourses.

- a) The Proposed Scheme does not include enough information to provide specific comments.
- b) 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.
- c) 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.
- d) The Council would also recommend works take into consideration temporary measures to mitigate the impact of silt/pollution migration on ownstream catchments. Further temporary works are also recommended to reduce or negate the impact the works will have on flood risk.
- e) 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; see **Appendix A17**.
- f) 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 (**Appendix A18**).

LA03:

16.2 **Measham.** The River Mease runs through the south end of Measham and is joined by a feeder brook which lies near to the Leisure Centre. The Council wish to draw HS2 Ltd’s attention to the following:

- a) Flooding can be an issue on the south side of the Westminster Industrial Estate, River Way and Bird's Hill bridge, which is low and can become blocked by debris when the river is in spate.
- b) Flooding can also be exacerbated by field run off; the village slopes down from Tamworth Road to the river.
- c) These locations are all near to the construction zone and HS2 Ltd must ensure that all appropriate survey work is undertaken to prevent adverse effects in the floodplain area.

16.3 **Packington.** The Gilwiskaw Brook runs directly through the village and the Proposed Scheme will cross it on a viaduct. The Brook is subject to flooding, and it is of concern to the Council that a small pumping station near to Vicarage Lane is in the path of the Proposed Scheme. This is not noted on the maps but will certainly need to be demolished. Without the pumping station, there will certainly be an adverse effect on water levels in the Brook, particularly during the winter months. See also section 2.8 above and the Google Map reference. The County request that HS2 Ltd liaise urgently with Severn Trent Water and report back with suitable mitigation for removal of the pumping station.

16.4 **New Packington.** The Council request discussions with HS2 Ltd on suitable drainage for the site to be used as the materials stockpile.

LA04:

16.5 **Breedon and Tonge.** The Environment Agency Long Term Flood Risk map clearly shows that parts of both Breedon on the Hill and Tonge are currently rated as High Risk. This is due to the presence of the Breedon Brook and Boden Brook. Both receive surface water run-off from the A42. Breedon was subject to serious flooding in June 2016 (23 houses affected with 5 abandoned for up to 12 months for repairs), and Tonge flooded on the same occasion, closing the road bridge. Aecom were contracted by the Council to study and report on flood risk and preventative measures. The Council therefore have the following concerns on water management in this area:

- a) The discharge of water to both the Breedon and Boden brooks must result in no greater risk of flooding than currently.
- b) Assurance is required that balancing ponds and surrounding areas must be monitored and maintained to fulfil their flood prevention function, even if land is subsequently transferred.



Figure 18 June 2016 flooding in Breedon-on-the-Hill

- 16.6 **Long Whatton and Diseworth.** These two villages lie outside the main floodplain area in North West Leicestershire, but there are regular flooding problems in both locations. Diseworth Brook runs through the centre of the village, very close to The Green (which will be used by construction traffic); Long Whatton Brook crosses Kegworth Lane with a tributary running near the primary school. The Council are concerned about the residual effects listed in the WDES and would welcome further discussions with HS2 Ltd to understand possible impacts of these on the villages. See **Appendix A19** for the County's Flood Modelling Study Tender Brief.
- 16.7 **Castle Donington.** This village may also be impacted by Diseworth Brook, so comments in 16.4 also apply.
- 16.8 **Kegworth.** This village is bordered by a major floodplain area, which has badly affected possible alternative options for the blighted housing developments, and also the sports pitches as discussed in section 6 above. Additionally, spring features near Kegworth could cause a flood risk to properties on Whatton Road and the rear of properties on Springfield. Flood water is diverted into the main sewer which runs from Langley Drive to Bulstrode Place. The Council would need assurance that this would be adequate for increased flood water.

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Appendix B

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL – Response to HS2 Working Draft Environmental Statement Volume 3 – Route-wide Effects

1.0 Introduction

- 1.1 This document sets out the Council's response to Volume 3 of the Working Draft Environmental Statement, Route-wide effects. This response is made in the spirit of the WDES being a work in progress, which provides opportunities for the County to shape and influence the formal ES.

2.0 Agriculture, forestry and soils

- 2.1 Section 2.3.3 of the WDES document does not make mention of the National Forest. This is a significant forestry area in Leicestershire and has been a source of land regeneration since the closure of many mines in the County. However, it is noted that the National Forest is included in section 10, Landscape and Visual.
- 2.2 The Council understand that HS2 Ltd's policy for release of agricultural land is to retain post-construction until the railway has been in operation for 12 months. This may result in some land parcels lying unused for several years, becoming overgrown and not being used to their best potential. The Council urge HS2 Ltd to liaise with the Department for Transport to release land early where possible so that it can be returned to agricultural or other profitable use. In a mostly rural area this is particularly important for local morale, as is the retention of as much high-quality agricultural land post-construction as possible.

3.0 Air quality

- 3.1 The Council have made their response on air quality against Volume 2.

4.0 Climate change

- 4.1 The Council are pleased to see the completeness of the rationale behind HS2 Ltd's strategy on contributing to reducing greenhouse gas emissions. We will

wait to see how this is represented in terms of policy in the formal ES and would remind HS2 Ltd that climate change is of great interest to the District due to the large floodplain areas within it.

5.0 Community

5.1 The County are pleased to note that construction worker impacts on communities is noted in WDES section 5.1.3. This is particularly important in the context of mostly rural areas like North West Leicestershire where construction compounds will often be in areas of low population. Issues such as access to lodging and medical care will be an important consideration, and proximity of emergency care in the event of accidents, as the nearest trauma unit is some 40 minutes away by road. It is essential that HS2 Ltd take these impacts into consideration.

6.0 Ecology and biodiversity

6.1 The Council are pleased to note that the River Mease has been included in this volume as a Designated Site. This will help ensure that the area is treated with appropriate care and respect during construction.

6.2 Echoing the comments made by the Council in Volume 2, it is important that all appropriate surveys are undertaken, and information is shared in a timely fashion, preferably before publication of the formal ES to enable continuing discussions.

6.3 The inclusion of climate change to ecological impacts is a welcome addition.

7.0 Health

7.1 HS2 Ltd have correctly identified the health impacts of construction, and the County hope that this is borne out by the information contained in the formal ES. The impacts to those affected by changes to housing will be of particular interest given the numbers of houses near to the Proposed Scheme in Measham. However, the Council urge HS2 Ltd to properly consider the **cumulative** impacts of the Proposed Scheme on health and have sent out their concerns in their response to Volume 2.

7.2 The Council note that there is not much information in this section on mental health. This is a wide-ranging problem, affecting up to 1 in 4 of the UK population every year.

7.2 The Council will expect HS2 Ltd to keep abreast of changes in legislation and national/international recommendations and ensure that these are incorporated into health impact assessments which are undertaken.

8.0 Historic environment

- 8.1 The County have commented on relevant historic environment impacts on Volume 2.

9.0 Land quality

- 9.1 The County have no comments on this section of the document.

10.0 Landscape and visual

- 10.1 The Council is pleased to note that the National Forest is included in this section of Volume 3, and have commented on impacts to this in their response to Volume 2 (Areas LA03 and LA04).

11.0 Major accidents and disasters

General:

- 11.1 Section 11.1.1 of the WDES states *“this section of the report presents the route-wide assessment of the likely significant effects identified to date arising directly from the Proposed Scheme it is were to be affected to be a major accident and/or natural disaster”*.

Sections 11.5.3 and 11.6.2 of the WDES state that *“for the purposes of the working draft ES, an assessment of impacts upon emergency response plans for hazardous facilities during construction (11.5.3)/operation (11.6.2) has not been able to be undertaken due to the absence of consultation zone data, For the formal ES, an assessment will be made upon this where interaction with a consultation zone is present”*.

The Council and the Leicester, Leicestershire and Rutland Resilience Partnership are concerned that in order to achieve 11.1.1, the lack of “consultation data” that means *“an assessment of impacts upon emergency response plans for hazardous facilities during construction has not been able to be undertaken”* suggests that 11.1.1 cannot be satisfactorily achieved.

In addition, there is concern that “where interaction is present” does not imply that this consultation would be either compulsory or doggedly pursued and that because of this, possible risks not thoroughly assessed.

- 11.2 The Council note that the document is dated October 2018 but legislation in document is outdated; section 11.2.16 of the WDES states:

“HS2 Ltd’s health and safety management system is founded on the principles of the Health and Safety Executive’s guidance HSG65116 and is certified to Occupational Health and Safety Assessment BS 18001:2007117. It defines the responsibilities at each level in the business, and establishes the organisational framework, the processes and tools to continually identify,

prevent and manage health and safety risks, to comply with, or exceed legislative requirements and to monitor and review health and safety performance.”

HSG 65 Mentioned in the section was superseded in 2013 by a new document “Managing for health and safety.” When HSE moved away from using the POPMAR (Policy, Organising, Planning, Measuring performance, Auditing and Review) model of managing health and safety to a ‘Plan, Do, Check, Act’ approach

The occupational health and safety (OH&S) management system, ISO 45001 replaced ISO18001 in March 2018. ISO 45001 is a new international standard that provides a framework for an organization to manage risks and opportunities to help prevent work-related injury and ill health to workers.

- 11.3 It is the Council’s expectation that HS2’s major incident, disaster and contingency plans will be discussed and agreed with the Local Resilience Forum to enable full engagement with plans to protect the Proposed Scheme. Plans must also be cascaded down to Parish level to ensure appropriate engagement in the event of a major incident.

During construction:

- 11.4 It is essential that the Code of Construction practice will contain appropriate enforcement to breaches of any safety standards.
- 11.5 It will be essential that risk management and safety are live, proactive processes that can be quickly reviewed in the event of change.
- 11.6 The safety of workers is an important issue and as mentioned in section 7 above, North West Leicestershire does not have a major trauma unit and it must be considered that high-level emergency care is 40 minutes away by road. Furthermore, there are only two air ambulances covering the counties of Leicestershire, Rutland, Derbyshire, Nottinghamshire and Northamptonshire and this must be taken into account when formulating policies for emergency assistance to severely injured workers.

During operation:

- 11.7 Leicestershire is sensitive to the impacts of major disasters, as Kegworth has the dubious distinction of being a place which is immediately associated with one. The 1989 air crash near East Midlands Airport (EMA) resulted in 47 deaths and 74 serious injuries. Emergency services were mobilized and the M1 was seriously disrupted.



Figure 1 Kegworth air disaster

11.8 The runway at EMA runs east-west, and the flight path runs directly across the M1. This will mean that after construction, the flight path will also directly cross the line of route. Any future incident of this nature would disrupt the Proposed Scheme as well as the M1 and EMA, causing the following possible impacts:

- a) Effects of MA1/HS2 closure/delays, working on the assumption that both routes will run to capacity
- b) Knock-on effects of a concentration of movement activity in a confined space
- c) Back-up of trains in immediate area in the event of a lengthy delay

12.0 Socio-economics

12.1 The County have already commented on socio-economic impacts in their response to Volume 2. One of their recommendations is for HS2 Ltd to reconsider the concept of the “classic connection” at Toton, for the following reasons:

- a) Many more locations than Leicestershire will gain from the connection as there are cumulative economic and socio-economic benefits along the lines which will be able to interface with HS2. Work undertaken for the County in 2016 showed that classic compatible services had the potential to deliver an uplift of £40m GVA p.a. to the economy. This effect will be reflected elsewhere and is worthy of serious consideration.

This was defined as the “string of pearls” concept which was developed in Leicestershire’s Rail Strategy. The conclusion was that the benefits of improved journey times to the Northern Powerhouse from Leicester would be multiplied if the services in question started further south and

could provide Bedfordshire and Northamptonshire towns with similar benefits.

There is a strong business case for the classic connection; greater than 4 to 1 if the wider economic benefits are included. The full report is attached as Appendix B1 to this document.

- b) The connection will improve the resilience of the Proposed Scheme as it will provide an alternative route between London and HS2 Phase 2b if due to major operational problems the main line through Birmingham Interchange and Old Oak Common were unavailable
- c) It would bolster the case for the completion of electrification of the Midland Main Line north of Kettering through to Toton.

12.2 It is also important to note that the operation of HS2 will have a significant impact on the availability of freight slots on the classic network. This is of particular interest to Leicestershire as EMA is a major freight handler and the new rail freight terminal will benefit from better access to the network. However, this will also benefit other counties on the line of route, particularly efforts are being made to reduce road freight traffic.

13.0 Sound, noise and vibration

13.1 The County have commented on this section in the response to Volume 2.

14.0 Transport and traffic

Note: LCC are the Highways Authority, but NWLDC entirely support their stance on this section of the document, which is stated below.

14.1 The Council are pleased to note that section 14.6.1 of the WDES explains that the Department for Transport will take full advantage of the extra capacity which will be available on the classic network post-2033. This will significantly help to allay fears that conventional rail services will become subordinate to HS2 when it begins operations.

14.2 It will be important for local authorities to be a key stakeholder when determining the best use of released capacity as described in 14.6.5-14.6.7 of the WDES and the Council look forward to being involved in these discussions in future.

14.3 The Council are aware that conventional rail services will still be extremely important to residents as it is likely that only a relatively small proportion of them will on travel on HS2. Maintaining a high-quality service will be essential for continuing economic growth and preventing localised hotspots near to the Proposed Scheme. Leicestershire's connections and access to national and

international markets are fundamental parts of the Midlands Engine and Midlands Connect strategies.

15.0 Waste and material resources

- 15.1 The Council would appreciate information regarding plans for the disposal, treatment or recycling of any waste created during the construction phase to ensure that there are no negative impacts on the Council's ability to perform its functions as a Waste Disposal Authority.

16.0 Water resources and flood risk

- 16.1 The County have commented on these aspects in the response to Volume 2.

17.0 Combined effects of Phase 1, 2a and 2b

- 17.1 The County have no comments on this section.

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Appendix C

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL – Response to HS2 Working Draft Environmental Statement Volume 4 – Off-route Effects

1.0 Introduction

- 1.1 This document sets out the Council's response to Volume 4 of the Working Draft Environmental Statement, Route-wide Effects. Please read these responses in the context of the material submitted in response to Volumes 2 and 3. This response is made in the spirit of the WDES being a work in progress, which provides opportunities for the Council to shape and influence the formal ES.

2.0 Section 3 – Off route stations

- 2.1 There are no on-route stations in Leicestershire or the adjacent counties where physical works are required to accommodate HS2 trains. Toton Interchange is of course an entirely new station, so is not considered in this document.
- 2.2 HS2 Ltd has not yet identified any off-route stations where works may be required to accommodate increases in passenger numbers as a result of capacity released by the Proposed Scheme (Para 3.2.8).

Leicester and Loughborough may be potential candidates for assessment in this category, but, as the Proposed Scheme does not, in itself, release any additional train paths on the Midland Main Line, and the well-known constraints on the number of trains per hour caused by capacity issues at St. Pancras and on the line north of Bedford will remain, it is unlikely that more trains beyond the planned 6 per hour can be provided. Any additional demand would be generated by space on existing services released by passengers from places such as Nottingham, Derby and Sheffield attracted to use HS2 for journeys to London.

Nevertheless, the District Council, alongside the County Council will continue to press for both Leicester and Loughborough to be included in assessment of future demand and as potential candidates for upgrading to accommodate passenger growth. This also links with comments made in Volume 3 about the continuing need to electrify the Midland Main Line between Kettering and Leicester, and the need to consider the “classic connection” at Toton.

- 2.3 Burton can also be considered on the grounds that the Proposed Scheme could also attract passengers from the North East, York, Sheffield and Derby to Birmingham, releasing capacity on Cross-Country services.
- 2.4 Para 3.2.4 of the WDES discusses highway improvements, but only in the context of increased demand to and from on- and off-route stations. The wording does not seem to cover roads to the new interchange at Toton, which may need to be addressed.
- 2.5 In agreement with the County Council, the District Council request that an interim transport assessment is carried out, and includes areas away from road routes directly connecting to stations, such as the A42/M42, where it has been identified that traffic may increase as a result of Leicestershire passengers driving to Birmingham International to get to London.
- 2.6 The Council is certain that traffic will increase on this route with the further development of East Midlands Airport (EMA), the new rail freight terminal and other large commercial developments scheduled in the area. Serious consideration must be given to upgrading and improving the A42. This road is a key route in the District, connecting many communities.
- 2.7 Detailed comments on roads and traffic are given in section 15 of the Volume 2 response, and the Council urge HS2 Ltd to take a wider view on the impacts of the Proposed Scheme on the strategic road network, in some cases returning to first principles.

3.0 Section 4 – Off-Route Depots

- 3.1 The Council have no comments to make on this present time as there are no current proposals for any maintenance/servicing depots in the Leicestershire area.

4.0 Section - 5 Modifications to the conventional railway network

Note: The District Council entirely support the County Council’s view on this section of the WDES, which is recorded below.

- 4.1 This section concentrates mainly on consequential works directly needed as a result of HS2 services running on the conventional network. The Council note that some works are proposed on the section of the Midland Main Line near Sheffield, but not the MML further south. This is an omission that could be rectified in the formal ES with the Placement of the “classic connection” with the MML at Toton. This has a wide range of benefits:
- a) Wide economic and socio-economic benefits extending to other counties who wish to access the Northern Powerhouse. Work undertaken for the County in 2016 showed that classic compatible

services had the potential to deliver an uplift of £40m GVA to the local economy. This effect will be reflected elsewhere.

- b) The enactment of the “string of pearls” concept which was developed in Leicestershire’s Rail Strategy and is discussed in detail in Comments from Leicestershire County Council and Leicester City Council relating to services in Leicester and Leicestershire (Appendix C1).
- c) There is a strong business case for the classic connection; greater than 4 to 1 if the wider economic benefits are included.
- d) The connection will improve the resilience of the Proposed Scheme as it will provide an alternative route between London and HS2 Phase 2b if due to major operational problems the main line through Birmingham Interchange and Old Oak Common were unavailable.
- e) It would bolster the case for the complete of electrification of the Midland Main Line north of Kettering through Trent Junction.

5.0 Section 6 - Overview of modifications to the conventional railway network

5.1 The Council suggest that the following could also be included for assessment in this section:

- a) Capacity improvements on the Midland Main line to provide additional train paths to accommodate additional demand prompted by long-distance passengers using HS2 from Toton and north thereof. A sizeable number of residents at the north end of the District are a few miles from Toton and this must be made an attractive destination for them.
- b) Upgrading the Leicester – Burton line to accommodate construction traffic to and from the proposed Ashby depot. There is no mention in the draft document of consequential works which may be needed as a result of construction, as opposed to long-term measures to address capacity required for growth after the Proposed Scheme is in operation. The Council are keen to pursue this with HS2 Ltd, as it could unlock enhancements on parts of the network not directly affected by the introduction of HS2 services, but which are needed to facilitate building. The knock-on effects of this include support for housing growth in this part of the District and is discussed in section 13 of the Volume 2 response. Further supporting evidence is available from the Council if required.
- c) Improvements to the A42/M42 and other main roads in the county carrying traffic to and from HS2 stations such as Toton and Birmingham International

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Appendix C1 Comments from Leicestershire County Council and Leicester City Council relating to services in Leicester and Leicestershire

DRAFT

HS2 WDES Volume 2 Response – Senior Planning Officer’s report on Section 6, Community and Section 8, Health

General (i.e. District-wide)

- The Community section of the WDES only refers to the impacts of the land take for HS2 on communities and doesn’t refer to the potential for **indirect** impacts on communities;
- Impact of empty properties on local communities, especially where a significant number occur, e.g. Windsor Way, Amersham Way, Measham;
- Impacts from changes to public rights of way – links between communities temporarily and permanently lost or changed so significantly that they are no longer used due to increase in distances, no longer a direct route, changes in environment, e.g. between Measham and Oakthorpe, also impacts on Ivanhoe Way, National Forest Way, National Cycle Routes, all of which used by the local community as well as bringing people into the area;
- Impacts from road closures/diversions – links between communities temporarily and lost and changed making it difficult to access schools, services e.g. doctors due to length of diversions, impacts on bus services, routes unsuitable for walking due to length, environment, lack of footways/street lighting;
- Impacts from an influx of workers into the District – whilst the WDES says there won’t be any workers’ accommodation on any of the construction compounds in the District, this could change, as it is not clear where workers would live during construction; also if not living on compounds then some are likely to live in the District which will impact on services provided by the District and County Councils as well as other public services, e.g. doctors, dentists, as well as on businesses; if not living on compounds then need for accommodation could impact on rental market if workers looking for temporary accommodation;
- District services that could be affected – bin collections; noise and air quality monitoring; planning applications for works associated with details of HS2 e.g. compounds, and also for restoration of land after construction works finished; planning enforcement; undertaking site visits and visiting residents disrupted by diversions, congestion etc – would affect many services;

LA03 (Appleby Parva to Ashby)

- J11 services has a shop and McDonalds which will be used by local communities – access to the services will be affected during construction and works to A444 and J11;
- Will Appleby Park Hotel continue to operate during construction? It would be surrounded by the construction zone – impacts on the business, jobs, provision of hotel accommodation and function rooms;
- Access north out of Appleby Magna from road closures/diversions – timings of these are important to ensure access is always available in this direction out of the village; possible impacts on access to and parking at Sir John Moore School (which also has a nursery/pre-school/museum and is used for weddings, community uses) if more traffic uses Top Street to

reach A444 when road closures in place; possible impacts on access to, parking at and use of recreation ground on Bowleys Lane if more traffic uses this road when road closures in place, and also when works to A444 (which Bowleys Lane runs off at its western end) are underway; possible impacts on access to and parking at church, church hall, pubs and shop if traffic diverts through the village when road closures are in place;

- Temporary closure of Rectory Lane allotments – not clear why they need to be closed as it appears that access is available at the southern end of the allotments from Rectory Lane – clarification please;
- Significant impact from Measham viaduct on residents of Dysons Close (some of which are Council owned) from during construction and from overshadowing, noise, outlook when viaduct complete - possibility to provide open space/gardens for these residents as they currently have limited gardens/open space;
- Potential loss of S106 contributions towards facilities in Measham, e.g. leisure centre, if Measham Wharf development (which is crossed by the line) doesn't take place or takes place on a smaller scale;
- Support provision of additional parts of route of Ashby Canal as proposed route could impact on it being brought forward via the Measham Wharf development – health, community and tourism benefits;
- Access between Measham and Oakthorpe from road closures/diversions – timings of these are important to ensure access is always available between these settlements as used to access schools, shops, doctors, library, leisure centre;
- Possible use of High Street, Measham by HGVs and higher levels of traffic when road closures/diversions in place – narrow road, lots of on-street parking, traffic calming, pedestrians;
- Impacts from construction traffic using New Street and Ashby Road on play area off New Street, Measham (behind petrol station) which is owned by the Parish Council, as well as access to the lake and café and Fiveways Wood beyond which uses the same access;
- Permanent loss of parts of Parker's Wood on western side of line;
- Maps show new area of woodland planting between two areas of Fiveways Wood to north of Measham which should be used to provide paths to link between two existing areas of this woodland;
- Access between Parker's Wood and Willesley Wood via permissive paths affected/lost;
- Access between Fiveways Wood and Willesley Wood via permissive paths and public rights of way that lead to bridge that crosses A42 off Willesley Woodside would be lost, and replaced by a significant diversion to the public rights of way and permissive paths on the eastern side of the line to reach the bridge;
- Access to recreation ground and its car park at junction of Measham Road and Vicarage Lane at Packington could be affected by proposed construction route to Vicarage Lane Compound and if construction traffic has to pass through Packington along Measham Rd to reach Gilwiskaw Brook and Ashby Road Compounds – used in connection with recreation ground/play area, nearby Church of the Holy Rood, including for funerals, and by parents picking up/dropping of children at Packington Primary School on Mill Street – have to cross Measham Road close to junction with Vicarage Lane to reach footway or walk along Measham Road and school is also accessed from crossroads of Mill Street, Babelake St, Bridge St and Measham Rd, which may also be on a construction traffic route;
- Impacts from possible construction traffic routes through Packington (as whilst not shown on map are listed in the draft ES) on access to services within the village, e.g. pub, shop, village hall
- Access for pedestrians, buses and cars between Packington and Ashby from road closures/diversions, especially Ashby Road, which is the principal route - timings of these are important to ensure access is always available between these settlements without long

diversions, in particular due to main route between them especially for school children and access to main services/facilities including doctors;

- Impacts on access to Ashby School and in particular for children walking to school and crossing Leicester Road between the two school sites, as could be on or close to a construction traffic route, and from re-routed traffic during road closures/diversions;

LA04 (Coleorton to Kegworth):

- Impacts on access to Ashby Rugby Club, Lount Civic Amenity site (tip), Ferrers Arms in Lount from construction traffic using Nottingham Rd (B587) as well as access into and out of Ashby towards Newbold, Worthington, Breedon and the north of the District;
- Impacts on access to Newbold Coleorton Primary School from along Melbourne Road to north west of the village as proposed to be closed – Melbourne Road is also a key link from the B587 into the central area of the District as well as a link north to Melbourne;
- Impacts on access to Worthington Primary School, Worthington Churches and shop due to nearby construction traffic route and from re-routed traffic during diversions;
- Impacts on access to Diseworth and Long Whatton Primary School, churches, pubs and other local facilities due to nearby construction traffic route and from re-routed traffic during diversions;
- Potential loss of S106 contributions towards facilities in Kegworth, e.g. playing fields if approved developments can't be built;
- Impacts on access to Kegworth Primary School and library as on construction traffic route and from re-routed traffic during diversions;
- Impacts on new bus route into Kegworth from new bypass along Ashby Road during works to bypass and Ashby Road;

Jenny Davies

December 2018

Appendix A2 – WDES Volume 2 Consultation Response

Public Rights of Way

The proposed route of the line crosses 36 paths in Leicestershire. Nearly all the routes do need to move to accommodate the railway.

There are still a few discrepancies between the lines shown on the plans and the legal record on the Definitive Map of Public Rights of Way. One concern is that any future process changing the routes does reflect the legal record rather than the ones drawn on the plans. In one instance a route is not shown.

Of the comments, some are limited as there is no current understanding where carriageways will also include footways. There are also some concerns regarding a few routes following headlands that change in direction frequently. As well as Land Management, the needs of users need to be reflected in such situations. Users want as short an alternative as possible.

The proposed removal of the non-vehicular route between Measham and Oakthorpe is a major loss. The A42 previously accommodated this with a footbridge. The new railway and A42 realignment does not.

It is acknowledged that the majority of proposals reflect the only realistic option available.

Below are brief comments on the proposals for the routes from south to north.

LCC Public Rights of Way Comments - November 2018

Number	MAP NO	PATH NO / LINK	LOCATION	ROW STATUS	PROPOSAL	COMMENTS
1	CT-06-412b	Q19/2	North of M42 towards Dingle Farm, Appleby Parva	Public Bridleway	Bridleway to be cut off where it meets HS2. No extinguishment or alternative route shown	Bridleway should be extinguished between the junction with the footpaths to resolve the dead end situation. HS2 appears to have no control over the land in question.
2	CT-06-412b	Q19/3	Dingle Lane, north of Appleby Parva	Public Bridleway	To divert the Bridleway West to join Salt Street(Q4a)	No objection in principal however alter the line to remove any unnecessary angles (go straight from Dingle Lane) HS2 have control of the land in question.
3	CT-06-413	Q12/1	East of Bowleys Lane, north of Appleby Magna	Public Footpath	To divert onto Bowleys Lane and then along the lane to the realigned A444	Either maintain the Public Footpath on its existing line and provided steps up the embankment to the A444 or extinguish Q12 at its junction with Q4. HS2 do not control the land for the extinguishment.

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4	CT-06-413	Q13/1	West of Rectory Lane, north of Appleby Magna	Public Footpath	Extension of Public Footpath to meet realigned Rectory Road	No Objection in principal. Steps up embankment to be provided. Will the new section of carriageway have a footway?
5	CT-06-413	Q3/1 and Q3/2	North of Appleby Magna	Public Footpath	To and along the newly aligned Tamworth Road to re-join north of HS2	Definitive line shown on plan is incorrect. Will a safe crossing point of the road and a footway be provided? Alter diversion line at the north to run along access road instead.
6	CT-06-414	P67	Between Burton Rd and Ashby Woulds Heritage Trail	Restricted Byway	Not shown on the plan what is proposed for this link	Clarification required re missing route P67 (restricted byway)
7	CT-06-415	P67/5	East of Burton Road, Measham	Public Footpath	Footpath to be extinguished between Heritage Trail and P75	No objection, provision provided with other PROW
8	CT-06-414/415	P75/6	North west of Measham	Public Footpath	Diversion adjacent to A42 west to Ashby Woulds Heritage Trail	The removal of this route results in no direct path between Measham and Oakthorpe. The carriageway link should now

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						accommodate segregated walking and cycling options.
9	CT-06-415	P69 and P75	North of Amersham Way Measham	Public Footpaths	Diversion along Amersham Way to link to P75 in field to the west	As above
10	CT-06-415	P75/4 and P81/1	North west of Measham	Public Footpaths	Diversion to run along south side of mitigation planting west to link to Ashby Woulds Heritage Trail	No objection in principal. Please note legal line of P81
11	CT-06-415	P67/1	South of Oakthorpe	Public Footpath	Not identified on plan	Extension of Public Footpath P67 required to meet realigned New Street

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12	CT-06-416	P1/1	Between Ashby Road and A42 south of Willesley Wood	Public Footpath	Diversion east along northern edge of Fiveways Wood then along Ashby Road and along the realigned Willesley Woodside.	Full section of Public Footpath to the north of HS2 also needs to be included in any order rather than leave a dead end. Very long diversion but all within land to be acquired. A footway should be provided alongside Ashby Road between the Willesley Woodside diversion route and the point where P1 will leave the carriageway. New track labelled P1/1 diversion needs to be bridleway to accommodate P8/1
13	CT-06-416	P8/1	Willesley Woodside South of A42	Public Bridleway	Bridleway to run up to realigned Willesley Woodside	The current proposal describes the Willesley Wood route as the footpath P1/1 diversion. It needs to be a bridleway to accommodate Bridleway P8/2

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14	CT-06-416	O68/4	SE of A42 Junction 12	Public Footpath	To divert to run along the south side of HS2 to exit onto Ashby Road south of Measham Road overbridge	No objection in principal. Diverted route could be straightened up to run through the triangle of landscape planting rather than around it. Safe crossing point of Ashby Road required. Note legal line of path.
15	CT-06-417	O71/2	North of Mill Street, Packington	Public Footpath	Diversion around western side of balancing pond	Existing Public Footpath shown incorrectly on the plan. No objection in principal.
16	CT-06-417	O74/2	North of Mill Street, Packington	Public Footpath	Not clear of proposed diversion. Possibly along access track?	O74/2 from junction with O75 could be extinguished as part of rationalisation.
17	CT-06-417	O72/1	East of Ashby Road Packington	Public Footpath	Diversion to the south around the mitigation pond	No objection in principal. Potential for more direct crossfield route rather than creating a dog leg. Ensure safe exit point onto Ashby Road with possible footway into Packington. (See also comments below)

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18	CT-06-417	P20/1	East of Ashby Road Packington	Public Bridleway	Diversion to the south of HS2 to run alongside a drainage ditch and then around the mitigation pond to merge with Footpath O72.	No objections in principal. Where the bridleway shares the route of Public Footpath O72, footpath will need to be upgraded to Bridleway. Possibility of more direct route to the south of the pond to remove the dog-leg. Ensure a safe entrance / exit point from Ashby Road for horses and cyclists. Ensure enough available width between drainage ditch and proposed compound
19	CT-06-418a	P20/1	West of Leicester Road, New Packington	Public Bridleway	Diverted to the east of HS2 to run alongside drainage ditch and woodland to exit onto Leicester Road between properties.	No objection in principal. Proposed to exit onto Leicester Road between properties, not in coloured acquire land. If not need to realigned to ensure no obstructions. Ensure a safe exit point onto Leicester Road for pedestrians, horse riders and cyclists.

LCC Public Rights of Way Comments - November 2018

20	CT-06-419a	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?
21	CT-06-419a	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.
22	CT-06-419a	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.
23	CT-06-419a	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

LCC Public Rights of Way Comments - November 2018

24	CT-06-420	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.
25	CT-06-420/421	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?

LCC Public Rights of Way Comments - November 2018

26	CT-06-421	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.
27	CT-06-422	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.
28	CT-06-422	NCN 6 Cloud Trail	North of Cloud Hill Quarry	Cycleway	Viaduct over trail	No objections in principal. Need to ensure sufficient height for horse riders.
29	CT-06-423	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

LCC Public Rights of Way Comments - November 2018

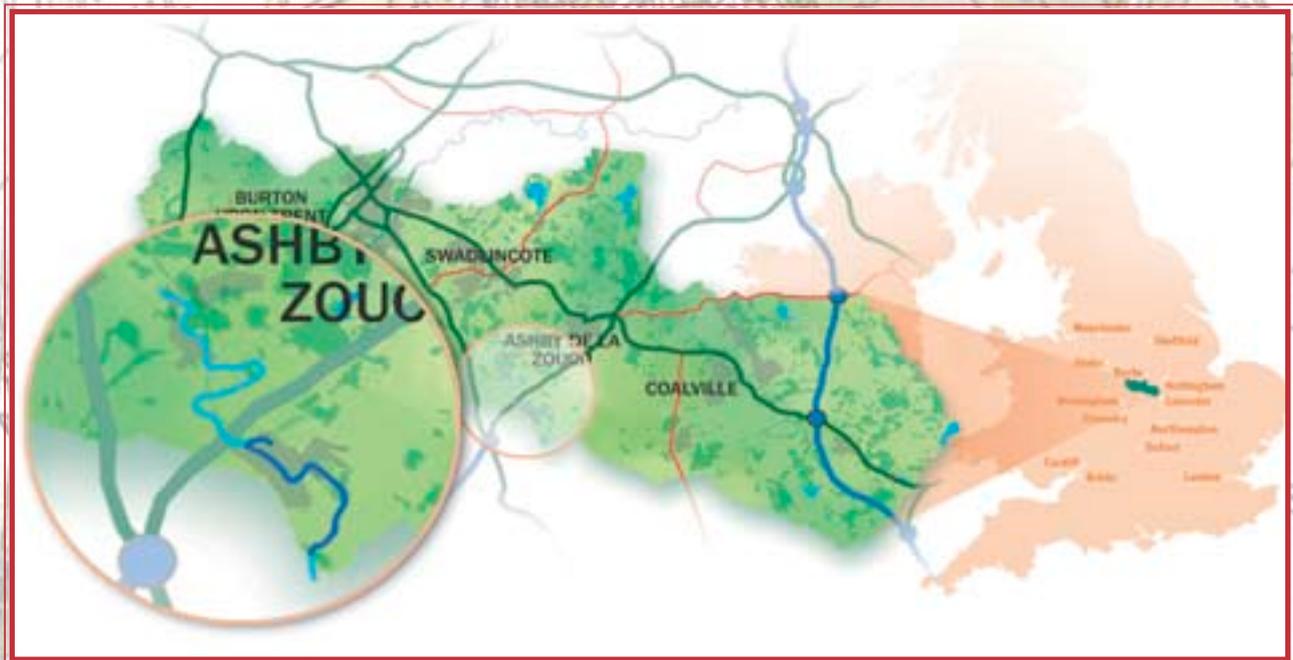
						whole path. People likely to use carriageway
30	CT-06-423	M16/5	SW of A42 Junc 14	Public Footpath	Construction compound proposed across line of path.	Long term temp diversion required
31	CT-06-425	L32/1	East of Long Mere Farm	Public Footpath	Diversion alongside access track onto Long Mere Lane	No objection in principal. Stop diversion at Long Mere Lane as existing Public Highway. Possibility of more direct crossfield diversion.
32	CT-06-425	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.

LCC Public Rights of Way Comments - November 2018

33	CT-06-426	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.
34	CT-06-428a	L45a	SW of Kegworth	Public Footpath	Diversion of Kegworth Bypass overbridge	Subject to EMG Bypass side roads order
35	CT-06-429a	L60	North of Long Lane	Public Footpath	Length to be extended to meet new line of Long Lane	Public Footpath L60 north of Long Lane is proposed to be upgraded as a Public Bridleway under a separate Order.
36	CT-06-429a	BW/L101/1	Corner of Ratcliffe Lane	Public Footpath used as a Bridleway	Ratcliffe Lane to be diverted	Section of Public Footpath L101 and L61 to be extinguished as it meets new route of Ratcliffe Lane

Ashby Canal Restoration Snarestone to Measham

PROJECT REPORT AND BUSINESS PLAN



Leicestershire County Council
Community Services Department
April 2007

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1. Foreword

The Ashby Canal Restoration is an innovative regeneration scheme drawing together a strong local partnership representing public, private and voluntary sector interests. It addresses a range of problems and opportunities facing the former Leicestershire and South Derbyshire Coalfields areas and closely involves the local community as both participants in, and beneficiaries of, the initiative.

The bid is submitted by Leicestershire County Council in partnership with:

Ashby Canal Association

Ashby Canal Trust

British Waterways

Heart of the National Forest Foundation

Ideal Country Homes (Measham) Ltd

Inland Waterways Association

Measham Business Association Measham Canal Restoration Group

Measham Development Trust

Measham Parish Council

National Forest Company

North West Leicestershire District Council



The proposed canal - High Street aqueduct, Measham

2. Purpose of Project

This project is to restore the Ashby Canal from its current terminus at Snarestone northwards for a distance of 4.5 km to a new canal wharf at Measham (Plans 1, 2 and 4, Appendix A). The total cost of the scheme is estimated at £13,100,000 (Table 1, Appendix B).

Measham has suffered serious economic, social and environmental problems as a result of the closure of the local deep mining industry. Restoring the Ashby Canal into Measham will create a positive future for the village and surrounding area. It is an integrated approach to the provision of recreation, sport and tourism that respects and enhances the environment. It will make a significant contribution to the economy, image and cultural heritage of the area and will link with, and add value to, existing and emerging facilities. This synergy will go a long way towards addressing the problems of the area, much blighted by the extractive industries, by helping to provide the means to sustainable development.

The power to acquire the necessary land and to construct and maintain the canal was provided in October 2005 when the Secretary of State for the Environment, Food and Rural Affairs confirmed the Leicestershire County Council (Ashby de la Zouch Extension) Order made under the powers of the Transport and Works Act 1992. In making the decision the Secretary of State noted that the scheme is consistent with national, regional and local policies, would contribute significantly to regeneration objectives and would produce considerable economic, environmental and social benefits.

Key Objectives

The project has four key objectives, each of which will address directly the main opportunities and problems of the area:

1. To advance and accelerate continuing economic regeneration of the area and contribute to rural diversification and social inclusion through opportunities for leisure, recreation, learning and skills.
2. To provide a green gateway to the National Forest and develop and link recreational tourism facilities.
3. To improve the environmental quality of the area.
4. To provide a recreational, cultural and social resource for the local community.

The following outcomes illustrate this:

- The attraction of 150,000 visitors per annum into the area boosting spending within the local economy by some £2.7m (Section 4, below).
- The stimulation of £6.7m of inward investment from the private sector to develop 5,300 square metres of mixed-use residential, retail and business units.
- The creation of over 150 temporary jobs and over 70 permanent jobs (Section 4, below).
- Reclamation of derelict and under-used land to create a recreational and wildlife corridor acting as a gateway into the National Forest: It will leave a valuable and sustainable legacy for future generations.

- The strengthening of the local community through the restoration of heritage and cultural pride.
- Improved health by enabling access to a safe and accessible walking and cycling route and by providing employment for the local community that has suffered from high levels of unemployment and associated ill health.
- A more environmentally and culturally educated and aware community through provision of a valuable educational resource with a wide range of learning opportunities.

Above all the canal will enable Measham and the surrounding area to secure a vibrant, confident and sustainable future that will bring lasting improvements to the health and wellbeing of the whole community.

3 Background

The Ashby Canal was constructed between 1795 and 1804. A total of 48 kilometres in length, it extended from Moira in north western Leicestershire to Bedworth in Warwickshire, where it joined the Coventry Canal. Its purpose was to carry coal and limestone from collieries in Ashby Woulds and Measham to markets in the Midlands and South. The canal enjoyed early commercial success but, in common with many canals, suffered from competition with the railways. The northern reaches of the canal were closed progressively between 1944 and 1966 as a result of mining subsidence. Details of the history and development of the canal are provided at Appendix C.

Since 1966, the upper 13km has been sold off and part of the canal line at Measham has been built on. Deep mining in the area has now ceased, subsidence has settled and pressure from local people and organisations has grown for the upper reaches to be restored to navigation. In 1992, Leicestershire County Council commissioned a study (Ashby Canal Feasibility, WS Atkins) which established the feasibility of restoration. In 1994, a consortium comprising the County Council, North West Leicestershire District Council, the Countryside Commission and the Rural Development Commission appointed a project officer to bring the restoration of the canal forward. The project officer has a key role in working with the local community to develop and manage the project.

In order to guide work on restoration of the canal a Project Strategy was agreed in 1994 and progress against the Strategy has included the following key milestones:



The Ashby Canal at Measham, 1911

- Establishment of a Project Steering Group, Consultative Forum and The Ashby Canal Trust.
- Restoration of over 2 kilometres of the Ashby Canal between Donisthorpe and Moira between 1999 and 2005.
- Securing agreement with a private sector company (March 2006) to invest in the creation of a mixed-use development at the canal terminus in Measham (to be known as Measham Wharf).
- Obtaining a Transport and Works Act Order (October 2005) to acquire the necessary land and to construct and maintain the canal between Snarestone and Measham (details at Appendix C).
- Carrying out preparatory work for the Snarestone to Measham restoration (including geo-technical site investigation, ecological investigation of the requirements for compensatory habitat, archaeological survey and water supply study) in winter/ spring 2006.



Site investigations Snarestone to Measham, 2006

4 Project Goals

The extension of the Ashby Canal from its present low-key terminus at Snarestone to a high profile destination in the heart of Measham will be significant both locally and at the regional level. The public good, measured by specific outputs, will be broad, deep and permanent. **The project will regenerate a wide area, providing a focus and catalyst for investment and new development and restore vibrancy, confidence and prosperity. The scheme will be a major factor in improving quality of life for both local residents and visitors and will contribute to all aspects of sustainable development as set out below.**

Economy

The project will bring wide-ranging economic benefits to Measham which are identified in full in the Ashby Canal Economic Impact Assessment, 2005 (Appendix D). The assessment takes into account recent economic analysis and boat traffic estimates prepared by British Waterways and is based on existing usage of the Ashby Canal and on comparable data from similar canals. The results of the assessment are summarised below:

Job creation:

Both permanent and temporary jobs will be created in the following areas;

- Measham Wharf
- Other development sites
- Canal based operations
- Measham village
- Canal construction



The proposed canal - Measham Station and High Street aqueduct

Table 2, Appendix B shows that over 70 permanent and over 150 temporary jobs are forecast.

Indicative of the commitment and support the canal project generates is the location of a boatbuilding company in the old goods shed, adjacent to the proposed canal line. This successful business, building high quality inland waterways craft to order, can only benefit from the project, and is an example of the confidence and enthusiasm with which businesses view the return of the Ashby Canal to Measham. The project will attract, support and be promoted to the business market including food and drinks, retail, accommodation, leisure etc.



Boatbuilding at Measham

Tourism:

The emphasis of the strategic background to the canal project (Section 7, below) is on environmental and tourism-led regeneration within the context of the National Forest. It is a key element of this context not only because it will act as a catalyst for development in its own right (World Canals Conference, 1996, 2003), but also because it will link other associated facilities both within the National Forest and elsewhere.

The economic benefit from visitors to the canal will be substantial. Visitors are likely to spend money on goods and/or services, ranging from the purchase of an ice cream to the commissioning of a new boat. There are several types of visitor, each with different demands and spending patterns. The estimated figures given in Table 3, Appendix B show that total annual visitor spend, including Measham Wharf, is estimated at £2,702,300. This total comprises spend associated with boating, casual recreation (walking, cycling and fishing) and the retail element of the Measham Wharf development.

The Ashby Canal will become an attraction in its own right, with the potential for canal-related use for the currently derelict railway station (a museum and canalside café/restaurant has been proposed). The adjacent Millennium Green, and the high quality Measham Wharf will be key associated attractions (The economics of a Measham Wharf



Moira Canal Festival

development is discussed in more detail in the Economic Impact Assessment attached as Appendix D). The location of associated tourism attractions are shown at Appendix A (Plans 1 and 3).

Measham Wharf will provide an ideal opportunity to display and sell local products such as decorative canal ware and particularly Measham Teapots. These distinctive salt glazed earthenware pots, produced in the 19th and early 20th centuries, are an integral part of the village's canal heritage. Now much prized by collectors, their production could enjoy a renaissance - creating further jobs locally and wider afield.

On completion the canal route will be promoted in conjunction with linked facilities as well as through wider Leicestershire Tourism initiatives. The Ashby Canal route is already publicised as a leisure destination via a series of leaflets produced by local authorities (Appendix E) and the scheme has been awarded the Waterway Renaissance Award for Tourism by The Waterways trust and the British Urban Regeneration Association (BURA).

Freight traffic:

Apart from the leisure use of the canal there may also be the potential for a limited amount of freight handling. Given the environmental benefits of transferring haulage away from road transport, such a use will be actively encouraged. Local mineral operators and manufacturers of brick and clay products may all be possible users.

The generation of inward investment:

Table 4, Appendix B shows total projected private sector investment is expected to reach £6,700,000. Investment at Measham Wharf would create some 5,500 square metres of business / retail floor-space and 15 residential units.

An increase in land values:

This is an important indicator of economic regeneration and can in itself stimulate further inward investment and developer confidence. The development of vacant land in the centre of Measham for high quality commercial/residential use will have an immediate, positive ‘knock on’ effect on land values throughout the town. The scale of this increase will be particularly enhanced by the presence of the canal. There is evidence nationally of a general premium associated with properties in a waterside development in the order of 8%. This can rise to 19% for properties with an actual water frontage (Appendix D).



Existing canal at Snarestone

Environment

An Environmental Statement of the proposal has been prepared (Appendix F) and has identified a range of benefits that the scheme will provide as set out below. The assessment has however also identified a potential negative impact on the nature conservation value of the existing canal south of the current terminus at Snarestone that has been designated as a Site of Special Scientific Interest. This impact could be caused by increased boat movements that would result from extending the canal but will be offset by the provision of mitigating measures, including offline wetland areas. Consultants commissioned by the County Council under an agreement with English Nature will provide proposals for these areas.

Land improvement:

There will be a substantial improvement in the appearance of much of the land along the route through the restoration and reuse of derelict and underused land.

Nature conservation:

Restoration of the canal will provide a new and valuable habitat via the creation of a linear, wetland nature reserve with canal-side tree planting of native species within the National Forest. This will contribute to the priority of improving and expanding wetland



Damselfly

habitats as set out in the Leicester, Leicestershire and Rutland Biodiversity Action Plan (1998). This plan has been prepared by a local partnership led by the Wildlife Trust and aims to halt and reverse the decline in wildlife in the area.

Quality of design:

Measham Wharf will be subject to a design brief based on both the historical/ Conservation Area context and on innovative design ideas. Use could be made for example, of features such as 'jumb' bricks and could incorporate the Wilkes' Arches, an historical feature surviving by the old High Street canal bridge. Every effort will be made to create a high quality development with a real sense of place. The visual impact drawings attached at Appendix A illustrate how key elements of the project might look.

Recreation

Leisure audience

The project will bring substantial benefits to the area by transforming run down derelict land into a regionally important recreational feature and visitor attraction, a place for relaxation and enjoyment and a gateway to the National Forest (Appendix G). It will make a major contribution to the area of publicly accessible standing water, which is currently in short supply in the area and will provide a pleasant leisure route for visitors travelling on private, hire and trip boats. Other recreational beneficiaries will include very popular leisure pursuits attracted to a water environment such as angling, walking, and cycling. The IWAAC report Just Add Water highlighted the recent Water for Life report by British Waterways that confirmed the recreation benefits of canals. One of the key findings of the British Waterways report was that 82% of respondents felt that spending time by the waterside is the most fulfilling time to spend as a family (compared to 12% for visiting a theme park and 3% for visiting a shopping centre).

Experience gained on the restored Ashby Canal at Moira has shown that waterside sites tend to establish a sustainable ecology very rapidly, (a wide range of plants animals and birds is already found here) and leisure pursuits would then extend to ornithologists and naturalists. The off-line winter storage lake will be open to the public and will offer excellent opportunities for nature study. Canoeists will find the increased length of benefit, as the area has no significant sites for canoeing, other than the canal, currently available.



Moira Furnace before restoration (c1950)



Moira Furnace after restoration (May 2006)

Measham Wharf:

Measham Wharf will be the starting and finishing point (the critical first and last impression) for many visitors and will provide:

- Access for all into the development and easy access to the waterside.
- Landscaped sitting-out areas overlooking the water.
- Signing and interpretation.
- Mooring facilities and a visitor information point (a free-standing kiosk or share of a retail unit).

In addition it will also:

- Encourage use of adjacent free and good quality parking (currently underused).
- Encourage developments such as cafe, pub or restaurant/hotel and specific youth facilities (e.g., a canoe club).

The National Forest and the Heart of the National Forest Park:

The location of the scheme within the National Forest (Plan 1 & 5) will give it both enhanced publicity and popularity. The National Forest is becoming one of the country's largest visitor destinations. The canal will be an important 'green' gateway into the area, providing visitors with an ideal 'environmental introduction' to the many attractions of the Forest and the developing Heart of the National Forest Park.

The Ashby Woulds Heritage Trail will provide an off-road cycling and walking connection between the Measham Wharf and the restored Donisthorpe to Moira section of the canal and associated National Forest/Heart of the National Forest Park attractions. These attractions include Conkers (the Heart of the National Forest Millennium Discovery Park), Moira Furnace (one of the best preserved and interpreted blast furnaces in Europe) and



The restored canal and Conkers at Bath Yard Basin

Donisthorpe Woodland Park (a 30ha country park) (See Plan 1, Appendix A). Other nearby attractions with strong links to the canal are Snibston Discovery Park at Coalville and the Bosworth Battlefield Country Park which lies alongside the existing canal at Shenton where there is also a link with the Battelfield Line steam railway.

The restored length of the canal has already attracted considerable interest from visitors. The Inland Waterways Association's National Trailboat Festival which was held at Moira in 2000 was a great success as is the Moira Canal Festival which has been held every year since in May, with many thousands attending this two-day event. These festivals are indicative of the significance of the canal as a tourism attraction and of its potential for further development.

In the longer term it is planned to restore the Ashby Canal to Moira by connecting to the restored section of the canal. Conkers is a fitting terminus for the canal and is much enhanced by the quality waterside environment, set off by the recently built Marquis Bridge that spans the entrance to Bath Yard Basin, adjacent to Conkers Waterside. There will be a strong synergy between the canal and Conkers which is set to benefit from the associated vitality and activity that the canal link brings.

Boaters:

The 4.5 kilometre extension will transform the entire length of the Ashby Canal. Currently, users of the Ashby Canal travel for some 9 hours from the Coventry Canal to reach the Snarestone terminus. The canal is not a through route, and appeals to the more leisurely boater, prepared to linger and appreciate the area for its own sake. Unfortunately, the end of the canal (which should be the highlight of the trip) is disappointing, in that it provides, incongruously in such an isolated agricultural setting, sewage disposal, a water tap and a skip. A further 1½ hours leisurely cruise would allow boaters to reach Measham, a more satisfactory terminus offering a 'raison d'être' for the canal, a reason for reaching the end. The extension will make the canal a more complete destination, encouraging boaters and visitors to take their time, stop for a few hours, or overnight, and enjoy the attractions the canal and surrounding area has to offer.

Health

Both the general public and the Government consider that health is of high importance and the Government's physical activity action plan: 'Choosing Activity' recognises that action needs to be taken to encourage people to take more exercise and become healthier. This follows from evidence that regular activity can reduce the likelihood of ill health and illness, help tackle obesity, assist recovery from illness and injury, contribute to health and healthy lifestyles amongst young people and help older people live more independently.

The canal restoration will encourage healthier lifestyles by promoting physical activity. The project will provide a safe and accessible route for walking and cycling linking Measham, the adjoining countryside and its Rights of Way network and tourism destinations such as Bosworth Battlefield Country Park and the associated Battlefield Line steam railway. Choosing Activity identifies that "access for all to well-maintained, safe walking and cycling routes ... will make a significant contribution to enabling people to live more active lives." Volunteering work to help with restoration and maintenance of the canal will also provide opportunities for activity.

In addition to enabling people to live a physically healthy lifestyle the restored canal will offer opportunities for quiet relaxation to reduce stress and mental health problems.

There will also be substantial health benefits from the employment that will follow from the canal related economic regeneration. The links between unemployment and ill health in Measham are considered in Section 5 below.

Culture

The cultural significance of the canal project is indicated by the strength of local support for restoration. Seen as a way of helping to restore and interpret local heritage, the canal is not only an important feature of the social and industrial history of the area in its own right but it also links the key industrial heritage features of the village which are highlighted at the Measham Museum. There is a proposal for the Museum to be relocated in the canal-side Measham Station building (Appendix H) and this will include canal-related displays and exhibits such as Measham ware. This decorative domestic earthenware produced by local potteries was sold at a canal-side shop in the village and is reputed to have become something of a status symbol among the families operating canal boats. These families are said to have spread the pottery, notably the famous Measham Teapot, throughout the canal system and it soon became known as Measham or 'barge' ware. The aim of the museum would be to put the pottery in its proper industrial and social context rather than to simply treat the collection as 'Decorative Art'. Measham Pottery is widely collected and its display would generate national interest. Television producers have contacted the museum for information on Measham Ware and featured the museum's collections, and the canal restoration has featured in television programmes, both regional and national, in its own right.

The canal is closely associated with the past coal-mining industries of the Measham area and in its early years it provided transport for the Moira Furnace and its associated limekilns. The furnace was both a consumer of water-borne raw materials (coal, limestone and iron ore) and an exporter of the finished product (cast iron and lime). Following closure of the furnace and kilns, the canal continued to carry coal from local pits such as Measham Colliery to the markets in London and Oxford until its closure to Snarestone in 1966. Interpretation of the canal will explain its history and links with associated sites and will complement existing interpretation at these sites. The history of coal mining in the area is one of the key collections of Measham Museum.

Measham does not currently have a central village green, which traditionally provides a place of recreation, a showpiece for visitors and a meeting place for all and perhaps most importantly a sense of identity. Measham Wharf will fill these much-needed roles as a focal point for village life. The new aqueduct will provide access across the High Street between Measham Wharf and the Measham Station site.

Community

The canal will be a resource that is valued and shared by the whole community. It will:

- Draw together and give support to the local community, by demonstrating that community action can bring real benefits, provide activities that bring residents together and give opportunities for people to meet and share enjoyable experiences (volunteer work parties, festivals etc).
- Raise confidence and generate additional skills.
- Provide a community asset and focus for community pride and leave a valuable legacy for the benefit of future generations.



Coal loading at Gopsall Wharf, south of Snarestone, 1970

Education

The canal will provide a resource to enhance teaching programmes and to give wider educational experiences. Five broad educational experiences (which will contribute to the knowledge and skills children are entitled to learn through the national curriculum) can be identified:

History and Architecture

Why the canal was built, industrial heritage, Measham teapots, surviving structures, jumb bricks, 18th century technology and manpower.

Geography and Geology

Choice of route, physical constraints and water supply.

Natural History

Waterside vegetation, aquatic flora and fauna, the effects of local features, bank protection and boat traffic.

Art, Design and Photography

Rural images of the canal offering themes for creative work of all kinds.

Creative Writing and Music

Subject matter and inspiration for poems, stories, music and reawakening of living history.

The IWAAC report, “The Inland Waterways: towards greater social inclusion” confirms the value of canals to illustrate the above subjects in schools and to provide opportunities to learn new skills linked to training and personal development.

The opportunity could be taken to work with local schools to exploit these ideas through the production of teacher packs, worksheets and trails. The canal will be appropriately interpreted through on-site display panels and informative leaflets that will provide for informal as well as formal education. In the longer term the potential for the provision of a floating classroom, which would attract school visits from a wide area, will be considered.

Innovation

The re-watering of the canal will be perceived by most people living in the area as new development, and will therefore be seen as an innovation in itself. To those who remember the canal in Measham, its rebirth will be seen as using their common heritage in an innovative way to provide new opportunities for future generations.

The use of waterside development as a focus of urban regeneration has met with considerable success in many urban areas with Birmingham’s ‘Brindleyplace’ a prime example. The innovative transfer of this proven method of regeneration to the Measham Wharf development will apply the concept to an inland village setting.

The Ashby Canal project is also innovative in that it is about changing fundamental conditions; establishing the right climate for inward investment and long-term regeneration by effecting the sort of far-reaching transformation required to bring benefits to the whole community over a wide area. The scheme is a demonstration of how a recreational development can provide a catalyst for wider economic, social and environmental regeneration.

The Measham community is ready to harness the positive change promoted by innovative action. The idea for re-watering the canal stems from the local community and has been enthusiastically adopted by a broad coalition of interests as a realistic opportunity to bring about positive change.

5 Target Area

Measham and the surrounding area

Measham developed at the end of the eighteenth century as the local mineral wealth was exploited. Industrial growth brought brickworks, mine works, and cotton mills. The Ashby Canal and later the railway linked the area to markets in the Midlands and South. The village achieved some fame for its extraordinary large sized bricks (known as “jumbs”) which were invented by local entrepreneur John Wilkes in an attempt to beat the brick tax. It also became well known for its distinctive teapots, (Measham Ware), with replicas still being made.

From the 1960s, following two centuries of relative prosperity, Measham’s fortunes suffered a series of reversals. The canal was closed due to mining subsidence, the railway due to the decline of the coal industry. Demand for building materials fell.

The area's poor image, downgraded by mining and opencast activity, deterred new investment. The decline in the coal industry and consequent closure of deep mines in the area during the late 1980's and early 1990's left a legacy of a poor environment, unemployment, declining social facilities and a lack of investment. By this time a "spiral of decline" was established and the prospects of the future of the area looked bleak. Over the last few years however concerted efforts by the local authorities and, importantly, the emergence of a fighting spirit by the local community first slowed this decline and subsequently revived the area's fortunes. Tremendous progress has been made in recent years with the reclamation of derelict sites, development of the National Forest and new housing and business developments. There is now a high level of confidence in the area that the canal project will build on and help fulfil.

Environmental Conditions

The development of derelict land and land spoiled by mining subsidence creates an additional land resource which offers the potential for re-use as leisure, recreation and nature conservation areas. Furthermore, the National Forest provides a unique opportunity to create a cohesive landscape structure that significantly improves the image of the area. An improved environment will be a spur to further new investment and a sound economy will be the foundation to ensure long-lasting environmental benefits.

Social Conditions

There is a strong and well developed tradition of community support and motivation in Measham and the surrounding area. However, those in secure well-paid employment have seen their living standards grow whilst other people, particularly those without jobs, are suffering increased social deprivation. There is also a disproportionate demand for care in the community and access to health services as a result of the high levels of limiting long-term illness in the area.

Indices of Deprivation

The Indices of Deprivation 2000 give Measham the rank of 4549 for the employment domain (a measure of exclusion from work) out of a total of 8414 English wards and Oakthorpe and Donisthorpe the rank of 1709. In terms of the child poverty index (children in families claiming means tested benefits) Measham has the rank of 4683 and Oakthorpe and Donisthorpe the rank of 1100. For the education domain (a measure of the lack of qualifications amongst children and adults) Measham is ranked at 5088 and Oakthorpe and Donisthorpe is ranked at 1436. The project will address these elements of deprivation by assisting people back to work (by providing employment opportunities) and by providing an outdoor educational resource at the canal for both children and adults. A new focus for Measham as a centre for tourism will result in the development of opportunities for appropriate training in skills related to tourism.

Health

There are links between unemployment and ill health that have been highlighted by a local doctor, Orest Mulka. He has a practice in Measham that has served the villages of Measham, Oakthorpe, Donisthorpe and Moira for over 20 years, a time which has covered the closure of the mines associated with each village up to the late 1980s. He became aware of the impact of unemployment and the loss of productive employment. He realised that redundant miners over the age of 50 didn't join the unemployment statistics because they were offered early retirement. Therefore the loss of productive employment considerably exceeded the unemployment rate.

There is a relationship between unemployment and ill health and death, and Dr Mulka was aware of the high levels of illness and death in the part of his practice affected by mining closures (the villages of Measham, Oakthorpe, Donisthorpe and Moira). This was confirmed by official figures derived from census data and provided by Leicestershire Health. The figures confirmed that these villages had 3 out of the 4 highest premature death rates for North West Leicestershire, i.e. deaths under 75. In recent years unemployment has decreased both nationally and locally. However in the case of Measham, this has been largely due to the construction of 500 new homes, which has brought an influx of employed people to the village. In other villages like Oakthorpe and Donisthorpe, where there has been less influx, the unemployment rate has remained high - the highest in North West Leicestershire in 2002. The effects on illness and mortality have not been relieved by the passage of time. Measham, Oakthorpe and Donisthorpe have maintained an excess of mortality, and Oakthorpe, Donisthorpe and Moira are in the top 5 wards in the District for % of residents with a long-term illness.

In terms of the County as a whole Measham, Oakthorpe and Donisthorpe and Moira are amongst the top 10% most deprived Super Output Areas in Leicestershire based on the Indices of Multiple Deprivation 2004. All three areas are also amongst the 10% most deprived Super Output Areas for Health Deprivation and Disability.

Recognising the above links, Dr Mulka co-ordinated the latent support of residents and local interest groups in an attempt to bring about economic revitalisation. Consequently he was one of the founder members of the Measham Development Trust and is its current chairman. He is a key member of the Measham Canal Restoration Group, which he has chaired throughout its 15 years' existence. His vision is based on the enormous economic benefit that a restored canal would produce and the consequent effect on quality of life in Measham.



The proposed canal, High Street aqueduct

Summary of target area issues

Industrial decline has left a legacy of economic, environmental and social problems that are deeply entrenched but are being tackled by regeneration of the area within the context of the National Forest. The isolation of the community means many people within Measham and surrounding villages cannot easily gain access to jobs, wider or specialist health services, shops and other facilities. The project aims to address these issues by building on the progress that is being made to secure lasting improvements to the quality of life of the whole community.

6 Opportunities and Strengths

The project will succeed because it will draw on three fundamental strengths: the local community, established partnerships and the calibre of the project itself.

Community

Local community support:

The idea of restoring the infilled section of the Ashby Canal was first mooted in the early 1980s by residents and local interest groups. Because of the continuing effects of mining subsidence in the area the idea at first made little progress, but following colliery closures it began to gain increasing public support.

Such public support was confirmed in the results of a Civic Trust Study of Measham carried out in 1990 and in a comprehensive household survey carried out independently in 1991 by the local community group 'Measham 2000'. It was therefore support

from local residents and councillors as well as from canal groups that encouraged local authorities to take up the project.

The County Council carried out a consultation process specifically for Ashby Canal Restoration in 1998. This demonstrated overwhelming support for the project, expressed at a packed public meeting and in written responses. Press coverage of the consultation open day event was extensive, and reflected the feelings of the vast majority of local residents and interested parties (typical examples are illustrated at Appendix I). More recent public consultations and exhibitions in 2003, and again in late 2005, dealing with detailed proposals, also demonstrated a similar high level of community support and enthusiasm for the project and attracted capacity crowds. The breadth of support for the project has also been indicated through interviews with local people as broadcast in February 2006 on the ITV television programme "Waterworld". Consultation will continue through the development and implementation of the project.

The Measham Canal Restoration Group and Measham Development Trust, in conjunction with the Ashby Canal Association, have campaigned for restoration of the Ashby Canal for many years. The Ashby Canal Association publicise the restoration at every opportunity, and have contributed to the funding of the length of canal already built.

Utilisation of local community strengths:

The Government's Consultants, Austin Mayhead and Co. Ltd., reporting on the success of the Housing Renewal Area in Measham noted, "the sophistication of community organisation within the Measham area and the close knit community...whose enthusiasm and concern for the future of Measham provides a major resource for its revival". This sophistication is manifested by the vision which transformed the Measham 2000 pressure group into the Measham Development Trust (details of which are set out below).

Voluntary action, including fund raising and actual on-site working is already being used to progress the canal project. Work parties are well supported and have been held to support restoration and maintenance of the Moira length of the canal with groups including the Moira Furnace Museum Trust, Ashby Canal Trust Supporters, the Ashby Canal Association and the national Waterways Recovery Group. Assistance has been given with planting trees and hedgerows (in association with the National Forest Company), digging drainage channels and general site clearance. Part of the Ashby Canal Association's contribution to the funding of the Moira length involves voluntary work to lay towing paths, plant hedges and carry out other environmental improvements.

The Ashby Canal Project Officer organises regular walks along the canal route during the year typically attracting 20-30 people at a time, and talks about the history and restoration progress of the canal are popular. Information on the project is on permanent display in the Community Office and there are regular updates on the canal project in the Measham Messenger, which circulates throughout the Measham area. There is a programme of displays on the project, and recent locations for these have included Conkers, The Moira Canal Festival, Shackerstone Railway, Inland Waterways Association (IWA) National Waterways Festival, the 2005 public consultation in Measham and the IWA 2005 Annual General Meeting in Lichfield, where the Project Officer was invited to make a presentation on the canal restoration.

Many local residents remember the canal when it was last in use in the 1960s, and its subsequent dereliction. Quite apart from the other benefits that its restoration would bring, it would be welcomed as a return of a vital aspect of the community that was previously an integral part of everyday life.

Partnerships

The project is supported by two established, focused and committed partnerships with a track record of success. These are the Ashby Canal Trust and the Measham Development Trust.

The Ashby Canal Trust:

The wide-ranging community support for the project is reflected in the partnership approach to stimulating and co-ordinating progress under the direction of the Ashby Canal Trust (ACT). The Trust is incorporated as a company limited by guarantee. It evolved from a more informal Ashby Canal Forum and seeks to restore the canal for navigation, economic regeneration, nature conservation and recreation and act as a navigation authority in the short to medium term.



Volunteers at work

Directors of ACT include representatives from:

Ashby Canal Association,
Ashby Canal Trust Supporters,
British Waterways,
Hinckley and Bosworth Borough Council,
Inland Waterways Association,
Leicestershire County Council,
North West Leicestershire District Council, and,

individuals and local business representatives appointed for their particular knowledge or expertise.

The Measham Development Trust:

This pro-active group has been the key vehicle to drive the sustainable regeneration of the village. It has added a dimension of community contact by way of the Community Office, newsletters and transport services and has taken an entrepreneurial stance in becoming financially self-sufficient. The Development Trust works closely with the local authorities and local business to ensure a common purpose. The result is a consistently innovative approach to problem solving in the village.

The existing Ashby Canal scheme and Conkers were awarded the Special Award for Partnership by the Civic Trust in 2003.

7 Supporting Strategies

The key policy documents that set the context for the scheme are as follows:

National Context

- The national policy context for canal projects has recently been set by the Government's report on the inland waterways of England and Wales, "Waterways for Tomorrow". This report sets out the Government's desire to "... increase the economic and social benefits offered by the waterways by encouraging their improvement, development and restoration..." The report recognises that waterways can act as a catalyst for economic and social regeneration and that restoration schemes can provide wide-ranging benefits covering all aspects of quality of life.
- A report on Waterway Restoration Priorities has been prepared by the Inland Waterways Amenity Advisory Council (IWAAC) at the request of the DETR and was first published in June 1998. The report covers 80 canal projects throughout the UK and assessed when each project appeared likely to be ready for all, or a significant part, of its main funding, distinguishing short term (one to five years), medium term (six to ten years) and long term (beyond ten years) projects. The Ashby Canal was one of 21 projects identified for main funding in the short term. The report noted that the project appeared to be strong and well prepared, that it has historic associations and that it is designed to "...revive the economy of a former mining area by acting as a catalyst for regeneration". A follow up report published in June 2001 assessed schemes in terms of the stage they had reached in relation to four categories; Advanced, Substantial Progress, Intermediate and Early stage. The Ashby Canal scheme was considered to be at an advanced stage where all the preliminary work had been done. The most recent, 2006, IWAC report confirms the Ashby Canal as a regionally important and advanced scheme and commends the impressive commitment and persistence in progressing the scheme.
- A guide to the role of waterways in enabling rural regeneration was published by IWAAC in September 2005. The report (Just Add Water) emphasises the value of a waterside mixed-use development or hub as a means of regeneration that can attract inward investment and address local community need. The report is endorsed by the Minister for Rural Affairs who comments that;



Shortheath Road lock, Moira, under construction

“In their industrial and commercial heyday, canals and other waterways stimulated trade and economic growth in villages, towns and cities. Today, they are just as powerful at drawing activity and prosperity to our market towns and countryside.”

- British Waterways has identified the Ashby Canal as a “Priority 1” canal restoration project in its assessment of national priorities (Waterways 2025, 2004). This reflects British Waterways’ judgement that restoration of the Ashby Canal to Measham is one of the restoration schemes that will “deliver the greatest benefits to the network and have the greatest chance of funding.” British Waterways’ strategic plan, Our Plan for the Future, 2005-2009 renews its commitment to focus on Priority One projects.
- The Heritage Lottery Fund Strategic Plan 2002-2007, Broadening the Horizons of Heritage identifies the aims, priorities and criteria of the Fund. The project meets these criteria in terms of, amongst other things, achieving involvement in industrial and wildlife heritage, supporting conservation and enhancing access and learning.

Regional strategies

The project fits well with the objectives and priorities of regional strategic documents:

- Integrated Regional Strategy, 2005 – The project will contribute to the regional priorities of improving economic performance and competitiveness by encouraging enterprise and creating quality employment.
- Regional Economic Strategy for the East Midlands, 2006 – 2020 – The project contributes particularly to the objectives of reusing previously developed land and buildings, providing quality sites and buildings for enterprise development, encouraging job creation through private sector development, improving natural environments damaged by industrial development, especially in the coalfields and realising the environmental, social and economic potential of green infrastructure.
- East Midlands Rural Action Plan, 2007 – The project helps meet the priorities of improving enterprise, innovation and employment opportunities and creating a network of green infrastructure to drive regeneration and bring economic, social and environmental benefits.
- Destination East Midlands, The East Midlands Tourism Strategy 2003 - 2010 – The project will contribute to building the critical mass of the Heart of the National Forest, regeneration to improve the environment and appeal of Measham and developing waterways as a focus for regeneration and attracting visitors.
- The Place of Choice – A Cultural Strategy for the East Midlands 2006 – 2011 - The project will contribute to the key themes of supporting cultural opportunities by encouraging participation and volunteering and achieving sustainability through consolidating cultural infrastructure.
- The National Forest Strategy, 2004 - 2014 – The Forest covers 200 square miles of Leicestershire, Staffordshire and Derbyshire and is bringing environmental, economic and social improvement to the whole area. The Forest Strategy promotes recreation and tourism as an essential component of the development of the National Forest and specifically promotes the re-watering of the Ashby Canal. The former Ashby Canal route lies almost entirely within the National Forest boundary and there are substantial mutual benefits in co-ordinating these two major projects. The canal will provide a key landscape and recreational corridor leading to the heart of the

National Forest, an area with little existing standing water. The enhancement of existing paths along the route, the creation of new recreational sites, together with associated tree planting, hedge laying, and landscape enhancement will complement both the Forest and the Canal. Forest related funding, advice and assistance will enable the restored canal to form a Gateway to the Forest.

Sub-regional and local strategies and plans

- By delivering the regeneration and quality of life benefits outlined above the Ashby Canal restoration will help deliver the aims and objectives of the following sub-regional and local strategies and plans:
- The Leicestershire Local Area Agreement, - The project will contribute to the Leicestershire Together LAA targets including improved personal and social development and enjoyment of culture and recreation, increased sense of community spirit and volunteering, increased vitality and viability of town and village centres, improved provision of quality employment space and increased business start ups. Measham is identified as a Priority Neighbourhood for targeted multi-agency action to combat multiple deprivation.
- Leicester Shire Sub-Regional Investment Plan, 2007 – 2010 – The project will help to improve the image of Leicestershire, develop tourism infrastructure, help move people into work and re-use brownfield land.
- The Leicestershire Community Strategy, 2005
- The Leicestershire, Leicester and Rutland Structure Plan 1996 - 2016, March 2005
- Derelict Land Strategy and Action Plan, 1992/95
- “Ways Forward for a Better Leicestershire” An Agenda 21 Strategy for Leicestershire, 1998
- Leicestershire Rural Strategy, 2004 – 2009
- Leicestershire Cultural Strategy, 2003 – 2008
- North West Leicestershire District Local Plan, August 2002
- Ashby Canal Project Strategy, 1995

8 Project Implementation

Phasing

The project can be divided into three main inter-linked elements:

- 1) Construction of the canal from Snarestone to Measham Railway Station and construction of a water supply lake on land acquired for the purpose by the County Council.
- 2) Construction of the canal from Measham Railway Station to Measham Wharf.
- 3) Commercial development of Measham Wharf.

The costs shown in Appendix B, Table 9 are based on recent experience of canal construction (2001 – 2005) between Moira and Donisthorpe carried out by the County Council.

To complement the principal funding contributions there will also be smaller contributions, particularly from training or voluntary bodies, which as well as financial grants are likely to be 'in kind', e.g. low-key landscaping, hedge laying and aquatic and bank side planting. Some contributions have already been provided, notably from such organisations as the Ashby Canal Association, Ashby Canal Trust, the Inland Waterways Association, Measham Development Trust and the Ashby Canal Trust Supporters. These voluntary groups have been engaged on various projects in the past, and with appropriate management and planning, have been very successful.

An indication of the project timing and anticipated outputs is given in Appendix B, Tables 7 and 8.

Tasks

The restoration work will involve the following main tasks:

- Extraction of infill material and reuse where suitable.
- Formation of embankments (including areas affected by subsidence).
- Construction bridges and aqueducts.
- Construction of a winter storage lake for water supply.
- Lining of the canal channel.
- Construction of towpath.
- Re-watering.
- Landscaping.

Details of key structures are set out at Appendix J.

The Measham Wharf proposal is for the construction of 5,000 square metres of 'mixed use' development including residential units, business premises and shops. The development will include attractively designed public areas for recreation. This will be a privately funded and implemented development but will be designed in consultation and agreement with the Canal Project Steering Group, which will have a member on the design team. Ideal Country Homes Ltd has committed itself in principle to this development. The company has already invested substantially in the village. It has already facilitated a well-planned, spacious new housing development within the village with a Section 106 Planning Agreement to achieve the following:

- £60,000 contribution to the Development Trust
- High Street car parking for 100 vehicles
- Refurbishment of a small shopping mews
- Creation of a scale village model.

In addition the company has worked in partnership with the District Council to provide 10 self-contained flats utilising space above shops and other vacant property. The company has a high degree of confidence in the future of the village and is keen to see the whole project move ahead quickly. Quite apart from the vested interest in the regeneration of the village, the company is satisfied that financially the returns on the project are satisfactory.

Deliverability

The project team now has the following in place:

- Transport and Works Act Order and Outline Planning Permission (Statutory Instrument 2005/2786) (Decision of the Secretary of State of Environment, Food and Rural Affairs, 7th October 2005).

- Site investigation and survey reports.
- Connection agreement with British Waterways.
- Joint venture agreement with Ideal Country Homes to enable the development of the Measham Wharf area.

The Transport and Works Act Order gives the power to acquire the land, carry out surveys, build and operate the canal. The other agreements and reports will enable the restoration and its associated benefits to be achieved. Leicestershire County Council is therefore confident that, with appropriate funding, the project can be delivered within the timescale and budget set out in Appendix B. A SWOT Analysis, risk assessment and Equalities Impact Screening Assessment are provided at Appendix K.



Canal construction at Donisthorpe

9 Project Management

Leicestershire County Council

The County Council will be responsible for accounting, cash flow and other financial controls, preparing contract documents and supervising canal restoration. The Council's engineers have considerable experience of reclamation projects and were responsible for the design and contract supervision of the restored canal at Moira. A Project Steering Group has been established with responsibility for the overall direction and management of the project, comprising representatives of relevant County Council departments. The Steering Group will hold regular meetings to review progress and performance, including an assessment of performance against key objectives and projected outputs, and expenditure against profile.

Project Officer

The Ashby Canal Project Officer has responsibility for day-to-day management and promotion of the project, working from the project office local to the scheme in Measham.

Ashby Canal Trust

Details of the Trust are set out in Section 6 above. The Trust will continue to meet periodically and will monitor and contribute to the development of the project.

10 Operation and Exit Strategy

The project will be completed when the restored canal is navigable and connected to British Waterways' canal network. This will then allow the canal (including towpath and structures) to become part of the English canal system once again and be administered by British Waterways or a successor body, on behalf of the nation. The canal would be managed to the same status as a 'cruiseway' under existing legislation (1968 Transport Act).

Table 5, Appendix B shows indicative running costs for the restored section of the canal are estimated at £23,000pa. Set against these costs will be additional income generated by the project. Table 6 shows indicative sums from various sources totalling £32,000pa.

Although both sets of figures are indicative, it is likely that the level of costs could be less than the level of income by some £9,000 per annum, allowing the accumulation of a contingency fund for future maintenance/development.

11 Conclusions

The restoration of the Ashby Canal to Measham will secure a vibrant, confident and sustainable future that will bring lasting improvements to the quality of life of the local community and wider economic and tourism benefits for the region and the National Forest.

The key features of the project are:

- **fundamental community involvement**
- **improved quality of life**
- **high employment generation**
- **widespread environmental impact**
- **excellent sustainability**
- **strong and committed local partnerships**
- **exceptional added value**

The overall theme linking the above elements is one of renewal: It will bring the disused back into use, create real and lasting opportunities for change and restore pride and confidence to the local community.

The Secretary of State for Environment, Food and Rural Affairs agrees that the restoration of the Ashby Canal to Measham:

“...would contribute significantly to regeneration objectives and would produce considerable economic, environmental and social benefits” (Defra Decision Letter, 14th September 2005).

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The proposed canal - Measham Wharf

Plans

Plan 1

Canal route and associated tourism attractions.

Plan 2

Location map showing the canal in relation to the national network.

Plan 3

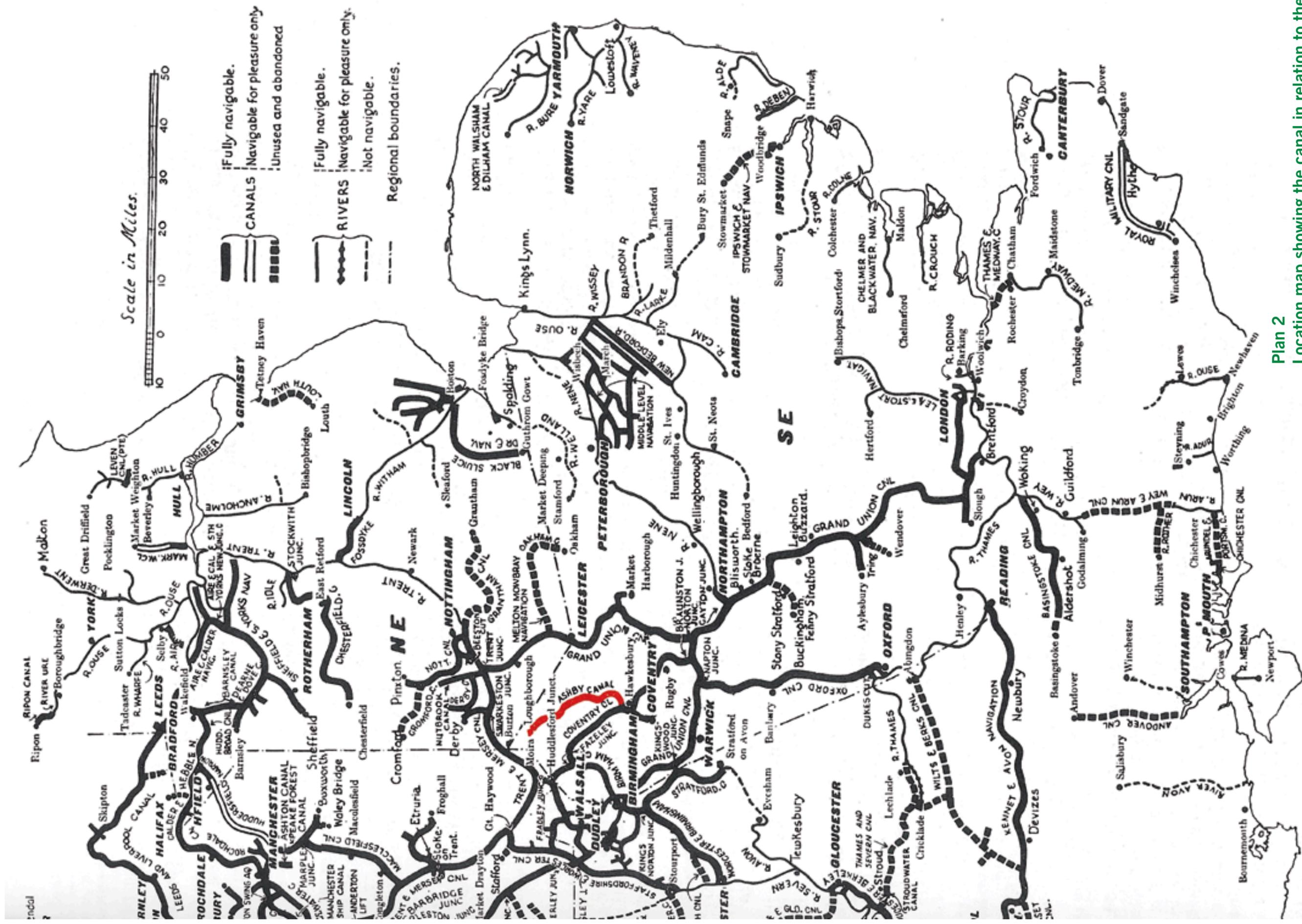
Canal line - Snarestone to Measham

Plan 4

Artist's Impressions of canal route from Snarestone to Moira

Plan 5

The National Forest

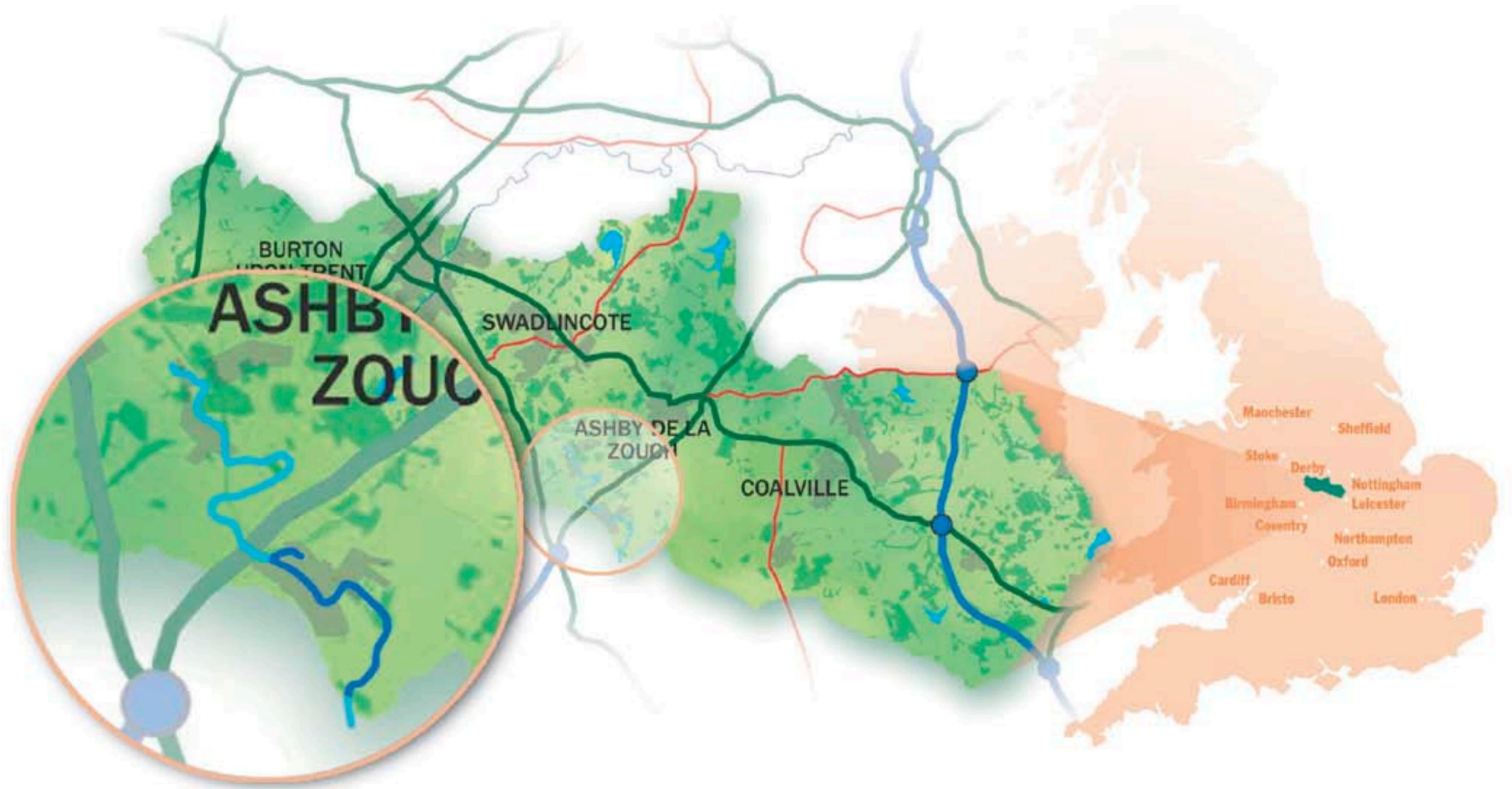


Plan 2

Location map showing the canal in relation to the national network



Plan 4
 Artist's impression of canal route from
 Snarestone to Moira



Plan 5
The National Forest

Tables

Table 1. Annual Cost Projection

Activity	Year	2006/07	2007/08	2008/09	2009/10	2010/11
Site investigations, surveys, design and preliminary works		100,000				
Land acquisition			500,000		500,000	
Canal construction and compensation habitat provision			1,300,000	3,600,000	2,950,000	3,050,000
Fees		200,000	200,000	200,000	250,000	250,000
TOTAL		300,000	2,000,000	3,800,000	3,700,000	3,300,000

Table 2. Job Creation Totals

Job Location	Job Numbers
<i>Permanent Jobs</i>	
Measham Wharf	55
Measham Village Centre	12
Other Development Sites	6
TOTAL	73
<i>Temporary Jobs (annual equivalent)</i>	
Measham Wharf	50
Measham centre	6
Other Development Sites	6
Canal Construction	90
Induced	11
TOTAL	163

Table 3. Annual Visitors and Spend

Visitor category	Number of person/days p.a.	Spend £ p.a.
Private Boats (cruising)	7,200	93,000
Private Boats mooring at Measham	960	53,000
Private Boats (costs)		57,000
Hire Boats (visiting)	3,000	37,000
Trip /restaurant boat	7,650	77,000
Anglers	5,000	35,000
Other visitors	36,000	810,000
Business	1,000	10,000
Overnighters	3,000	78,000
Sub Total*	63,810	1,202,300
Measham Wharf Shoppers	300,000	1,500,000
TOTAL	363,810	2,702,300

* This is effective total local spend, excluding 'Measham Wharf' development

Table 4. Private Sector Investment

Investment site	Investment level (£)
Measham Wharf	5,600,000
Measham Town	600,000 (assuming 2 new build properties at £100,000 each and 6 extensions at £50,000 each)
Marina	200,000
Measham Station Site	50,000
TOTAL	6,450,000

Table 5. Indicative Running Costs

Feature	Cost per annum (£)
Dredging	none for 20 years
Maintenance (bank and towpath)	9,000
Pumping Station	4,000
Operational Management	10,000
TOTAL	23,000

Table 6. Indicative Income

Source	Income per annum (£)
Moorings, etc.	30,000
Angling	2,000
TOTAL	32,000

Table 7. Scheme Programme

Event	Date
Start of works subject to funding bids – potential start on canal construction to Measham	Feb 2008
Complete construction to Measham Station	Dec 2009
Commence Measham High Street crossing and construction of Measham Wharf	Dec 2009
Complete canal construction	Oct 2010
Commence Measham Wharf development	Dec 2010
Completed Measham Wharf development	Dec 2011

Table 8. Scheme Outputs

Outputs	Date
Creation of 158 temporary jobs (design and construction)	2007 - 2010
Hectares of derelict land reclaimed - 11.6	2010
Creation of 4,500m of footpath/towing path	2010
Creation of 73 permanent jobs	2011
Protection/creation of wildlife habitat	2010
Restored cultural resource integrated into the industrial heritage interpretation of the area	2010
Private sector investment of £6.7m	2011
Creation of major recreational corridor and gateway to the National Forest	2010
363,000 visitors and £2.7m of expenditure pa	2012 onwards

Table 9. Project Works and Costings (mid 2006)

Works element	Cost - £
Canal construction	10,000,000
Land acquisition	1,000,000
Compensatory habitat	1,000,000
Fees (Engineering Design, Admin.), @10 %	1,100,000
TOTAL	13,100,000

Background and Legal Framework

Background

History

The Act of Parliament enabling the construction of the Ashby Canal was passed in 1794, and the canal was completed in 1804. 30 miles long, it ran from Spring Cottage, north of Moira, to Bedworth on the Coventry Canal, serving the developing collieries of the South Derbyshire and North West Leicestershire coalfields. Many cargoes were carried, but the mainstay was coal, transported to destinations in the south such as London and Oxford.

Promoters included Rawdon Hastings, Earl of Moira, and Joseph Wilkes, a local businessman with wide interests (commemorated in the sundial next to the Millennium Green, Measham).

Trade on the canal was steady, but unspectacular, and ownership was transferred to the Midland Railway in 1846. Initially intended to replace the canal, the constructed Ashby and Nuneaton Joint Railway was, in the end, independent of the line of the canal, running from Nuneaton to Moira Junction and Coalville. A section of this route survives as the Battlefield Line, restored from Shackerstone to Shenton, through Market Bosworth.

The Ashby Canal suffered from mining subsidence throughout its life and the London, Midland and Scottish Railway (LMSR), which had become the new owners of the canal, abandoned the route from Spring Cottage to Donisthorpe in 1944. The whole line had been threatened with closure by LMSR and only the intervention of the Minister for War Transport prevented this.

The remaining 28 miles of the Ashby Canal, from Donisthorpe to Bedworth was nationalised in 1948. Ownership and operation passed to the Docks and Inland Waterways Executive and later, to the British Waterways Board. Further closures, to Ilott Wharf in 1957, and finally Snarestone in 1966 effectively prevented any direct loading from canalside pits. Ashby Canal Transport Ltd. successfully carried Donisthorpe coal from Gopsal Wharf for several years to paper mills on the Grand Union Canal. In 1968 the remaining 22 miles were protected by the Transport Act of that year, formalising the leisure and amenity rather than commercial role of this and most other 'narrow' and 'broad' canals of the national network. By this time, restoration, rather than abandonment of canals was beginning to rise up the agenda. In the 1970's a number of navigations, including the Kennet and Avon, Huddersfield Narrow Canal, the Stratford Avon and Wey and Arun Canal were the subject of restoration proposals. All bar one of these examples have now been reopened but the Wey and Arun still has a long way to go.

The navigable Ashby Canal has seen a steady increase in leisure use over the years. A project by Hinckley and Bosworth Borough Council, in conjunction with the Countryside Commission and British Waterways saw the towing paths and accesses improved. However, of critical importance to the future prospects for the abandoned length of canal was the cessation of deep mining (and consequent subsidence) in the area, with Donisthorpe being the last canalside pit to close, in 1990.

With encouragement from local residents and politicians, there was a groundswell of support to restore the Ashby Canal to Moira. A feasibility study by WS Atkins, commissioned by Leicestershire County Council in 1992 recommended restoration in 2 phases, firstly to Measham, and thence to Moira Furnace.

The National Forest

In 1992 there was seen little benefit in continuing beyond the Moira Furnace which was identified as a suitable terminus for the canal. Soon afterwards however the National Forest was established in the area covering some 200 square miles of Leicestershire, Derbyshire and Staffordshire. With the subsequent construction of the Heart of the National Forest Visitor Centre on the old Bath Yard Colliery site at Moira, adjacent to the canal route, the destination for the canal was revised to provide a link to what has now become Conkers Waterside.

The canal fits in well with the National Forest concept of woodland and recreation based regeneration. The canal has been restored over a length of over 2km at Moira, with a lock, road-bridge, swing bridge, and independent water supply providing a green link between Conkers Waterside, Moira Furnace and the Ashby Woulds Heritage Trail. The canal and towing path provide a focus for leisure activities, and give good access to Donisthorpe Woodland Park, planted up by Leicestershire County Council on the old Donisthorpe Colliery site as part of the National Forest tender scheme.

The Legal framework

1968 Transport Act

The 1968 Act founded the current British Waterways Board, and categorised the nationally owned canals and rivers of England, Scotland and Wales into 3 categories, Commercial, Cruising Waterway and 'The remainder'. The Ashby Canal was classed as a cruising waterway, with the emphasis on leisure and amenity, with a standard of maintenance to suit.

The Government, as part of the 1968 Act, formed the Inland Waterways Amenity Advisory Council (IWAAC), charged with advising Government, navigation authorities and others about the use and development of the inland waterways of England, Scotland and Wales. IWAAC has reported that the waterways contribute directly to the Government's Strategy for Sustainable Development in a number of ways. These include the conservation of the waterway environment and heritage; social and economic development through urban and rural regeneration; integrated transport; and educational opportunities.

IWAAC has produced many documents over the years supporting the development of inland waterways. Recent key reports have endeavoured to address the subject of Waterway Restoration Priorities.

The restoration of derelict and disused waterways has become an important part of the waterways scene. Inspired by the voluntary sector, more than 400 miles of inland waterways have been restored to navigation since the 1950s. At the outset, work was carried out mostly by volunteers but voluntary bodies have increasingly formed partnerships with British Waterways, local authorities and other public bodies, opening the door to large grants from European, national regeneration, and lottery funding sources.

The increased availability of funding for viable and beneficial projects has boosted

waterway restoration activity and given rise to hopes that many derelict waterways will be restored. However competition for funds is fierce and project development complex. To help funding agencies assess the merits of individual schemes, and to highlight good practice for restoration bodies, IWAAC produced its report "Waterway Restoration Priorities" in 1998, revised in 2001. A further update is to be published mid 2006.

The report was the first to consider waterway restoration systematically on a national basis. It provided a comprehensive account of the restoration scene in the United Kingdom and reviewed 80 current restoration projects. The review considered the objectives and significance of each project; the benefits it would bring; the stage it had reached; and what remained to be done. On the basis of this information, the report identified each project as being likely to be ready for main funding in the short term (one to five years), medium term (five to ten years) or longer term (beyond ten years). The report made a number of recommendations to Government and others about funding for waterway restoration and also repeated calls made in previous reports for comprehensive revised planning guidance for waterways, and on new roads affecting disused waterways.

In its restoration and priority listings IWAAC has consistently given the Ashby Canal a high rating, now being in the top rank of schemes considered likely to succeed.

Transport and Works Act 1992

The Transport and Works Act (TWA) Order process was introduced to replace private Acts of Parliament for Transport infrastructure projects. It included railways, tramways and inland waterways in its scope providing an alternative to promoting a Bill through the House of Commons, the powers being delegated to the appropriate Secretary of State.

After wide consultation, Leicestershire County Council applied for a TWA Order in 2004. The Order for the Ashby Canal, the first for a canal in England, was confirmed by the Secretary of State for Environment, Food and Rural Affairs in October 2005, providing comprehensive powers to facilitate the implementation of the restoration of the Ashby Canal from its current terminus to Measham. Although not part of the current works a similar Order may be required to enable the restoration of the canal from Measham to Moira and thus connect to the isolated section.

**ASHBY CANAL
RESTORATION
SNARESTONE TO MEASHAM**

**ECONOMIC IMPACT
ASSESSMENT**

COMMUNITY SERVICES DEPARTMENT
LEICESTERSHIRE COUNTY COUNCIL

April 2005

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**ASHBY CANAL RESTORATION
Snarestone - Measham**

ECONOMIC IMPACT ASSESSMENT

I Introduction and Background

Introduction

1. The aim of this study is to assess the nature and extent of the economic benefits resulting from the restoration of the abandoned sections of the Ashby Canal.
2. This report considers the section of the Ashby Canal from its present terminus at Snarestone to Measham.
3. The extent of economic impact identified includes:
 - a) the waterway itself and canal side;
 - b) land adjoining or with direct access to the canal;
 - c) Measham; and
 - d) the surrounding area.
4. The types of economic benefit considered include:
 - a) income generated through visitors (including additional visitors to other attractions);
 - b) direct and indirect employment;
 - c) private sector development and the leverage ratio of public to private sector funds; and
 - d) increases in land values and wider induced effects, particularly improvements to the area's image and enhanced investor (local and external) confidence.
5. This Economic Assessment Report is a revision of the report published in 1999 and has been updated to take account of more recent economic analysis and the latest (2003) boat traffic estimates prepared by British Waterways. The information given has been based on existing usage of the Ashby Canal and on comparable data for similar canals. Unless specified, the sources for the data are: Assessment of the Economic Impacts of Canal Restorations (British Waterways (B.W 2002), Study to assess the impact of the restoration of the Huddersfield Narrow Canal, (Coopers and Lybrand 1994), UK Tourist Statistics 1997, The Economic Impact of the Restoration of the Kennet and Avon Canal, (BW, 2002), Ideal Country Homes (Measham) Ltd, North West Leicestershire District Council Regeneration Section and Ashby Canal Boat Traffic Estimates, British Waterways, (BW) with additional information from the Research Manager, BW.

Background

6. The project involves the restoration of some 4.5 kilometres of the abandoned section of the Ashby Canal to navigable condition. There is also a proposal, once the canal scheme is seen to be going ahead, to develop approximately 5,000 square metres of commercial/retail/residential floor space around the new 'Measham Wharf' canal basin in the centre of Measham. This project will be unlikely to go ahead in the proposed form without the canal restoration, as the canal will act as the catalyst for development.

Further details of the project can be found in the Project Report and Business Plan.

7. Measham is a large village that developed around mining interests during the 19th and 20th centuries. The area contained several coalmines, including the Measham Colliery, which opened in 1894 and operated continually until its closure in 1986. The Ashby Canal, which opened in 1804, linked the village and its hinterland with markets in the Midlands and the South. The canal was closed progressively from Moira to Snarestone between 1944 and 1966 as a result of mining subsidence.

8. Measham itself has suffered from the problems typical of a village over-reliant on the coal mining industry; high unemployment, poor social and leisure provision, a decaying urban fabric, pockets of dereliction, poor image, low investment, limited retailing and low civic esteem.

9. Over the last few years tremendous progress has been made in tackling these problems and there is now an emerging confidence in the area. This project is intended to play a substantial part in finalising this regeneration by encouraging employment growth, social benefit and economic prosperity.

II Visitors: Numbers and Expenditure

Baseline Position

10. Measham does not currently have a significant visitor attraction. Consequently, the number of recreational visitors to the town and surrounding area is very modest, perhaps 2000 per annum, (Measham Community Office). Some of these can be assumed to be 'spin offs' from visits to nearby tourist destinations (see Table 1), from buyers or sellers attending the British Car Auctions within the town, or boaters walking from the current canal terminus at Snarestone.

New Visitors

11. The economic benefit from visitors to the canal will be substantial. All visitors to an attraction are likely to spend money on goods and/or services, ranging from the purchase of an ice cream to the commissioning of a new boat. There are several types of visitor, each with differing demands and spending patterns. These are considered below.

Boating

12 Boat counters at Market Bosworth and Snarestone indicate the numbers of boat movements, but do not differentiate between types of boat (private or hire boats). Figures for 2003 indicate 3400 boat movements at Snarestone tunnel, i.e. 1700 boats reaching the current terminus.

Private Boats

13. It is estimated that some 1200 private boats (2003 figure) per year are likely to use the canal and visit Measham. Because Measham is to be a terminus and the canal will be designed to have good mooring facilities, and there are shops and other attractions a high proportion of this total can be expected to stay for one or more nights. The average length of stay is assumed at 2 days (including time spent cruising to and from the town) and the average number of people per private boat is 3. A mean daily spend of £39 per boat gives a total annual spend of about £93,000.

14. As well as visiting private boats, account must also be taken of moored boats, i.e. private boats based on the canal (which visit other areas). An average of 30 such permanently moored boats is assumed, based on a marina capacity of 38. Assuming 16 visits, lasting 1 day, to each boat per year by 2 people, (960 person/days) with a mean daily spend per person of £5.50, gives a spend of about £5,300 per annum. Also to be considered are boat running costs (such as maintenance, fuel, and mooring fees). Such expenditure (made locally) is assumed at £1,900 per boat (Waterways World). This gives a spend for 30 boats of £57,000. The total spend relating directly to moored boats is therefore about £62,000.

Hire Boats

15. A total of 500 hire boats per year from outside the area are likely to visit Measham. The average length of stay is likely to be slightly less than private boaters, at 1.5 days. The average number of people per hire boat is 4.0 and the mean spend per boat per day is £49. This gives a total spend of about £37,000 per annum.

Trip Boats

16. One trip/restaurant boat could operate from Measham, and interest has been shown from a local operator. Assuming 2 hour return trips, 30 passengers per boat and 180 trips per year (30 week season, 2 weekday trips, 2 trips per weekend day i.e. 6 trips/week), this gives a total of 5400 trip boat visitors per year. At a cost per trip of £5.00 and an on-board spend of £3.00 per person, (bar/refreshments) this gives a spend of about £43,000. Restaurant boat trips, run for 75 trips/year, with a mean occupancy of 30, at £15 per head would generate about £34,000 per year, giving a combined gross income of £77,000.

Day Boats and weekly hire boats.

17. Hire boating could give a useful income, but would depend on an operator coming forward and establishing a base. Such a base could be at the marina or by the boat yard at Measham station. However, there are currently no proposals for such an operation, and income from this has not been included in the assessment.

Anglers

18. The lack of fishable water bodies in the area means that the new canal could be popular with anglers. That Measham already has a fishing tackle shop, notwithstanding limited local waters, is evidence of high local interest. (The Measham Angling Association campaigned unsuccessfully to prevent the closure of the canal in the 1960s.) Assuming 250 days fishing per year, the canal might attract 20 anglers per day or 5,000 visits per year over the restored length (4.5km), which is well below the British Waterways rate of 5,500 per km. Typical spend per angler is £4.00 per day, plus £3 for a day ticket, giving a total spend of £35,000.

Un-powered Boats

19. The use of canoes and other such craft is likely to be popular on the canal (given the lack of other water-courses). Any income from this source has not been included.

Visitors including Walkers and Cyclists

21. The towpath will provide an ideal walking route with heritage, landscape and ecological interest. Where practicable the towpath will be of sufficient width to allow safe use by cyclists. A broad estimate of the number of additional such visitors generated by the canal (i.e. visitors who would not have made the trip but for the canal) is 36,000 per km per annum (or 100 per day over a year). This is a conservative estimate, based on the average annual number of informal visitors to British canals per kilometre of 52,000. A typical local daily spend of £5.00 per visitor gives a total spend of £810,000.

Measham Wharf development

22. The wharf development is proposed to comprise an area of about 5000 m². This will include a mix of high quality office/leisure and residential units in approximately equal numbers. There is a case for a small hotel/restaurant/conference facility that could take about 1/3 of this available area.

23. Retail Outlets

Approximately 15 retail units are envisaged in the Measham Wharf Development. The emphasis will be on specialist outlets reflecting both the canal side context and the high quality of the built environment. Whilst not exclusively geared to spending by boaters or tourists the retail development will undoubtedly be attractive to a wide range of visitors. It is likely to draw on a regional catchment as there are few similar attractions within the Midlands. Assuming a broad estimate of 100 shoppers per day per outlet, this gives some 300,000 shopping visits over an average of 200 opening days per annum. If half the visitors spend £10, this generates a spend of £1,500,000 per annum. There may also be spin-off benefits from the new mini mart adjacent to the canal basin site which itself may also benefit from the increased trade.

Canal side developments at Birmingham Brindleyplace and at Banbury have been highly successful. Whilst the Measham Wharf development will be on a smaller scale, there are lessons to be learnt from such projects.

Business Visitors

24. The project should mean that Measham can begin to take a modest share in the national growth of business tourism. Measham's position close to the centre of the country, with motorway access, will also help this ambition. Of particular relevance is the presence of British Car Auctions. This enterprise generates very many business and private visits every year. To date, Measham has not been able to exploit this potential. The development of a high quality commercial scheme at Measham Wharf should encourage more business visitors to stay longer and spend more. The wharf may also provide conference facilities, (e.g. for motor trade meetings) as part of any hotel undertaking. Even without such a facility, a total of 1000 business visitor days per annum is not an unrealistic assumption. Spend estimated at £10.00 per day gives, a total of £10,000.

Overnight Expenditure

25. The estimates above relate to daytime or evening visits only. Visits involving overnight stays generate higher expenditure. The average spend for an overnight stay per visitor is £31. An average net spend (excluding average day spend taken as £5) is £26.

A visit to Measham may be no more than a day visit. However, when combined with complementary attractions in the area (Table 1), and the restored canal, a short break,

involving an overnight stay, would be a much more credible proposition. The amount of paying accommodation locally is limited, and the current North West Leicestershire Promotions initiative is aiming to encourage overnight stays in the area. There is therefore scope for development. An 8 room hotel at say 12 person occupancy over 250 days, (3000 person/days) at £26 per person is about £78,000 gross, a useful addition to a pub/restaurant establishment at Measham Wharf.

Other Attractions

26. As referred to above, there are a number of existing or planned attractions nearby that will benefit from the project through linked or 'spin off' visits. There will also be a significant benefit to the National Forest (see below). This will be by way of providing a green link from the national canal network, and providing additional walking routes within the National Forest. Table 1 shows complementary attractions within a 20 minute drive time of Measham.

Table 1 Linked Attractions

Attraction	Numbers of visitors (pa)
Measham Museum	1,000 (current)
Moira Furnace	20,000 (boat/museum), 20,000 (site and cafe)
Ashby Woulds Heritage Trail	150,000
Bosworth Battlefield Site	180,000 (site), 22,000 (visitor centre)
Battlefield Steam Railway	21,000
Ashby Castle	13,000
Ashby Museum	2,000
Snibston Discovery Park	94,000
Twycross Zoo	400,000
Conkers, Moira,	230,000

27. The existence of an established tourist industry in the wider area will help to quickly generate visits to the canal. It will also be well prepared to benefit from canal visitors. All local attractions should experience an increase in visitor numbers following the restoration of the canal. Initiatives such as joint marketing or shared ticketing and simple word of mouth recommendations can all work to increase the flow of visitors

between attractions as well as building up a 'critical mass' to attract even more visitors from further afield.

28. The potential of the National Forest (in which the project is located) to draw visitors from all over the country is particularly exciting. The Forest is already becoming a major recreation and tourist destination with the prospect of attracting very large numbers of visitors. The National Forest Strategy suggests, as a peak figure, as many as 5.9 million visitors per year. The Forest will provide a mix of both formal site-specific activities and more widespread informal pursuits. The various attractions will be interlinked by a comprehensive network of paths and trails. This setting will inevitably boost the popularity of the Ashby Canal and see it established as an important gateway into the Forest. The canal will particularly link with the developing Heart of the National Forest Park that brings together a hub of activities centred on Conkers to provide a recreation and health resource for the Midlands.

29. The potential for attracting visitors will also be enhanced by the area's excellent accessibility. Measham has direct access to the M42/A42, which links the West Midlands to the M1.

30. Table 2 shows total forecast visitor numbers and associated expenditure and indicates a benefit to the local economy of about £2,700,000 p.a.

Table 2 Annual Visitors and Spend

Visitor	Number of person/days (pa)	Spend £ (pa)
Private Boats (cruising)	7200	93,000
Private Boats mooring at Measham	960	5,3000
Private Boats (costs)		57,000
Hire Boats (visiting)	3000	37,000
Trip /restaurant boat	7650	77,000
Anglers	5,000	35,000
Other visitors	36,000	810,000
Business	1,000	10,000
Overnighters	3,000	78,000
TOTAL*	63,810	1,202,300
Measham Wharf Shoppers	300,000	1,500,000
Combined TOTAL	363,810	2,702,300

* This is effective total local spend, excluding 'Measham Wharf' development

III Job Creation

Baseline Position

30. There are currently some 80 workplaces in Measham employing about 1,100 people. About 75% of this total work is in manufacturing or construction. Of the remainder, some 14% are employed in retailing or private services and 4% in other business activities. The balance is made up of education and health workers. This composition reflects the industrial background of the town. The scope for expansion of the non-industrial sectors is clearly substantial.

New Jobs

31. The project will create jobs, both permanent and temporary, in the following areas:

- a) Measham Wharf
- b) Other development sites
- d) Canal based operations
- c) Measham area
- e) Canal construction

Permanent Jobs

Measham Wharf

32. The proposed development of 5,000 m² of mixed retail/business/residential units will create a substantial number of jobs. Although the split of mixed development has not been precisely determined, it can be assumed that there may be 1,600 sq. m. of office development, 1,600 m² of retail and 1,800 m² of residential. Standard job creation ratios indicate that this floor space could create 40 full time jobs office/retail, with a further 10 for a hotel/restaurant. There may also be 1 job associated with the overall management and promotion of the Measham Wharf development.

Other Development Sites

33. The possibility of an off-line development of a marina offering long term moorings, boat brokerage, fuel sales etc. is likely to create 1 full time job equivalent. The Measham Station Goods Shed currently accommodates a boat building/repair business, on the expectation that the canal will be built, and the proprietor has indicated that there will be expansion of employment when this occurs, with a potential extra 5 jobs.

Within Measham

34. The additional demand for goods and services generated by the canal and Measham Wharf is likely to lead to the creation of new businesses and business expansion (e.g. a chandlers, fishing tackle shop, cafe). Various assumptions must be made in forecasting the actual number of jobs created.

35. Table 2 shows a total spend of some £1,200,000 locally (total spend of visiting boats, (private and hire) and other visitors including business visitors). At an assumed 20% of revenue to the local economy being spent on salaries and a salary (including benefits and costs) of £20,000, 12 additional jobs would be created.

36. In addition, the 50 full time jobs created at Measham Wharf would generate some £750,000 of disposable income (at £15,000 per employee). Assuming that only 50% is spent locally and of this two thirds is spent in Measham this would give £250,000, itself inducing 4 jobs, giving a total of 54 jobs.

37. There will be a total of 73 permanent jobs (see Table 3) representing an increase in existing employment in Measham.

Temporary Jobs

Measham Wharf

38. The estimated cost of the development is about £5,600,000. Based on 1 construction job created per £110,000 investment the development should create about 50 temporary jobs (see Table 3).

Other Development Sites

39. The value of the Marina Development would be about £200,000 and the Measham Station Site development, overall, about £400,000. This suggests a total of about 6 construction jobs.

Measham centre

40. New premises and conversion and expansion of existing properties could create or safeguard an estimated 6 jobs (assuming £600,000 worth of building activity - see Table 4).

Canal Construction

41. The construction of the canal is forecast to cost £10,000,000. It is estimated that the work will create some 90 temporary jobs.

Induced Jobs

42. The above total of 152 construction jobs will result in increased temporary expenditure in the local economy. The amount of spend will tend to be less than for permanent jobs (as many construction workers will be based outside the area). Assuming a local spend of 10% of £15,000 per employee, this would generate £228,000. At £20,000 per job this gives 11 induced temporary jobs.

Table 3 Job Creation Totals

<i>Permanent</i>	
Measham Wharf	55
Measham Village Centre	12
Other Development Sites	6
TOTAL PERMANENT	73
<i>Temporary (annual equivalent)</i>	
Measham Wharf	50
Measham centre	6
Other Development Sites	6
Canal Construction	90
Induced	11
TOTAL TEMPORARY	163

IV Land Values

43. An increase in land values is an important indicator of economic regeneration and can in itself stimulate further inward investment and developer confidence. The development of vacant land in the centre of Measham for high quality commercial/residential use will have an immediate, positive 'knock on' effect on land values

throughout the town. The scale of this increase will be particularly enhanced by the presence of the canal. There is evidence nationally of a general premium associated with properties in a waterside development in the order of 8%. This can rise to 19% for properties with an actual water frontage.

44. The change in image of Measham from a run-down pit village, suffering from all the problems related to mining decline, to a place with a new, vibrant heart and dynamic future will bring about a widespread improvement in land values.

Table 4 Private Sector Investment

Measham Wharf	£5,600,000
Measham Village	£600,000 (assuming 2 new build properties at £100,000 each and 6 extensions at £50,000 each)
Marina	£200,000
Measham Station Site	£50,000
TOTAL	£6,450,000

45. Tables 5 and 6 summarise the range of private sector outputs that can reasonably be expected from the project.

Table 5 Private Sector Outputs

1. Business/Retail Development	
Measham Wharf	5,000 square metres
Measham Town Centre	300 square metres (assuming 2 new build properties at 60 sq.m. each and 6 extensions at 30 sq.m. each)
Marina	100 square metres
Measham Station Site	100 square metres
TOTAL	5,500 square metres
2. Residential Units	
Measham Wharf	15 units
3. Land Development	
All Sites (excluding canal)	2 Ha

Table 6 Summary of Outputs

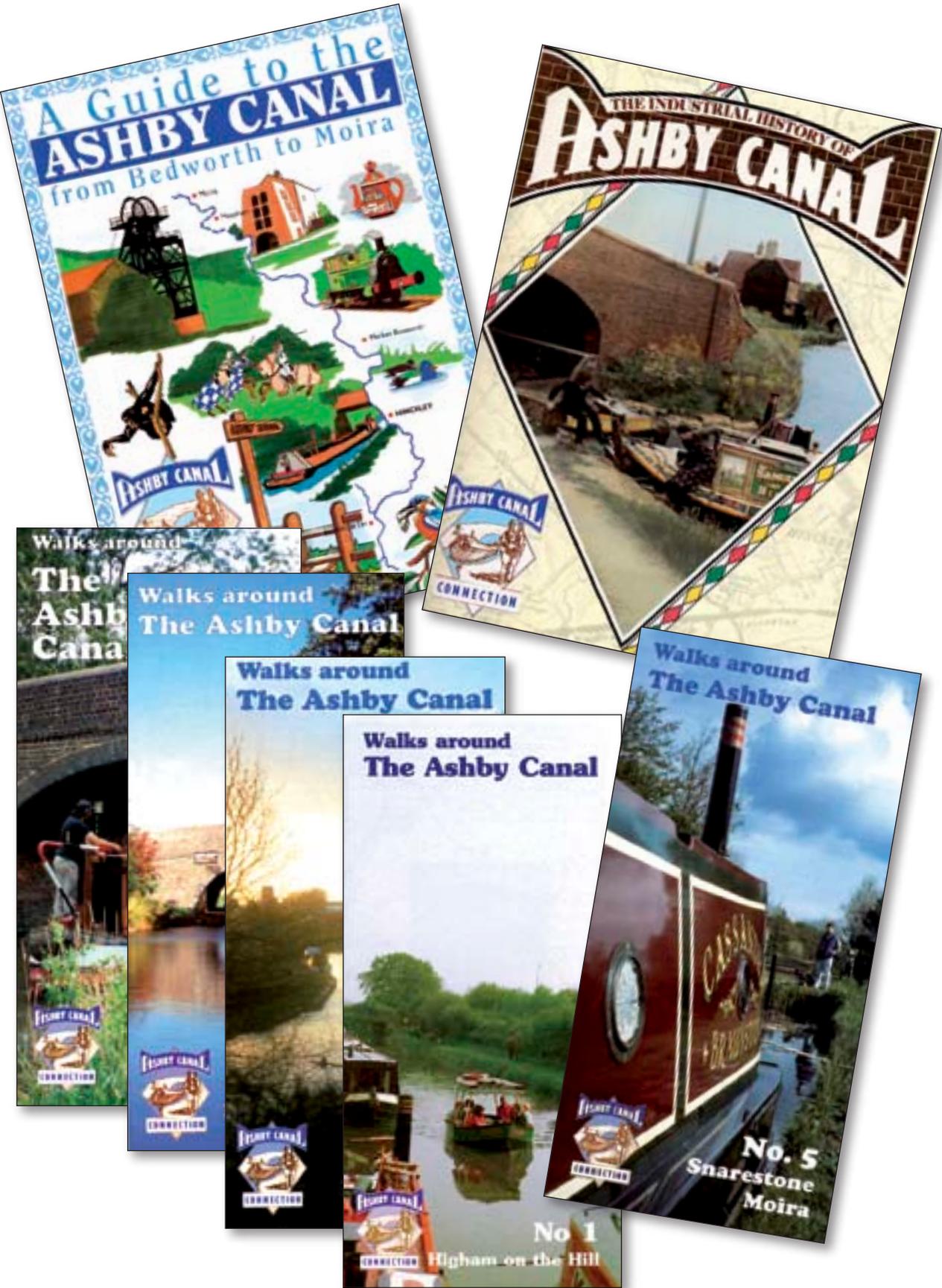
Private Sector Investment	£6,450,000
Annual Visitor Spend	c. £2,700,000
Employment (permanent)	73
Employment (temporary)	163
Business/Retail Floorspace	5,300 sq.m.
Residential Units	15
Land Development	2 Ha

V Conclusions

46. The restoration of the Ashby Canal between Snarestone and Measham will play a key role in completing the regeneration of an area of mining decline. It will provide the focal point and catalyst for investment and new development, continuing the restoration of vibrancy, confidence and ultimately prosperity to the local community.

47. The potential of the project to encourage new economic activity is substantial and on its own goes much of the way in justifying the high level of public investment required. When the non-economic benefits of the project are also taken into account, (such as environment, social, heritage, recreation and community pride), the total return becomes extremely attractive.

Publicity leaflets



Leicestershire County Council (Ashby de la Zouch Canal Extension)
Order 200X

ENVIRONMENTAL STATEMENT

NON-TECHNICAL SUMMARY



ENVIRONMENTAL STATEMENT

Non Technical Summary

Dec 2003

Volume 1

PART 1

The Transport and Works Order process requires an Environmental Statement (ES) to be prepared for most Order applications. This ES has been compiled in support of the proposals to restore the Ashby Canal north of Snarestone to Measham, a length of about 4500m. Volume 1 of the ES covers the scheme and the likely environmental impacts. Volume 2 covers the annexes and considers in detail the survey results relating to the ecology of the navigable section immediately south of the length which is the subject of the Order, and that of the length proposed to be restored.

0. Introduction

The Ashby Canal was completed in 1804, to serve the Measham and Moira collieries. 13Km of the lock free canal was closed to Snarestone by the mid 1960s. The remaining canal is popular with boaters, anglers and walkers, and a haven for wildlife. In 1994, a project was formalised (led by Leicestershire County Council and including North West Leicestershire District Council, and the then Countryside Commission and Rural Development Commission) to restore the Ashby Canal. An isolated 2km length of the Ashby Canal has been recently restored at Moira.

1. Information describing the project

It is proposed to restore the Ashby Canal from its current terminus north of Snarestone to Measham, to assist the economic and environmental regeneration of the area, much affected by the effects of coal mining. As far as possible, the canal will follow its original route. To minimise severance and avoid a housing development in Measham, diversions from the historic route have been made, the most significant of which being the reuse of an abandoned railway line to facilitate establishing the route into Measham with minimum disruption.

The project will require about 20 Ha of land, of which 6 Ha is required for temporary occupation for construction purposes. Major elements of the scheme include a stop lock, accommodation bridges, an aqueduct over the Gilwiskaw Brook and over Measham High Street, a marina for offline moorings and a basin at 'Measham Wharf' for visiting boats. Consultation has been carried out, and the project has a high level of support, both locally and within regional and national strategies. As the northernmost 10 km of the existing Ashby Canal has been designated a Site of Special Scientific Interest (SSSI), English Nature has expressed concern regarding the effect of movements on that length. Recently, the Gilwiskaw Brook has been designated as part of the River Mease candidate Special Area of Conservation (cSAC). As the canal is proposed to pass over the brook by aqueduct, concern has been raised relating to water quality issues relating to the cSAC status of the Gilwiskaw Brook.

2. Information describing the site and its environment

The first 1400m of the canal line follows the original route, with several residential properties alongside or near the line. The route is initially derelict land, bounded by arable and pastureland, shortly crossing a main river, the Gilwiskaw Brook. For a further few hundred metres, the route crosses arable and pastureland, passing a residential property, a farmhouse and a brick and terracotta works, before occupying the old railway line. Approaching Measham on the disused railway route, about 50 houses are adjacent to the line, which is in a cutting at this point. A further 25 properties are adjacent to the proposed route beyond the High Street. From there on, the first section of the line is on an embankment, covered with scrub, trees and vegetation, most of which will need to be removed to facilitate the construction.

Geological and hydrological surveys have been carried out to establish the ground conditions and establish the likelihood of a water supply. Conservation Area, landscape and public access issues have been addressed, and the scheme will have no significant effect on these matters once the canal is built...

The project is supported by the Local Plan policies of North West Leicestershire District Council and the Structure Plans of Leicestershire County Council. East Midlands Development Agency (emda) supports the principle of canal restoration given in the Government paper "Waterways for Tomorrow" and also the restoration of the Ashby Canal. The majority of the canal route is within the National Forest and is supported by the National Forest Company as a focus for recreational activity and as a wildlife corridor in its own right.

3. Assessment of effects.

Part of the project is to aid the economic regeneration of Measham. There will be a net increase in visitors to Measham as a result of the canal development, with an attendant increase in spending within the area. The physical impact will be moderate compared to the effects of recent major new housing developments within the village. Car parking will be provided by the village centre car park, currently under utilised.

The canal will not be prominent in the landscape, with the exception of intentionally high profile areas such as the proposed aqueduct across the High Street, and the Measham Wharf. The most disruptive element of the work will be the building of the aqueduct, and the length immediately beyond the High Street, and attention will be paid to sympathetic building and landscaping at this point. The Measham/Moira Trail will be reinstated, there will no loss of rights of way and current permissive paths will be retained and extended where appropriate. There will be no sterilisation of coal resources, but there will be some field severance south of Measham. The main river, Gilwiskaw Brook will not be significantly affected... Construction will be subject to approval by English Nature of the techniques to be used, and the time of year for the works to be carried out. It is not expected that there will be any significant land drainage issues which cannot be easily resolved by consultation at the full design stage.

There will be some additional vehicular traffic generated as a result of the development, with the secondary effect of the canal scheme being to increase employment opportunities, both canal-orientated and within Measham.

Water resources have been considered, and proposals include a winter storage lake on land off Bosworth Road, with augmentation by groundwater and surface water sources.

Mitigating Measures

The development of the proposals and design has been an iterative process, allowing mitigation measures to be built into the design. Where not on the original canal line, the route chosen has been designed to minimise severance and maximise the environmental and economic benefits. The structures associated with the canal have been designed to avoid impacts upon features of conservation importance, such as the Gilwiskaw Brook (part of the River Mease cSAC). In sensitive areas, detailed method statements will be produced, which will require approval from English Nature and the Environment Agency prior to use.

There will be a re-seeding and planting scheme as part of the works, and it is proposed that a landscape maintenance regime be put in place for at least the first five years after implementation.

Other mitigation is discussed in Part 2.

Summary:

Based on the information given in the full ES, the impact of the restored canal on boating activity on the SSSI length of the Ashby Canal is a significant issue, and is considered in detail in Part 2. Otherwise, the canal will, with careful design and due measures taken have no significant adverse impact on the environment, indeed will do much to enhance the landscape and increase the biodiversity of the area.

Volume 1, Part 2

Ecological Impact Assessment

Part 2 of the Environmental Statement provides a detailed assessment of the ecological impacts of the proposed restoration of the northern section of the canal. Impacts on the existing canal channel lying between Lime Kiln bridge, A5, Hinckley, to the current terminus at Snarestone, and the proposed route of the new canal channel have been assessed. This includes an assessment of the significance of identified effects on designated sites and protected species. Information to inform an Appropriate Assessment of effects upon the River Mease cSAC is also included.

Methods

The assessment follows published best practice guidance. The features present in the area were identified and assessed for their importance. The source and scale (magnitude) of effects on these features arising from the proposals was quantified. Ways of reducing or avoiding these effects were considered (mitigation), before predicting the significance of the residual effects upon wildlife features.

The ecological features associated with the canal and its proposed route were identified from historic surveys, new surveys and consultation.

Surveys of habitats, water plants, birds, bats, white-clawed crayfish, aquatic invertebrates, dragonflies and damselflies, and other protected species (e.g. badger, water vole) were completed between 1997 - 1998. The condition of water plants within the northern section of the canal has also been assessed between 2001 – 2003 inclusive. Boat numbers have been recorded on the northern length of the Ashby canal since 1998. There have been discussions with English Nature,

British Waterways and the Environment Agency throughout the project. Local data records centres have also been contacted to supply information. Features have been assessed as of international, national, regional, county or local value to nature conservation, based on national and local rarity and importance as defined in published lists and documents (e.g. UK Biodiversity Action Plan, Leicester, Leicestershire and Rutland Biodiversity Action Plan etc.).

Features of Importance

Designated sites

Two sites designated for their nature conservation importance are present in the area; the River Mease cSAC, which is of international importance, and the Ashby Canal SSSI, which is of national importance. The River Mease has also been designated as an SSSI.

The River Mease cSAC was designated in August 2000 for its populations of white-clawed crayfish, spined loach, bullhead, otter and water crowfoot plant communities. The Gilwiskaw Brook, which is crossed by the proposed route of the canal channel, is a component part of the cSAC.

The Ashby Canal SSSI lies between Carlton Bridge and the current canal terminus at Snarestone, and was designated in 1989. It has been designated for its varied water plant communities (including more than 8 species of pondweed), the diversity of dragonfly and damselfly species, and the presence of particular rare species such as white-clawed crayfish.

Habitats

Woodland and hedgerows adjacent to the canal corridor within the SSSI have been assessed as of county importance, whilst other terrestrial habitats within the SSSI have been assessed as of local value. Terrestrial habitats associated with the non-SSSI portion have also been assessed as of local value. The habitats present along the proposed route of the canal are generally of negligible value. Mature trees along the proposed route have been assessed as of county value, and some of the hedgerows are of local – county value.

Water Plants

Water plant species are a notified interest feature of the SSSI. Monitoring work undertaken for this assessment has shown that there have been significant declines in the variety of plant species found (particularly submerged species) in the canal since the site was designated as an SSSI. The greatest level of change has been noted between 1987 and 2000. There are a range of possible causes for the observed changes. Increases in boat movements, elevated silt and sediment levels, and reduced light levels (from tree cover and suspended materials), are all thought to be contributory factors. British Waterways, with the agreement of English Nature, has introduced a phased dredging programme and woodland management scheme, which it is hoped will help to restore the plant communities to that present at the time the SSSI was designated. For the purposes of the assessment, the plant communities were assessed as of national value at the time the site was designated, but are considered to have declined to county value in 2003.

The plant communities present in the non-SSSI portion of the canal (i.e. between Carlton Bridge and Hinckley) are also assessed as of county value (based on data collected in 1997).

Water plant communities along the proposed route of the canal restoration are confined to the Gilwiskaw Brook. As water plant communities form a component part of the cSAC, they have been considered as of international importance.

Aquatic and Riparian invertebrates

The variety and rarity of the invertebrate communities in the canal channel and margins is a notified interest feature of the SSSI. Whilst there have been some changes in the species that are present at the canal between 1987 and 1997, the canal supports ten species of dragonfly, making it of national importance for this feature.

The non-SSSI portion of the canal has also been assessed as of national value for the presence of the native white-clawed crayfish. Other invertebrate communities have been assessed as of county value.

The aquatic invertebrate communities associated with the Gilwiskaw Brook have been assessed as of county value. The white-clawed crayfish is a component feature of the SSSI and cSAC designation.

Terrestrial invertebrates

Terrestrial invertebrate communities of the existing canal channel and proposed route have been assessed as of local value.

Reptiles and amphibians

Grass snakes, slowworm, frogs and toads have been recorded from the canal corridor. Both the existing SSSI and non-SSSI portion have been assessed as of local importance for reptile and amphibian populations. The reptile and amphibian populations associated with the proposed canal route have also been assessed as of local value.

Birds

Bird surveys undertaken for this study have highlighted the importance of the habitats adjacent to the canal corridor, mainly woodland and scrub, for birds. The bird populations associated with the existing (SSSI and non-SSSI) and proposed canal corridor have been assessed as of regional value for bird populations, mainly for the presence of woodland species.

Mammals

The water shrew is listed on the SSSI citation. Water voles are also known to be present. Mammal populations associated with the SSSI have been assessed as of regional – national importance. The populations associated with the non-SSSI portion have been assessed as of county importance, mainly due to the presence of water vole. Mammal populations along the proposed route of the canal have been assessed as of county value. Otter are a notified interest feature of the River Mease cSAC.

Fish

The Ashby Canal supports a coarse fishery, which includes the introduced fish species, zander. British Waterways has an active control programme for this species. The fish populations within the SSSI have been assessed as of county value, whilst those within the non-SSSI portion have been assessed as of local value.

Two species of fish are notified interest features of the River Mease cSAC; bullhead and spined loach.

Predicted Impacts

Effects may arise during the construction or operation of the new canal channel.

Impacts due to construction

The construction of the new canal channel is predicted to have positive impacts for a variety of features; it will create new areas of open water and wetland habitat, leading to new areas for colonisation by water plants, aquatic invertebrates and fish. It will also provide new, sheltered areas for birds, mammals, reptiles and amphibians. The habitats to be lost to the new canal channel are generally of low value for wildlife.

Impacts of minor significance upon features of the SSSI are anticipated during construction of the stop lock that will link the existing canal channel with the new channel. These will be limited to the area of construction (c. 10 m), and can be minimised or avoided by the application of good working practices, and the translocation of wildlife under supervision of a suitably qualified ecologist. There will also be disturbance to bird populations in the vicinity of the stop lock, which have been assessed as of minor significance.

The construction works are not predicted to have any significant effects upon features of the non-SSSI portion of the canal (between Carlton Bridge and Lime Kiln Bridge).

Impacts due to operation

The greatest potential impacts identified relate to the effects of an increase in boat traffic upon the water plant populations of the SSSI. Three different development scenarios have been considered:

- Changes in boat movements over time, in the absence of the development;
- changes in boat movements resulting from the construction of a new canal channel to Measham with an associated marina; and
- changes in boat movements resulting from the construction of the new canal channel to Measham, but without the marina.

For each scenario the impacts upon the existing (2003) plant communities have been assessed, together with a prediction of the effects upon the communities that were present at the time the site was designated. This latter situation has been considered to take account of the current management that is aiming to restore plant communities in the canal.

It is predicted that the significance of the effect of all three development scenarios upon the existing water plant communities (recorded in 2003) would be negligible to negligible – minor. If, however, the current management activities are successful

in restoring the plant communities to the variety and abundance present at the time of designation, then the impacts are predicted to be of major significance. The management regime includes selective felling of trees, and a phased dredging programme, which is in its third year. The success of these measures has not yet been demonstrated.

Increases in boating activity are also anticipated to have an impact of medium significance upon aquatic invertebrate populations in the SSSI.

A phased series of mitigation measures has been included to ensure that effects on water plants and invertebrates are reduced or avoided. A monitoring programme will be used to trigger different levels of response. Proposed mitigation measures include a continuation of the dredging programme and woodland management, limiting the future expansion of mooring, speed limits, and ultimately, limiting access to the new section of canal.

A number of effects of minor significance are also predicted. These include:

- Effects upon aquatic plants, aquatic invertebrates and fish in the SSSI from accidental spills of oils, fuels, sewage etc. There is a risk of spills at the moment, but an increase in the number of boats using the canal will lead to a related increase in the risk of such events occurring.
- Effects on water plants (if restored to their status at the time of designation), aquatic invertebrates and fish of the SSSI in the vicinity of the new stop lock as a result of changes in water quality caused by localised mixing of water between the existing and new canal channels.

Based on the features present in the canal SSSI in 2003, the cumulative impacts of the proposals upon the SSSI are considered to be of negligible – minor significance. If, however, the canal is restored to its condition at the time it was designated as an SSSI, the significance of the impacts has been predicted as major.

Effects of negligible – minor significance are anticipated for the water plants, aquatic invertebrates, and birds present in the canal outside the SSSI (between Carlton Bridge and Lime Kiln Bridge). These are predicted to arise from anticipated increases in boat traffic, and associated disturbance. There are no current limits on boating activity within the canal corridor. Effects of minor – medium significance are anticipated upon crayfish populations as a result of the anticipated increases in boat traffic.

River Mease cSAC

Where a project is likely to have significant effects on a site of European importance (e.g. a cSAC), the competent authority is required to carry out an Appropriate Assessment. This should consider whether the proposals will affect the integrity of the features for which the site has been designated. The notified interest features of the River Mease cSAC are plant communities, bullhead, spined loach, white-clawed crayfish and otter populations. Information to inform such an assessment is included within Section 7 of Part 2 of the Environmental Statement.

An aqueduct has been included within the design, to ensure that the canal crossing does not affect the River Mease cSAC. Construction works will be supervised by a suitably qualified ecologist, and this, combined with the use of good working practices

and method statements approved by English Nature and the Environment Agency, as appropriate, means that no significant effects upon the integrity of any of the notified interest features of the River Mease cSAC are anticipated from the construction of the new canal channel.

No significant effects upon the integrity of the notified interest features are anticipated as a result of the operation of the new canal channel under normal conditions.

The impacts of accidental events, such as releases of water from the new canal, or the introduction of non-native fish species, such as the zander, have also been considered.

The design of the new channel will minimise the risk of any accidental leaks or spillages; there will be no discharges from the canal into the Mease catchment; and the aqueduct will be able to be isolated from the rest of the canal, preventing releases of water. It has been predicted that any releases of water would not have significant effects upon the integrity of any of the notified interest features of the River Mease cSAC.

The assessment considers what *additional* effects the scheme may have, compared to the situation in the absence of the development. Zander are a non-native fish species that prey on other fish. They prefer dark, slow-flowing waterways and are present within the Ashby Canal. There is an existing risk that they may be introduced into the River Mease catchment, and the assessment considers two possible future scenarios if the new section of canal is not built, and how construction of the new channel may affect these. The two scenarios are:

- Zander are released/escape into the River Mease, but are unable to survive due to the conditions present; and
- zander colonise the Rive Mease system.

Zander may currently escape into the Mease catchment, and so the first scenario may represent the present situation. Under this scenario zander are unable to colonise the river, and accidental releases would not represent any change on the baseline.

Under the second scenario, zander could be anticipated to have some effects upon the bullhead and spined loach populations. Because of the relative habitat preferences of bullhead (and white-clawed crayfish), it is predicted that they could co-exist with zander, and impacts upon bullhead populations are predicted to be minor. There is greater potential for impacts upon spined loach populations, which have been assessed to be minor – moderate in scale and hence of minor – major significance.

It is concluded that the proposals do not represent an *additional* change to those that might be anticipated even if the development does not proceed. Thus, the proposals are not likely to cause a significant effect upon the integrity of the notified interest features above what is likely to happen in the absence of the development.

Predicted increase in usage of SSSI –

The usage predictions have been divided into 3 scenarios, relating to the extent and nature of the restoration:

1: No restoration. Under this condition, the change in boat traffic will be based on the British Waterways predictions for increase in boat traffic over the canal system, with local adjustment. This predicts an increase from 3420 to 3850 by 2008.

2. Restoration to Measham, including a marina. This scenario predicts a total of 5690 boat movements traversing the SSS by 2008

3. Restoration to Measham without a Marina . Boat numbers traversing the SSSI are predicted as 4190 by 2008.

Other uses.

Walking and angling will continue to be dominant, but predictions indicate that angling on canals will remain static or decline and cycling on towing paths is on the increase. Data on this subject is limited, so it is not possible to make precise estimates.

The Ashby Canal in the National Forest

The National Forest

The National Forest is becoming a vast new forested landscape for the nation across 200 square miles of the Midlands (Plan 5) including some of the communities more seriously affected by the decline of the local mining industry. Eventually around a third of the area will be wooded, with trees framing a mosaic of farms, open land, towns and villages.

From a starting point of 6% woodland, cover has risen to over 16% in a little over a decade, but the Forest is, however, about far more than trees. It is about transforming the landscape, creating rich new wildlife habitats, providing a major new recreation and tourism resource and helping to regenerate the local economy. All of this activity is vastly improving the quality of life for local residents and visitors to the area.

The Forest's creation is spearheaded by the National Forest Company (NFC), a Defra sponsored non-departmental public body. The NFC works in partnership with a wide range of public, private and voluntary sector interests, landowners and local communities to make the Forest a reality.

The Ashby Canal

The NFC has worked with Leicestershire County Council and the Ashby Canal Restoration Project for over 10 years and values it as a key partner in helping to deliver the objectives of The National Forest. Re-watering of the canal is recognised as an important element of the Government endorsed National Forest Strategy, 2004-14. Restoration of the Ashby Canal will provide an important new 'gateway' to the Forest, enabling it to be accessed by boats from the national canal network, making it a holiday destination in its own right. Users of the towing path will benefit from this as an extension of the Forest trail network. Restoration will also contribute to a wide range of Forest objectives, including:

- Recreation – providing opportunities for new activities, such as pleasure boating, canoeing and fishing.
- Public access – new towpaths will be accessible for walkers, disabled users and cyclists and link into the Forest's wider trails network.
- Tourism – the canal will help to link existing visitor attractions as well as being an attraction in its own right.
- Biodiversity – a major new wildlife corridor with waterside habitats, water space for aquatic animals and birds, and other adjoining habitats along its course.
- Derelict land reclamation - construction of the canal will bring derelict land back into beneficial environmental and economic use.
- Economic regeneration – the canal's construction and associated business development will contribute towards economic regeneration. It will also help to improve the image of the area, which will enhance the growing reputation of The National Forest as an attractive place in which to live and encourage new inward investment.

- Community involvement – the canal will help to install new community pride and create a new sense of place. It will also create opportunities for community involvement (e.g. canalside tree planting) and provide a valuable new educational resource for schools and colleges.

For all of the above reasons the NFC supports the further re-watering of the Ashby Canal, as an important part of the Strategy for the wider development of The National Forest. This will build upon the tremendous success of the 2.1km already re-watered in the Forest area over recent years, between Donisthorpe and the new Conkers Waterside.

Measham Station

The Measham Station site is located south of Measham High Street and work carried out to date has centred on the provision of:

- a) an access road and parking,
- b) new and expanded accommodation for a local boat-builder by refurbishing a railway goods shed,
- c) the development of community owned Measham Millennium Green consisting of a Medical History Garden, sundial sculpture and nature area to provide a cultural centrepiece for the village, and,
- d) raised ground levels to enable the restoration of the Ashby Canal through the site.

The Measham Station building itself has not yet been restored and is currently in a derelict condition. Proposals have been prepared however to restore the building to provide new tourism business space and new premises for the Measham Museum. Restoration will improve the environment, image and economy of the area and provide an exciting new cultural and economic focus for the village.

The principal objectives of the scheme are to:

- Improve the environment
- Enhance the local cultural resource
- Restore a locally important historic building
- Create jobs
- Develop the local economy

The scheme has evolved over several years taking account of existing and potential developments at the site (as identified above) in consultation with the local community. It is anticipated that the scheme will proceed in advance of restoration of the canal through the site.

Press coverage

NEWS

PROJECT: WORK TO RESTORE A STRETCH OF AN HISTORIC WATERWAY GETS UNDER WAY

New lease of life for canal



Work has begun on a £30 million project to restore a 200-year-old Georgian waterway to its former glory.

The money is being spent on extending Ashby Canal from Southstone to Measham, in Leicestershire.

The two-and-a-half-mile stretch of waterway will be widened to 200ft and deepened to 10ft.

A series of studies and reports have been carried out in the area since 1980, and the project is now being put into action.

The work was finally given the go-ahead in the autumn by the Government, which granted the first Transport and Works Order to lay land for a canal restoration in the UK.

Geoff Purglove, Ashby Canal project officer, has described this momentous 10 years.

"It's a giant step in our ambition to restore the whole of the canal to its former glory."

"It will eventually help generate business and mean more jobs for the area."

Offers apply to one additional acre and are for a 10-year period. The land is available for a maximum of 10 years. The land is available for a maximum of 10 years. The land is available for a maximum of 10 years.

Government go-ahead for canal plan

By Rachel Parish

PLANS to continue the restoration of the Ashby canal, which passes through Measham and Southstone Leicestershire, have taken a big leap forward.

The county council has been told by the Government (DfT), that it has been given the go-ahead to restore the waterway from Southstone to Measham.

The proposed 2½ mile length of canal will reconnect Measham to the 2,000 mile canal in the centre of the village rather than the current dead end in fields north of Measham.

This will connect a new 'Measham to Measham' section of the canal to the existing Ashby Canal already running from Measham to Southstone.

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New waterway to restore link

By Rachel Parish

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MEASHAM SET FOR CANAL LINK

NEWS EXCLUSIVE by ISAAC ASHBY

Villagers will have something stronger in their teapots to celebrate the news that the Ashby Canal is to be restored to Measham.

Leicestershire County Council (LCC) have had confirmation of their application for a Transport and Works Act Order (TWAO) from the government to allow the restoration of the waterway from Southstone to Measham.

Although some concern for rail-sound, drainage and heritage, this is the first time that a TWAO has been approved for a canal.

At present, the Ashby Canal ceases to be a canal as it falls to the south of Measham, but when the TWAO comes into force next year work will begin on pushing the land to reconnect the canal to a point Measham about two and a half miles away.

Dean Measham, county councillor for Measham and Southstone, welcomed the news. "This is good news and many people in the area will be delighted."

"It is a tremendous boost to the economy, environment and amenity in Measham."

These views were shared by MP for the north west, Leicestershire, David Taylor, who said: "There is no doubt that a lot of hard work has gone into achieving this decision and I applaud all those involved over a many years."

The further development of the canal will benefit the community economically and add yet another jewel to the crown of the National Forest area by putting Measham firmly back on the waterway map.

As well as a number of local consultation meetings, a public inquiry into the scheme was held at the National Discovery Park last year.

The three days of meetings was as well attended that the inquiry was

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APPROVED: LEGAL HURDLES BEATEN AFTER INQUIRY

£10m canal dream is back in full flow

by IAN H. PHILLIPS

A £10 million canal restoration project which will provide a former mining village with a landmark aqueduct is back on track.

Preliminary surveys on extending the Ashby Canal from Southstone to Measham in a move to boost tourism will begin in the next few months.

The restored waterway stretching two-and-a-half miles, should be completed within five years.

Leicestershire County Council has been granted approval for the scheme following a protracted inquiry which has delayed it almost a year.

The authority needed a Transport and Works Act Order to enable it to complete the project which had needed for three years.

Landowners George, Secretary and Edward Parks, of the inquiry by opposing the route of the canal, which will cross their land.

Now Environment Secretary Margaret Beckett has read the report of the planning inspector and agreed to issue the order.

It means the canal will be restored to Measham, by connecting a new Measham Water, an aqueduct will be built as part of the scheme across High Street, the main road through the village.

The new stretch will take in the existing Ashby Wildlife Heritage Trail and link up with the two-and-a-half mile stretch on an isolated section at Measham.

The Ashby Canal transport and other growth for the county, the northern members had become the victim of a bad accident. The eight-mile stretch north of Southstone was abandoned by 1900.

Eric White, lead member for community services, said: "We are delighted to have succeeded in obtaining the Secretary of State's approval for the restoration of the canal. The restoration will be of great economic and environmental benefit to Measham and the surrounding area."

The third and final stage of the restoration scheme, following the section between Measham and Southstone, would restore almost the entire length of the original canal and re-locate the section between the County Council and Measham.

Geoff Purglove, county council project officer for the Ashby Canal, estimates that it could be 10 years before the overall scheme is completed.

Dean Measham, county council councillor for Measham, said: "This is a huge boost for the economy, environment and the community of Measham."



Council says yes for Ashby waterway to be restored



LINKS: Geoff Purglove at the canal beside Measham Furnace, which is already restored

Description of key Structures (as identified on plan 3)

1) The Channel

The new canal will be built generally with a channel width varying between 9.5 and 13.5 metres for navigation, wider wherever possible to accommodate mooring, winding and marginal planting. The channel will be reduced to a minimum width of 4.5 metres over a short length at all structures. The majority of the channel will be 1.6 metre designed depth and generally trapezoidal in cross-section but with concrete retaining wall units as vertical sides on one or both banks where land availability or topography causes width restrictions. Puddle clay following the traditional manner will be the preferred system of waterproofing.

2) Snarestone Connection

Although a stop lock raising the water 200mm above the existing Ashby Canal water level is currently required by British Waterways to protect its water resource it is thought that a pair of flood gates at existing water level will be more appropriate provided an adequate water source can be identified and agreed.

3) Farm Accommodation Bridge

The bridge will be designed to accommodate modern agricultural equipment allowing for existing land use together with access over the canal for users of public footpath Q31. The 9 metre span arch structure will be of traditional brick construction in appearance but with the core formed in reinforced concrete.

4) Gilwiskaw Brook Aqueduct

The crossing will be achieved via an aqueduct over the watercourse which will be designed in conjunction with the Measham High Street aqueduct. The aqueduct will comprise a single 20 metre long simply supported span comprising a steel plate girder trough with a stainless steel tube edge beam supporting the towpath and parapet rails. The steel work will be covered by removable Glass Fibre Reinforced Plastic enclosure fairings for protection, reduced maintenance and to ensure aesthetically clean lines. The superstructure will be carried on reinforced concrete bank seats founded on piled foundations set in bedrock. These bank seats will incorporate flood gates and transitional floating slabs to accommodate the variable bearing capacity of the earth canal channel and the structure. There will be towpath access across the aqueduct. The canal water level will be approximately 8.5 metres above the invert of the brook.

5) Gilwiskaw Brook Pumping Station

It is intended that water will be extracted from the Gilwiskaw Brook (using a submersible pump to draw from a sump adjacent to the brook) to initially fill and thence maintain both the canal extension and a storage lake. The storage lake will be used as a resource to top up the canal when necessary during the summer. It is thought likely, however, that the Environment Agency will limit extraction to the winter months only and other sources

of supply may also be required. These are currently being investigated and the initial findings appear promising.

6) Gallows Lane Road Bridge

This bridge which will be of standard highway design in reinforced concrete will enable the B4116 Gallows Lane to cross over the canal near the Bosworth Road junction. A simply supported deck of 9 metres span will carry a 7.3 metre wide single carriageway with extra wide footways to satisfy highway visibility requirements at the road junction. The concrete abutments will be clad in blue brindle brickwork.

7) Footbridges

Two timber footbridges in oak supported by concrete piers clad in blue brindle brickwork will be constructed to carry public footpaths P85 and P90 over the canal in the vicinity of the marina. These footbridges will be similar in design to the one over the rebuilt canal in Donisthorpe Woodland.

8) Marina

The marina will be designed to provide long-stay and permanent off-line boat mooring and will have a water area of approximately 6,000m² capable of accommodating about 60 boats. Construction specification will be similar to that adopted for the canal channel.

9) Winter Storage Lake

The winter storage lake will have an area of some 18,000m² (approximately 4.5 acres) and with a capacity to store 72,000m³ of water, 50,000m³ of which will be available for topping up the canal leaving a minimum residual water volume of some 22,000m³ to sustain plant and wildlife.

10) Horses Lane Bridge

An existing three span skewed brick arch bridge carrying Horses Lane over the former railway will be adapted to allow the canal to pass through the centre arch and the towpath to pass through a side span. This structure which is situated on the edge of the conservation area is a fine example of the area's industrial heritage and fits well with the vernacular architecture of the the railway station building and goods shed.

11) Slipway and Dry Dock

The former railway station area off Manning's Terrace is earmarked as the boat repair and servicing point for Measham. The old railway goods shed has already been renovated by the County Council and is now occupied by a successful canal boat builder. To provide a full range of services available to boat users at the northern end of the Ashby Canal the new canal construction at this point will include fuel and sanitary stations together with a slipway and dry dock. These latter two facilities will be designed to accommodate narrowboats and broad beam craft up to the 72 foot maximum length which will enable repair, repainting and overhaul works to be undertaken out of the water and under cover.

12) Millennium Green and Measham Wharf Swing Bridges

Two swing bridges comprising a timber and steel superstructure mounted on a bearing housed within a reinforced concrete sub structure clad in blue brindle brickwork will be built to provide maintenance and emergency vehicle access and afford pedestrian circulation around the Green and Wharf areas. These bridges will be similar to the swing bridge at Moira Furnace and will be similarly precisely balanced to enable hand operation with no motive power requirement.

13) High Street Aqueduct

This aqueduct will exhibit a profile designed to lose its mass and highlighted by a stainless steel edge beam and nautical style stainless steel wire parapet guards contemporary with and fitting for the 21st century. The design, deliberately open to serve not only the canal but to enhance the High Street and avoid splitting the village, will be the similar to that for the Gilwiskaw Aqueduct employing a continuous steel plate girder trough 60 metres long but in 3 spans in this instance. The steel work will be covered by removable enclosure fairings for protection, reduced maintenance and to ensure aesthetically clean lines. The superstructure will be carried on reinforced concrete abutments and piers which will be clad in blue brindle brickwork and founded on piles bored or driven into the bedrock. The abutments will incorporate flood gates and transitional floating slabs to accommodate the variable bearing capacity of the earth canal channel and the structure. The aqueduct will designed to achieve adequate headroom clearance for road traffic. There will be towpaths on either side giving access to the canal, the restored Measham Station, public library and other amenity areas and car parking.

14) Measham Wharf

This canal basin with a water area of 2,200 m² will be designed specifically to cater for short-term visitor moorings, with provision for potential commercial operations such as trip and restaurant boats if required. Sited on the original canal line at the historic site of a former Measham wharf it will form the terminus of the current phase of the restoration and will form a key part of the regeneration and development initiatives designed to provide a focal point at the heart of the village. Construction specification will be similar to that adopted for the canal channel.

SWOT Analysis

Strengths

- Substantial benefits for rural regeneration/quality of life
- Key element of the developing National Forest and Heart of the National Forest Park
- Strong community support
- Transport and Works Act Order made
- LCC experience of canal construction
- Successful canal restoration between Donisthorpe and Moira
- Strong partnership support
- Scheme identified as a national priority by IWAAC and British Waterways
- Some funding for design and development already identified
- Long term sustainability

Weaknesses

- High cost of restoration
- Requirement for external funding which can be volatile and short term
- Extensive design and development work required before a start of site can be achieved
- Substantial start of site required within 5 years (by Transport and Works Act Order)
- Planning approval of reserved matters required before a start on site

Opportunities

- Developing funding bids in partnership (i.e. with the Heart of the National Forest Foundation)
- Measham aqueduct to form a landmark structure
- Development of a rural hub at Measham Wharf
- Potential for phased development

Threats

- Reduced funding availability

Risk Assessment Chart

Risk No	Classification	Brief Description of Risk	Potential Impact / Effect	Cause	Probability	Impact	Risk Rating L,M,H	Detailed Comments/Actions
	Client							
1		Loss of political support	No project/delay to the project	Change in political priorities	L	H	M	Maintain high political priority with effective communication with political leaders
2		Loss of key staff	Delays/financial	Staff leave/retire	L	M	L	Effective succession planning
3		Funding insufficient for desired scheme	No project/delay to the project	Lower funders investment/ poor estimating/cost escalation	M	H	H	Re-visit cost plan in light of cost pressure
4		Late Changes to scheme	Delays/financial	Unexpected archaeological, ecological or water supply requirements	L	H	H	Early implementation of relevant studies all of which are underway
	Procurement							
5		Incomplete Construction Information	Delays/financial	Non coordinated construction packages	M	M	M	Defined scope for Consultants/Contractor
5		Increased labour/materials costs	Financial	General Market Forces	L	M	L	Monitor Market
	Design							
7		Lack of clarity regarding Contractor design elements	Delays/Financial	Inadequate brief/instructions	L	M	L	Agree Scope at Design Meetings and define contractors design envelopes
	Construction							
8		Extraordinary ground conditions	Delays/Financial/Quality	Incomplete ground investigations	L	H	M	Ensure completeness of ground investigations
9		Appoint wrong Contractor	Delays/Financial/Quality	Claims conscious, non proactive, low skill	L	H	M	Pre-qualification process in place and potential contractors interviewed
10		Contractor/subcontractor goes bust	Delays/Financial	Appoint wrong Contractor	L	H	M	Ensure thorough Financial check
11		Health & Safety problems	Accidents	Appoint wrong Contractor	L	H	M	Ensure Contractor has good record/management systems/accreditation etc
	Third Party							
12		Foot and Mouth/Bird Flue etc	Delays/Financial	Agricultural infection	L	H	M	Early monitoring
13		Delay in British Waterways design approvals	Delays/Financial	General lack of specification, standards for new canals	L	L	L	Early and regular liaison with British Waterways
14		Planning permission refusal/delays	Delays/Financial	Late submission of details/ lengthy consultations/onerous planning requirements	M	M	M	Outline consent granted as part of Transport and Works Act Order - Planner involved in project planning - early and regular liaison, ensure implementable conditions
15		Travellers invade site	Delays/Financial	Site not secure	L	M	L	Ensure enabling contractor/contractor include regime/barrier to restrict access
16		Problems with Utilities	Delays/Financial	Poor stats information/poor co-ordination with externally proposed works	M	M	M	Early definition of requirements and engagement with Utility companies

Key	
L = Low	L = Low
M = Medium	M = Medium
H = High	H = High

Equality Impact Screening Assessment

1. What is the function seeking to achieve?

To help improve quality of life for Leicestershire residents and visitors by carrying out restoration of the Ashby Canal between Snarestone and Measham.

2. What are the existing or likely impacts on promotion of good race relations/equality of opportunity for disabled people?

Enhanced equality of opportunity for disabled people and communities by providing access for all facilities associated with the restored Ashby Canal.

3. Who will it affect?

Disabled people in Leicestershire.

4. Is there a risk that groups could be unfairly affected?

Yes – if the works did not enable access for disabled people.

5. Is there any evidence?

Yes – Provision of new facilities that meet the needs of disabled people and consultation with disabled groups as appropriate. No adverse impact established.



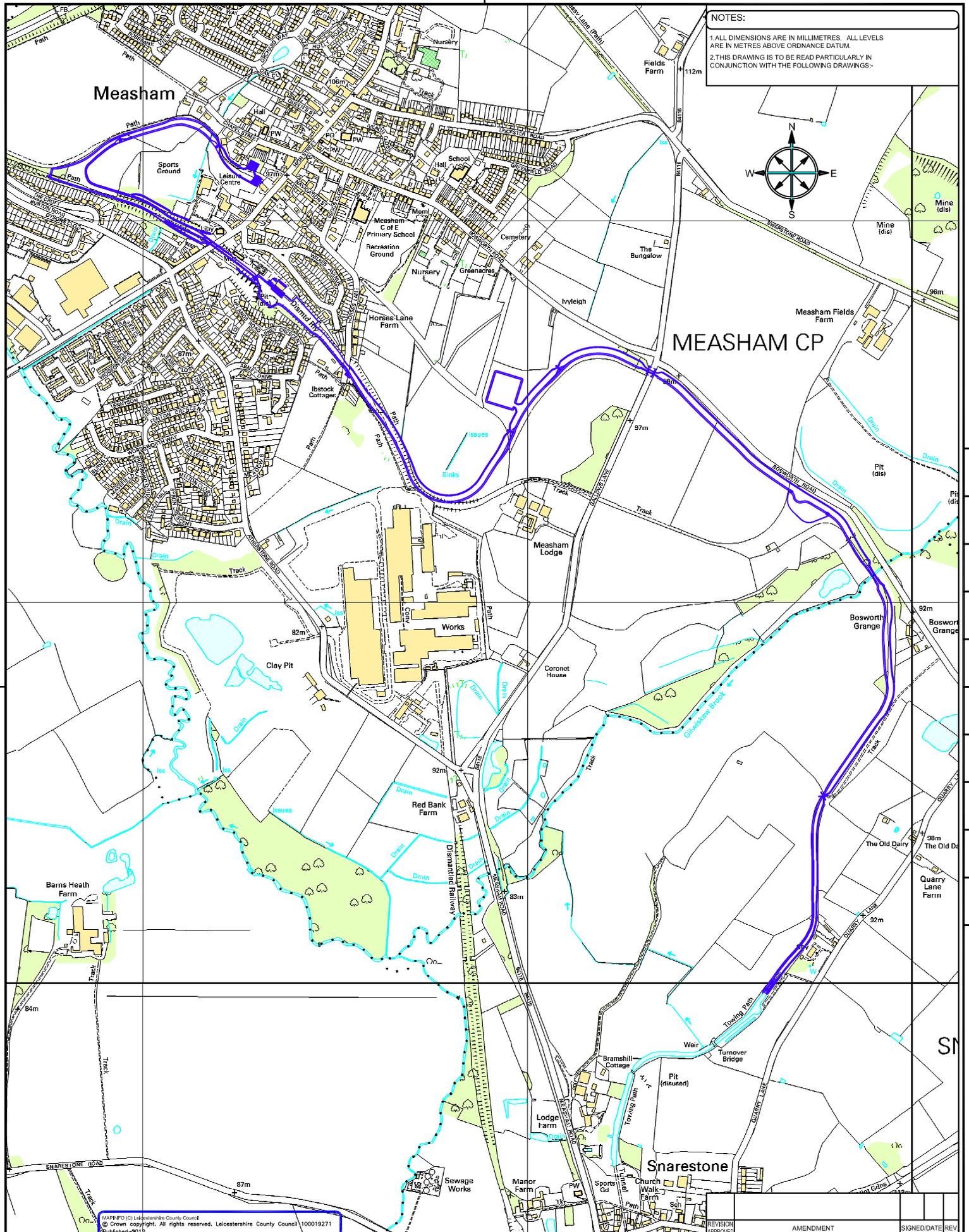
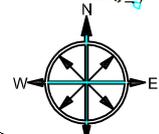
**Leicestershire
County Council**

County Hall, Glenfield, Leicestershire LE3 8RF

Further details available on the web:

www.leics.gov.uk

NOTES:
 1. ALL DIMENSIONS ARE IN MILLIMETRES. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM.
 2. THIS DRAWING IS TO BE READ PARTICULARLY IN CONJUNCTION WITH THE FOLLOWING DRAWINGS:-



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 Published 2012



MATTHEW LUGG
 DIRECTOR
 B.Eng., C.Eng., MICE, MCIRT., DMS.

TITLE:
 ASHBY CANAL RESTORATION
 SNARESTONE TO MEASHAM
 ROUTE OF CANAL

CLIENT:
 GREEN INFRASTRUCTURE

LEICESTERSHIRE HIGHWAYS

DRAWING NUMBER:
 2894/R3/1/107

SCALE:
 NTS

PREPARED BY: AW	DATE: 28/09/2012
CHECKED BY: BW-E	SIZE: A4
APPROVED BY: BW-E	CORR. FILE: 2894
AUTOCAD PROJECT DIR: PROJECTS\2894 Ashby Canal_Snarestone to Measham\AUTOCAD drawings\General Plans	
AUTOCAD FILENAME: 2894.R3.1.107 Route of Canal.A4.dwg	
COUNTY HALL * GLENFIELD * LEICESTER * LE3 8RJ	
Tel: 0116 2323232 * Direct Dial 0116 3058376 * Fax * 0116 3057014	
E-Mail address: andy.wileman@leics.gov.uk www.leics.gov.uk	

Appendix A5

KEGWORTH PARISH COUNCIL – PROVISION OF SPORTS PITCHES

INTRODUCTION

Sports pitches are very much needed in Kegworth; there are seven established football teams covering a wide range of ages, and four or five of these regularly play home matches outside the area, at a cost to the clubs as appropriate locations must be hired.

The village's Football and Cricket Clubs are well supported and currently use limited space on the King George V Playing field, which is also used by the Tennis Club. There is a bowling green on the other side of the road, but there is no space to expand should it ever become necessary. With the current overloading, the pitches become damaged by overuse very quickly, forcing teams to look elsewhere for space.

REQUIREMENTS

Kegworth Imperial FC and Kegworth Imps JFC have stated that their minimum requirements are:

- Two mini pitches
- One 9 x 9 pitch
- Two or three full-sized pitches
- Pavilion to Sport England standards with at least four changing rooms, two referees' rooms, kitchen, store cupboard, entrance hall and office space

Kegworth Town Cricket Club operate three adult teams and five junior, accommodating around 120 players. They are fully in support of the Parish Council's efforts to improve sporting facilities and have also stated that their teams are under pressure for suitable accommodation.

North West Leicestershire District Council have provided some statistics on the shortfall of pitches:

Club	Analysis Area	Expected Demand	Match equivalent sessions	Pitch type
Kegworth Imps FC	Castle Donington/Kegworth	U7, U8s, U9s, U10s, U11s	1	Mini 5v5
			1	Mini 7v7
			0.5	Youth 9v9
Totals			-	Adult
			0.5	Youth
			2.0	Mini

In addition, there is a potential future shortfall based on **aspirational** growth

Club	Analysis Area	Expected Demand	Match equivalent sessions	Pitch type
Kegworth Imps FC	Castle Donington/Kegworth	1 x Adult	0.5	Adult
		4 x Youth	0.5	Youth 9v9
			1.5	Youth 11v11
Totals			0.5	Adult
			2.0	Youth
			0	Mini

This shortfall of pitches does not account for additional demand created through population growth within the area up to 2031 (400+ houses). The District Council have also stated that there are no other locations with spare capacity within Kegworth. The problem is therefore acute and likely to become chronic.

CURRENT ISSUES

1. **Section 106 monies** - £130,000 from a previous developer contribution must be used by **2020** and will be withdrawn if not used. It is intended that this money will help provide new facilities; a new pavilion (if suitable land becomes available), floodlighting or an artificial pitch, with the balance of the required funds to be secured from grant applications to bodies such as Sport England. However, the outstanding Section 106 money does not cover all requirements.
2. **Finding a suitable site** – an estimated 8 acres of land is required, and local landowners have been approached. So far, no affordable land is available at an appropriate price, despite some of this land being in flood risk areas that would render it unsuitable for the construction of houses. There is currently a major discrepancy between the local valuation obtained for this land and the owner’s own valuation and there is an impasse.
3. **Costs of football pitch rental at neighbouring village of Normanton-on-Soar:**
 - In the year 2016/17 pitch rental cost the Club: £7,587.84 and in the season 2017/18 - £5,952.08. The transport issue incurs costs to individuals and there is no public transport available, with approximately 1,800 vehicle movements per season. This is an ongoing cost with no date for resolution at the moment.
 - Environmental issues surround the use of motor vehicles to access suitable pitches.
 - Teams have been affected by transportation issues ie – players lost and ultimately teams too.
 - It is understood that the football pitch rental at Normanton-on-Soar has only a 5-year lease and is not protected beyond that point (landowner could sell the land). This will end before Royal Assent is granted for the Hybrid Bill

FINDING A SITE

Floodplain land is available on Long Lane and near Station Road, which although unsuitable for housing (confirmed by the District Planning Department) could be released for sports pitch development. Help to purchase this land would be needed from HS2 as there is an impasse on a sale price, and while the Parish Council have some money available, we need to take development costs into consideration too, and cannot be seen to be overpaying from public funds.

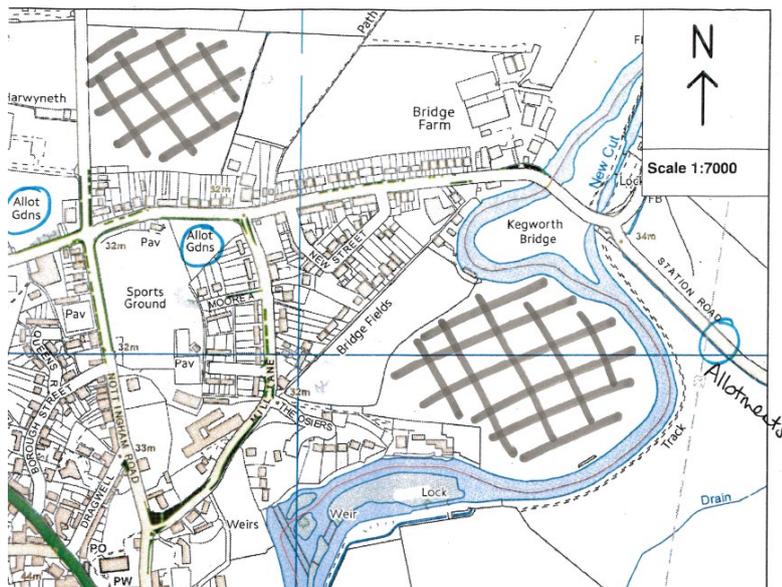


FIGURE 1 POSSIBLE SITES FOR SPORTS PITCHES

A sporting strategy is to be presented in Summer 2018 and the need for proper provision of pitches will be highlighted.

NEXT STEPS

The District Council has prepared an evidence base which will confirm the need for sports pitches in the village. They are in support of this as there is a clear recognition that sport enriches the lives of those in and around the village and it contributes significantly to community health. Although Leicestershire in general has good health outcomes, North West Leicestershire lags behind and all initiatives to improve lives are welcomed.

The Parish Council are still trying to open communications with the owners of Station Road and Hallstone Meadows, but will also be contacting other landowners in the Long Lane area.

While there is an impasse, it is very difficult to move forward and the Parish Council remain in contact with the District Council and HS2 Ltd.

November 2018

HS2: Working Draft Environmental Statement – Ecology

Sue Timms, Principal Ecologist, Leicestershire County Council/Leicestershire & Rutland Environmental Records Centre

November 23rd 2018

The two sections of the route through Leicestershire are LA03 (Appleby Parva - Ashby de la Zouch) and LA04 (Coleorton – Kegworth).

A separate ES report is provided for each section; Ecology is in Chapter 7. The reports are accompanied by maps of the Construction Phase (I interpret this as the limit of working), the Proposed Scheme (which shows the final landscape and habitats along the route), and the Environmental Baseline.

There is also a Scope and Methodology report; Ecology is Chapter 10.

I have reviewed the above documents.

1. Scope and methodology

The Working Draft ES is very much a draft: refer to this statement from the ecology chapters of each section:

“7.2 Scope, assumptions and limitations

7.2.1 The scope, assumptions and limitations for the ecological assessment are set out in Volume 1, Section 8 and the Scope and Methodology Report (SMR)44.

7.2.2 In the absence of field surveys and fully developed mitigation, the assessment has been undertaken on a realistic precautionary approach.

7.2.3 Field surveys are ongoing, but are limited to locations where landowner permission has been obtained and to areas accessible to the public. The surveys include (but are not limited to) broad habitat and detailed plant surveys, great crested newt surveys, wintering and breeding bird surveys, bat surveys, otter and water vole surveys. The findings from these ongoing surveys will be taken into account in the formal ES.”

The programme and specification for ecology surveys, as set out in Chapter 10 of the Scope and Methodology report, is satisfactory, and I am agreement with the scope of the surveys. I am concerned that the ecologists have apparently been unable to access land for field survey due to a lack of landowner permission. Depending on the amount of un-surveyed land or habitat, this could significantly undermine the value of any surveys. I am also concerned that this draft ES has been undertaken well before the results of such surveys that have been done are available. I’ve covered this in more detail below.

2. Environmental Baseline – Ecology

The draft is based mainly on a desk-study, the results of which are presented on the Environmental Baseline maps. A large amount of data has been provided in a recent data-search from the Environmental Records Centre. I assume that other organisations will also have provided data.

However, this desk-study data is not comprehensive, up-to-date or complete for all sections of the route, and shouldn't be called a 'baseline'. A baseline is a statement of the environmental conditions at a moment in time; in all situations this will involve targeted surveys of the area in question.

The Environmental Baseline maps are doubly misleading; as well as being based on a desk-study and not on a suite of survey, they only show the partial results of the desk-study. The maps show sites with a statutory designation, but not all the sites with a current local designation (it doesn't show candidate and proposed Local Wildlife Sites) or known locations of protected species.

The ecologists have misinterpreted the meaning of the local site designation; candidate LWS have the same status in planning and development terms as notified LWS; there is no difference in value or significance or in the weight that should be given to them. It is misleading to omit candidate LWS from the Baseline.

The Baseline should also show key locations for protected species, as they will pose a major constraint to the project, and will require mitigation/compensation. For example, there is a large and regionally important population of great crested newts at Ashby de la Zouch. As part of the core habitat will be destroyed this population will be significantly impacted by the project. I feel that this population been considered (the Proposed Scheme maps appear to show great crested newt mitigation) but it would be helpful if it and other important populations of protected and notable species were flagged on the baseline maps, blurred to a broader location if necessary.

3. Biodiversity impacts, mitigation and compensation – net gain

I am dependant on seeing the results of their ecology surveys before I can make any detailed comments. The proposed scheme drawings do show a significant amount of habitat creation and compensation, which I welcome. I'm unable to say if this is '*a realistic precautionary approach*', as claimed, or whether it is adequate and appropriate until I have the results of the surveys. Therefore, I am reluctant to imply any 'signing-off' or approval of this draft ES; it is premature.

The scheme should demonstrate net gain in biodiversity value, in line with policy 1 of the UK Government's 25-year Environment Plan (*'Embedding an 'environmental net gain' principle for development, including housing and infrastructure'*). Again, without the results of a habitat survey in the impacted areas, I'm unable to assess whether this has been achieved; the minimum that is needed is a 'profit and loss' balance sheet showing area of habitat lost or damaged against by areas restored, created or brought into positive management.

In assessing net gain, I would give higher value to local Biodiversity Action Plan priorities – chiefly species-rich grassland, floodplain habitats, ponds, open water and wetlands. Woodland, scrub and hedge planting is important as an element in a habitat mosaic, but new plantation is not a priority habitat in our local BAP.

4. Opportunity to address pollinator decline – wildflower grassland

The scheme drawings show much woodland planting, as expected within the National Forest area – and the project will cause loss of some relatively established plantation woodland. Both within and outside the National Forest area, my recommendation would be for the creation of species-rich grassland/scrub/woodland/wetland mosaics, rather than blanket woodland planting. Woodland

planting is needed to compensate for woodland loss and other woodland impacts. But the habitat that is in serious decline in Leicestershire, and across the UK, is 'wildflower grassland'. Loss of this habitat is one of the main causes of pollinator decline - i.e. honeybees, bumblebees, solitary bees and wasps, hoverflies and other insects. Major infrastructure projects like HS2 create a unique opportunity to try and address the decline on a large scale, and (at least in this Leicestershire section) this opportunity is not realised on the draft scheme plans.

I do note, however, that the embankments and cuttings are not shown with any kind of habitat - they are referred to as 'engineering earthworks'. They must have some kind of vegetation cover, and my recommendation is that this is species-rich grassland. An alternative is to allow natural regeneration to take place. There is a huge opportunity here to create habitats of value, and I am concerned that it does not appear to be recognised.

For species-rich grassland or natural regeneration to be of value, the substrate need to be low fertility; therefore soil management is important at an early stage.

5. Maintaining an Environmental Baseline throughout the project

I think this has been covered in the working draft, but I would like to stress the necessity of keeping the baseline updated by targeted resurveys of key sites and habitat, especially those that support protected species. Protected species data usually 'lasts' 3 years, so (at a pinch) any field survey data collected during 2018/2019 could help to inform the first phases of construction from 2023. It's not clear when construction will start in our two sections (LA03 and LA04) - I'm not aware of any phasing plans but may have missed them - but it is likely that a continuous programme of survey updates will need to be sustained through the life of the project. Until the first round of field survey results is available, it is impossible to say what that might be.

The Environmental Records Centre can also update the environmental baseline with additional information received from other sources.



Senior Planning Officer's comments on the River Mease SAC

Legal basis

The screening and assessment of the impacts of the proposed line, and any proposed mitigation measures have to change to take into account the decision of the Court of Justice of the European Union (CJEU) in the matter of *People Over Wind and Sweetman v Coillte Teoranta* (C-323/17) and the related guidance "Consideration of avoidance and reduction measures in Habitats Regulations Assessment: *People over Wind, Peter Sweetman v Coillte Teoranta.*", as well as the CJEU decision in the matter of *Grace & Sweetman v An Bord Pleanala* (C-164/17);

Impacts

The significant effects that could impact on the SAC are:

- Reduction of water quality of the river and its tributaries;
- Impact on flow levels into the river and its tributaries;
- Impacts on the river bed and banks of the river and its tributaries;
- Impact on the habitat structure of the river and its tributaries;
- Impact of artificial obstructions on the river and its tributaries.

These impacts could result from foul and 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.

adverse impacts from construction and the line when completed can impact not only on the River Mease itself where designated as an SAC but on any tributaries, which include the Gilwiskaw Brook at Packington and the Coleorton Brook near Ashby, as well as any other tributaries, more minor watercourses and ditches that discharge into the River Mease. Any potential impacts on the River Mease must be subject to HS2 demonstrating no adverse effect upon the integrity of the SAC through an Appropriate Assessment under the Habitat Regulations.

Commentary

The WDES refers to the line crossing tributary 1 and 2 of the Coleorton Brook, but there is no annotation on the maps relating to tributary 1, so it is not clear where this tributary is and how it would be impacted on by the line and associated construction works;

Appendix 7a – HS2 WDES consultation response

The WDES also refers to the line running parallel to the Saltersford Brook, which is also a tributary of the River Mease, but its location is not clear on the maps and how it would be impacted on by the line and associated construction works.

There are incorrect references to the extent of the SAC within the WDES, e.g. at para 15.3.22 where it states that the SAC and SSSI comprises the lower section of the tributary of the Gilwiskaw Brook, when it is the River Mease itself that is the SAC and SSSI, and the Gilwiskaw Brook is one of its tributaries.

There is no reference in WDES to tributary to Coleorton Brook, which is a tributary of the Gilwiskaw Brook and therefore of the River Mease, being within the SAC catchment area and therefore any works that would impact on this tributary need to be taken into account when assessing potential for harm to the SAC.

The proximity of Appleby Magna Embankment No. 2 to River Mease, and Measham Road Packington Cutting and Ashby de la Zouch Cutting No. 1 to Gilwiskaw Brook – impacts during construction as well as impacts from changes to surface water runoff due to changes in slopes/levels and changes to soils and planting.

There is a possibility of impacts from the following:

- The construction of sloping areas of planting to south of Gilwiskaw Brook (part of Measham Road Packington Cutting) and from closure of existing Vicarage Lane route, from changes to surface water runoff due to changes in slopes/levels, changes to groundwater and changes to soils and planting;
- Construction of the access road to River Mease Viaduct South Satellite Compound and from construction of the compound itself;
- Construction of Vicarage Lane Overbridge Satellite Compound;
- Construction of the access road to Gilwiskaw Brook Satellite Compound and from construction of the compound itself;
- Construction of impacts from construction of balancing ponds either side of the Gilwiskaw Brook and to the south of the River Mease;
- Impacts from River Mease Viaduct and Gilwiskaw Brook viaducts on River Mease and Gilwiskaw Brook from overshadowing and position of uprights to viaduct;
- Replacement floodplain storage to south of River Mease and to Gilwiskaw Brook close to viaducts could impact during its construction and once in use;

Other considerations

- The new habitats proposed alongside the River Mease and Gilwiskaw Brook need to be compatible with the SAC designation and not result in adverse impacts;
- We need to understand why the realignment of up to 131 metres of the Gilwiskaw Brook and realignment of tributary 2 to Coleorton Brook is required. There is no explanation in the WDES and as assessment of impacts on the SAD needs to be undertaken as this has not been considered in the WDES;
- The impacts from construction of the cutting for the New Packington culvert (also a tributary of the SAC) is not discussed in the WDES;
- The impacts from the works to construct the Ashby Road South Overbridge, which crosses a tributary of the Gilwiskaw Brook at its north western end;
- HS2 Ltd must consider the impacts of the temporary bridge over the Gilwiskaw Brook and the River Mease in order to construct the viaducts, as well as impacts from temporary construction works (i.e. cofferdams) to construct the New Packington Culvert;

Appendix 7a – HS2 WDES consultation response

- The large extent of construction zone along southern side of River Mease close to Side Hollows Farm and on both sides of River Mease underneath viaduct and westwards towards the A42, also on both sides of Gilwiskaw Brook to west of Packington – construction management plans will need to be in place before site clearance and construction works start to remove any risk of fuel, soils, building materials and waste water entering the River Mease during construction of the line, including how and where materials, fuel and plant will be stored and contained, containment of waste water on the construction site, use of site spill kits and briefing to construction staff, the location of oil traps and demolition and construction works;
- The new balancing ponds within SAC catchment area could assist with removing highway runoff (which contributes to high phosphate levels in the river) although balancing ponds in the SAC catchment area would ultimately discharge into the River Mease or its tributaries either directly or indirectly and so would need to ensure that discharge from balancing ponds is mitigated in terms of water quality and quantity to prevent pollution and adverse impacts on the SAC such as:
 - discharge from new ditches proposed alongside the line would also need to be mitigated in terms of water quality and quantity to prevent pollution and adverse impacts on the SAC;
 - increase in highway runoff from construction routes and road closures/diversion routes would impact on SAC;
- If HS2 Ltd decide to provide the Ashby Canal reconstruction as part of mitigation for Measham, appropriate care must be taken there is no adverse impact to the SAC if the canal drains into the river
- The WDES notes that the River Mease, Gilwiskaw Brook, and the two tributaries to the Coleorton Brook are surface water body receptors that could be affected by the line but there is no reference to this in the section of the WDES that deals specifically with impacts on the SAC and its tributaries;

Jenny Davies
Senior Planning Officer
November 2018

HS2 DRAFT WDES RESPONSE - LANDSCAPE AND HERITAGE COMMENTS (sections 9 and 11 of WDES)

LA03 – VOLUME 2 COMMUNITY AREA REPORT

(Note reference numbers shown in italics relate to those in the Community Area Report)

1. HERITAGE COMMENTS (section 9)

General

1.1

- With reference to the construction drawings – A significant proportion of the route corridor is recorded as “*land potentially required during construction*” (LPRDC). It is clear that a significant proportion will be used for access, stockpiling of soils/materials, compounds etc.). Given the potential for unknown archaeological remains, where previous data is unavailable, I would recommend comprehensive geophysical survey, with more detailed assessment (trenching, or other site-specific assessment tools) reserved for areas of archaeological interest, identified potential or known development impact impacts, either as a result of the geophysical survey, or other desk-based assessment.
- Note 1: Whilst many of the impacts identified to date are described as “temporary” and their impacts considered accordingly (e.g. storage compounds), they nevertheless have the potential to result in a permanent effect on any buried archaeological remains and upstanding earthworks within their footprint, due to the shallow depth or surface presence of such remains.
- Note 2: Consider heritage impacts in the context of the information on Landscape Character Areas in **Appendices A6 and A7**.

Effects During Construction

- 1.2 *9.4.1* Vague/unspecific statement. Does this relate to all risks of impact? “*Reasonably practical*” gives too much leeway which would be difficult to regulate.
- 1.3 *9.4.2* See 1.2 above. Bullet point 3 is non-specific.

Appendix A8

Assessment of Impacts and Effects

Temporary Effects

- 1.4 9.4.4/9.4.10 Identifies designated and non-designated assets; should also include Appleby Magna Conservation Area and the scheduled moated site as this lies within the ZTV. The latter may also be affected by changes to drainage up stream and in the catchment of the Appleby brook.

The Old Rectory and associated stables, both separately listed (Grade II) designated heritage assets, are proposed for demolition. The current proposal appears to show the Old Rectory to the east of the proposed cutting, within the LPRDC, and only the western end of the stable range directly affected by the scheme. Every effort should be made to avoid the demolition of these nationally important heritage assets, and a robust justification offered in the event that demolition is required. It is notable that the scheme can work around Appleby Park Hotel, to the west of the Rectory and Meer Bridge, Measham, so the proposed demolition of the Old Rectory/stables should be considered in the same way; a full justification is needed as to why the building cannot be saved. Where demolition is required the scheme should make provision for a thorough/comprehensive historic building recording strategy. It is also worth noting that in the previous iteration of the maps, there was an adjustment to the cutting to avoid the Old Rectory, but sadly this is now not the case. Request that this amendment to the map is reinstated.

- 1.5 9.4.6 There will be potential permanent impacts to archaeological remains caused by the temporary site compound by FP 67 (River Mease Viaduct north satellite compound) – should be included in 9.4.15.

Permanent Effects

- 1.6 9.4.11 Park House, Willesley Woodside. Grade II listed building, formerly the home farm to Willesley Hall, with an associated complex of former agricultural buildings (labourer's cottage, barns, etc.), all now converted with main house (nos. 4 and 5), split into two dwellings. Strongly recommend consideration is given to preserve the farmhouse, associated buildings and immediately setting, the latter most obviously including the tree belt and gardens to the NNW of the house. As with the Old Rectory (Appleby Magna), robust justification should be offered in the event of any risk to the survival of the complex. It is recognised that this would severely impact on the Willesley Wood cutting. It is suggested that a slight narrowing of the cutting at this point (widest cutting on the LA03 section of the route) could save the buildings.
- 1.7 9.4.13 The WDES offers a "low" assessment of heritage value of several cropmark sites; we cannot understand how this can be justified in the absence of any meaningful assessment of the asset. An "uncertain" significance would be more accurate based upon the available information.

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Other Mitigation Measures

- 1.8 9.4.16 suggest an additional bullet point – “Significant risk of archaeological remains will come to light and further mitigation measures will be required”.

Summary of Likely Residual Significant Effects

- 1.9 9.4.17 not “*largely reversible*”; consider this to be misleading. Buried archaeological remains will be permanently and irrevocably impacted upon by groundworks for the scheme, e.g. during the construction phase.

Avoidance and Mitigation Measures

- 1.10 9.5.1 Need to note that proposed landscape, and other mitigation measures (e.g. ecological mitigation, complementary tree planting), have the potential to impact on buried archaeological remains.

Assessment of Impacts and Effects

- 1.11 9.5.6 Side Hollows Farm, Measham, Grade II listed building – query assessment of setting impact; screening and thoughtful design regarding the setting, impact and movement of trains and noise and lighting effects will be critical.

Other Mitigation Measures

- 1.12 9.5.7 A general and vague comment.
- 1.13 9.5.8 A general and vague comment.

Monitoring

- 1.14 9.5.9 Monitoring is critical – Note: *Volume 1 Section 9, 9.8.11* – makes it clear that there is no monitoring – can this be clarified?

2. LANDSCAPE and VISUAL COMMENTS (section 11)

Environmental Baseline

- 2.1 11.3.8 References a range of sources but should also reference “Leicester, Leicestershire and Rutland Historic Landscape Characterisation Study 2012” and “Landscape Sensitivity and Green Infrastructure Study for Leicester and Leicestershire”.
- 2.2 See **Appendices A6 and A7** for comments on landscape character areas.

Landscape Assessment

- 2.3 11.4.7 The LCA needs to be reviewed prior to finalisation of the WDES, and should take into account the proposed revisions to the LCA offered by LCC (see 2.2 above).

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Permanent Effects Arising from Construction

Avoidance and Mitigation Measures

- 2.4 11.5.2 Bullet point 2 – should include individual trees and designated and non-designated heritage assets.
- 2.5 11.5.2 Bullet point 3 – should include historic landscape features and settings.

Assessments of Impacts and Effects

- 2.6 11.5.3 *other aspects* – should include lighting.

Visual Assessment

- 2.7 11.5.8 *Table 29 (See below for assessment of viewpoints).*
- 2.8 VP 359-03-002 View looking north-west at cutting and embankment Appleby Parva creates a strong linear dividing line and will affect the open vistas; not necessarily negative but suggest it should be mentioned here.
- 2.9 VP 360-02-004, 005, 007, 008 & 009 Views north-west from residences on Tamworth Road south of Measham. Viaduct would remain a visually prominent component of the landscape therefore high-quality design is essential. Planting is proposed at the base of the embankments here; suggest there may be opportunity to plant on the embankment itself where the most prominent components of the viaduct are located. Other commenters have suggested that the weighty embankment could be replaced by a longer viaduct which fits into the slope.
- 2.10 VP 361-02-003 View north-west from Chapel Street Measham. Proposed mitigation planting here represents a very narrow corridor of planting which may or may not be effective. In this type of location, what will be the proposed management regime? Will it be effective and monitored?
- 2.11 VP 362-03-008 View north-west from FP 068/4 west of Packington – would expect to see additional screening on the eastern edge of the proposed route. There are noticeably significant areas of islanded land in between the proposed route and the M42 – what is the approach here?
- 2.12 VP 363-02-013 Leicester Road New Packington – Very little opportunity for planting. Does the access road have to be in this location? Could it be located on the western islanded land buffer between the A42 and the cutting? Could the Leicester Road Overbridge Satellite Compound be moved?

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Other Mitigation Measures

- 2.13 *11.5.9* Would be useful to see where advanced planting has been considered.
- 2.14 *11.5.10* Bullet points 2 and 3 – could these be listed here?
- 2.15 *11.5.12* Consider there should be specific requirements for monitoring and landscape and visual mitigation in vulnerable areas where there is limited depth of proposed planting (e.g. see 2.12 *VP 363-02-013* above)

LA04 – VOLUME 2 COMMUNITY AREA REPORT

(Note reference numbers shown in italics relate to those in the Community Area Report)

1. HERITAGE COMMENTS

Introduction

- 1.1 *9.1.2* We expect to see that the formal ES will benefit from consultation with NWLDC – this was mentioned here in LA03.

Scope Assumptions and Limitations

- 1.2 *9.2.8* Mostly a list of ‘linear’ heritage assets (roads, rail/tramways, etc.), in relation to which the proposals will have a limited spatial impact, unlikely to wholly compromise the asset’s significance, however, without specific assessment it is not possible evaluate the implications of the loss or truncation caused, and therefore determine mitigation requirements.
- 1.3 *9.2.11* It is difficult to evaluate the implications of the proposals, validate development impact or mitigation strategies without a clear understanding of the baseline data generated from surveys. Early supply of survey, evaluation results is recommended to inform assessment of the scheme’s archaeological impact.

Environmental Baseline

Non-Designated Assets

- 1.4 *9.3.7* The list fails to recognise potential links with designated archaeological remains (e.g. Coleorton tramway and the scheduled coal workings in Rough Park/Birch Coppice (Scheduled Monuments) also the registered parkland landscapes around Coleorton Hall (Listed and Registered designated assets).

Historic Environment Overview

- 1.5 *9.3.9* A generalised, non-specific statement related to this site.

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- 1.6 9.3.21 Breedon Lodge Moated Site – No mention of it being within the LPRDC. To the west is the possibly similar moated site at High Woods, Diseworth. The site is close to/or within the construction corridor.
- 1.7 9.3.22 Rough Park and Birch Coppice are designated landscapes (Scheduled monuments) and should be referred to in the *Assessment of Impacts and Effects* as having both temporary and permanent effects.

Effects During Construction

Temporary Effects

- 1.8 9.4.5 Whilst the Hall represents the most important focal point, views from the wider designated landscape needs to be considered and extra screening, especially near works to the A512 near Coleorton Hall may be needed.
- 1.9 9.4.5 Every effort should be made to avoid damage to the earthworks of the medieval Moated Site north-west of Breedon Lodge, it should be subject to a Risk Assessment (Draft Code of Construction Practice, 8.4.2). The moated site is located within the semi-naturalistic parkland setting of Breedon Lodge, contributing to the setting of the designated building. Cropmark and historic mapping indicates that the earthwork complex formerly extended to the southeast of the present earthwork features. Comments have also been received about the possibility of nearby construction works draining the moat; it is important that this is adequately protected. See 1.14 and 1.15 below.

Permanent Effects

- 1.10 9.4.13 As discussed previously, the assessment of significance is based on weak evidence, and should be revisited. Do not consider there is sufficient information available to provide an accurate assessment of the heritage value.
- 1.11 9.4.14 See 1.6 above.
- 1.12 9.4.15 The Coleorton Wagonway is not necessarily low value and may be associated with the designated at Coleorton Hall/Park, Rough Park and Birch Coppice landscapes of coal mining. The Beaumont's of Coleorton Hall were innovators in mining techniques from the 16th/17th century onward and are recorded as building early wagonways at a number of sites.
- 1.13 9.4.18 Views from St Mary and St Hardulph, Breedon Hill, have been considered, however, it also represents a significant focal point in the wider landscape and views to the monument should also be considered, e.g. from Breedon Lodge Farm, Worthington Church, etc.
- 1.14 9.4.19 The proposals will have a major adverse impact on both the earthwork moated complex and the standing building at Breedon Lodge. This will dislocate the linked setting relationship, physically impacting upon the moats and associated buried archaeological remains.

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The ES assessment proposes a medium adverse impact, we would argue that the magnitude of impact is high, not medium.

- 1.15 9.4.20 We believe that due to the intimate relationship between the Moat and Lodge Farm, the proposed scheme would have major significance of effect on the effected asset.

Other Mitigation Measures

- 1.16 9.4.21 Add an additional bullet point (See LA03 Clause 1.8).

Summary of Likely Residual Significant Effects

- 1.17 9.4.22 (See LA03 Clause 1.9)

Avoidance and Mitigation Measures

- 1.18 9.5.1 (See LA03 Clause 1.10).
- 1.19 9.5.6 Add scheduled monuments at Rough Park and Birch Coppice.

Other Mitigation Measures

- 1.20 9.5.7 A general vague comment.
- 1.21 9.5.8 A general vague comment.
- 1.22 9.5.9 A general vague comment.

2. LANDSCAPE and VISUAL COMMENTS

Environmental Baseline

- 2.1 11.3.8 References a range of sources but should also reference “Leicester, Leicestershire & Rutland Historic Landscape Characterisation Study 2012” and “Landscape Sensitivity and Green Infrastructure Study for Leicester and Leicestershire”.
- 2.2 See **Appendices A6 and A7** for information on Landscape Character Areas and maps.

Landscape Assessment

- 2.3 11.4.7 The LCA must be reviewed prior to finalisation of the WDES – needs to take into account the proposed revisions to the LCA offered by LCC (see 2.2 above).

Permanent Effects Arising from Construction

Avoidance and Mitigation Measures

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2.4 *11.5.2* Bullet point 2 – should include individual trees and designated and non-designated heritage assets.

2.5 *11.5.3* Bullet point 3 – should this include noise fencing (surprised none is shown), and lighting?

Visual Assessment

2.6 *11.5.7* Table 28 (See below for assessment of viewpoints).

2.7 VP 365-03-001 Birch coppice – suggest additional compensatory planting – may have an impact on archaeological remains – needs a thorough investigation.

2.8 VP 367-03-002 North of Worthington – opportunity of planting on the east side of balancing pond and extending it up to and including Cloud Hill Quarry Embankment No 1.

2.9 VP 370-02-003 West of Long Whatton – Again need to embrace the good quality design of Diesworth Brook Viaduct.

2.10 VP 370-02-004 West of Long Whatton – Again need to embrace the good quality design of Diesworth Brook Viaduct.

2.11 VP 370-02-005 West of Long Whatton – Again need to embrace the good quality design of Diesworth Brook Viaduct

2.12 VP 371-02-003 and VP 372-02-001 Western edge of Kegworth – opportunity to extend planting south on the eastern edge of the cutting towards Ashby Road.

Other Mitigation Measures

2.13 *11.5.9* would be useful to see where advanced planting has been considered.

2.14 *11.5.10* Bullet points 2 and 3 – could these be listed here?

Monitoring

2.15 *11.5.12* Consider there should be specific requirements for monitoring and landscape and visual mitigation in vulnerable areas where there is limited depth of proposed planting (e.g. Mere Lane and south of Leicester Road, New Packington).

LA05 – VOLUME 2 COMMUNITY AREA REPORT

(Note reference numbers shown in italics relate to those in the Community Area Report)

1. HERITAGE COMMENTS

Introduction

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- 1.1 9.1.2 Need to make reference to consultation with NWLDC – this was mentioned here in LA03.

Scope Assumptions and Limitations

- 1.2 9.2.11 Request that the baseline data itself is supplied to inform assessment of the scheme’s archaeological impact.

Environmental Baseline

Designated Assets

- 1.3 9.3.4 Suggest Kegworth Conservation Area and Kegworth Church should be included.

Non-Designated Assets

- 1.4 9.3.7 Suggest Long Lane Roman Road should be included.

Other Mitigation Measures

- 1.5 9.4.18 suggest an additional bullet point – “Significant risk of archaeological remains will come to light and further mitigation measures will be required”.

Summary of Likely Residual Significant Effects

- 1.6 9.4.20 not “*largely reversible*” – consider this to be misleading. Buried archaeological remains will be permanently impacted on, e.g. during the construction phase.

Avoidance and Mitigation Measures

- 1.7 9.5.1 (See LA03 Clause 1.10).

Other Mitigation Measures

- 1.8 9.5.7 A general vague comment.
1.9 9.5.8 A general vague comment.

Monitoring

- 1.10 9.5.10 Monitoring is critical – Note: *Volume 1 Section 9, 9.8.11* – makes it clear that there is no monitoring – can this be clarified?

2. LANDSCAPE and VISUAL COMMENTS

Environmental Baseline

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2.1 *11.3.8* References a range of sources but should also reference “Leicester, Leicestershire and Rutland Historic Landscape Characterisation Study 2012” and “Landscape Sensitivity and Green Infrastructure Study for Leicester and Leicestershire”.

2.2 See Appendices A6 and A7 for information on Landscape Character Areas and maps.

Landscape Assessment

2.3 *11.4.8* The LCA needs to be reviewed prior to finalisation of the WDES – needs to take into account the proposed revisions to the LCA offered by LCC (see 2.2 above).

Permanent Effects Arising from Construction

Avoidance and Mitigation Measures

2.4 *11.5.2* Bullet point 2 – should include individual trees and designated and non-designated heritage assets.

2.5 *11.5.3* Bullet point 3 – should this include noise fencing (surprised none is shown), and lighting?

Other Mitigation Measures

2.6 *11.5.8* would be useful to see where advanced planting has been considered.

2.7 *11.5.9* Bullet points 2 and 3 – could these be listed here?

Monitoring

2.8 *11.5.12* Consider there should be specific requirements for monitoring and landscape and visual mitigation in vulnerable areas where there is limited depth of proposed

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Part B – Heritage Comments against other volumes of the WDES

Non-Technical Summary

1. *7.9 Historic Environment*
- 1.1 Mitigation – the Heritage Memorandum (HM) *would* be prepared, ...the HM *provides*, ...*would* form part of the EMR. Has the HM been prepared or not?

VOLUME 1 Introduction and Methodology

(Note reference numbers shown in italics relate to those in the WDES)

2 *Historic Environment*

2.1 *Scope*

- Impacts on the following types of heritage asset...
- 8.8.1 Bullet 1: Delete ‘...the human past, replace with ‘...past environments’

The reference to ‘human past’ may inappropriately constrain investigation/mitigation to remains directly related to human activity, rather than allowing for the investigation of the wider context of ancient environments, e.g. palaeoenvironmental remains contained within peat deposits, waterlogged remains, etc.. Mainly a feature of the river/stream valleys.

- 2.2 8.8.3 In order to effectively assess the development impact upon the setting of designated heritage assets (HAs), consideration should be given to widening the study corridor as necessary, for example the setting of Breedon Church and the associated designations is extensive because of its elevated position. Similarly, landscape designations, such as Coleorton Registered Park, may utilise distant vistas, landscape views that interact with the proposals, outside the catchment proposed.

Baseline

- 2.3 It is requested that all new heritage data generated by the project, such as identified in 8.8.6-7, and other relevant data sets, e.g. geotechnical information, is made available to the County Historic Environment Record (HER), both to facilitate assessment of the proposals and to inform future management of the historic environment.

Methodology

- 2.4 8.8.10 Professional standards for specific archaeological investigations, historic building survey, historic landscape investigation, etc., are available from ClfA, Historic England and advice can be obtained from LCC Historic & Natural Environment Team.
- 2.5 8.8.11 For many of the sites current under consideration, particularly the non-designated HAs, their significance remains obscure in the absence of more detailed and specific site

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assessment. This uncertain generally is reflected in an underestimation of the implications of development impact.

Assumptions and limitations

- 2.6 8.8.13 We accept the principal that HAs will be comprehensive threatened where they lie within the land required to construct the proposed scheme. However this should not be a substitute/default response to mitigation, where protection and preservation can/should be achieved, e.g. The Old Rectory, Appleby Magna; Park Farm, Packington/Willesley Moated site at Breedon Lodge, etc..
- 2.7 8.8.14 Early assessment of HAs known and unknown, should be achieved wherever possible. The later this work is undertaken the greater the risk to the proposed programme and to the effected HAs.
- 2.8 8.8.16 Bullet 4 Deposit modelling of the Soar-Trent confluence should integrate archaeological, palaeoenvironmental, geotechnical data/expertise to achieve a robust understanding of a critical and complex deeply stratified historic landscape. Reference should be made to the work of the Trent Valley Geoarchaeological group:
http://archaeologydataservice.ac.uk/archives/view/trentvalley_eh_2004/
- 2.9 Bullet 7 Planting scheme, whether to manage setting impacts on HAs, or for other purposes, environmental mitigation measures, etc., whilst more or less critical to the delivery of the proposed scheme, will themselves have potential impacts upon upstanding or below ground archaeological remains.

Draft Code of Construction Practice

- 3 8.1 *Cultural heritage/historic environment management- general provisions*
- 3.1 8.8.1 Bullet 2: Delete ‘...the human past, replace with ‘...past environments’
As referenced above, the ‘human past’ may inappropriately constrain investigation/mitigation to remains directly related to human activity. See 2.1 above.
- 3.2 8.1.2 A copy of the *Heritage Memorandum* should be supplied to LCC for reference. Similarly *HS2 Phase 2b Information Paper E24: Archaeology*
- 3.3 8.1.3 A project-wide Generic WSI... will be prepared... Welcome opportunity to comment, however I am as yet unaware of this document. Not clear what the outcome of sentence two is:

‘This document will establish the objectives for the historic environment works and [deliver?]...through various strategies...

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- 3.4 8.1.4 Could we confirm that site (location) specific WSIs will be prepared, these will integrated a relevant collection of generic project plans detailing the a specific task (e.g. geophysics, trenching), proposed to be implemented at a given site. The paragraph mentions ‘...a given geographical area’. This sounds as if the WSI will not be site specific. Additionally how will the iterative process achieved through phased assessment and evaluation be catered for in a single pre-prepared WSI?

Heritage Agreements

- 3.5 8.1.5 How will the disapplication process relate to the Treasure Act (8.1.13) and the treatment of human remains (8.1.11-12)? When will the Heritage Agreement be prepared? We assume Heritage Agreement will deliver the same level of protection and management control otherwise applied through the normal legislative provisions. How do the resulting Method Statements relate to the above WSIs (8.1.4)?
- 3.6 8.1.7 Bullet 2 Historic environment investigation programme – what is this, the Method Statement (8.1.5) or the WSI (8.1.4), how are these all related?
- 3.7 8.1.9 EMS?

Bullet 4 This needs to be developed in the light of previously completed archaeological assessment and investigation to inform the methodology, location and controls to the soil strip to facilitate investigation and recording and avoid incidental/accidental damage to known and potential HAs

Bullet 5 It is not accepted that routine burial of archaeological remains beneath earthworks represents meaningful preservation of HAs. Where the likelihood of future investigation and recording is compromised, and consequently archaeological interest impacted upon, the significance of the asset may be best served by its prior excavation.

Human remains and Treasure Act 1996

- 3.8 Unclear whether the provisions have been ‘disapplied’ (8.1.5) or are in effect but addressed by the HS2 Bill.

4 *8.2 Measures in relation to unexpected discoveries of heritage assets*

- 4.1 8.2.1 What measure are in place to identify unexpected discoveries of HAs (8.4)? Does this include professional archaeological presence? It is imperative that this outcome is managed through the early and effective use of archaeological assessment and evaluation techniques, to minimise the likelihood of unexpected discoveries.
- 4.2 8.3.1 As above. Assuming the adequate implementation of an appropriate programme of archaeological assessment of investigation, this should represent a vanishingly small risk. However, a lack of suitable assessment, its inadequate or partial implementation, will significantly raise the risk of unexpected remains coming to light. This will result in a

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consequent unplanned obligation to make appropriate provisions for potentially complex and extended archaeological excavation/mitigation.

- 4.3 8.4.1 Of particular relevance to the historic built environment and the earthwork sites. However could also be relevant where poor weather has reduced/compromised the quality/character of soil, leading to a risk of rutting, etc..
- 4.4 Risk Assessments should also be prepare for earthwork site (e.g. Moated site at Breedon Lodge) and for any buried archaeological sites where mitigation measured proposed include their preservation *in situ*.

Scope and Methodology Report

5. *Historic Environment*

5.1 *Introduction*

- 5.2 13.1.5 Bullet 1: Delete ‘...the human past, replace with ‘...past environments’, See 2.1 above

Establishment of baseline

- 5.3 13.2.4 Non-designated assets: Bullet 2, c: reference to human past, as 2.1 above.
- 5.4 13.2.5 Bullet 3 Add National Forest Company. Bullet 8: Environment Agency LiDAR dataset.
- 5.5 13.2.7 Request copy of Technical Note: Historic Environment - Risk based approach to prioritising archaeological surveys. The approach outlined demonstrates a strong expectation that a significant element of the land take for the proposed scheme will only be subject to desk-based assessment and walkover survey. Either through application of an overly restrictive risk model or due to constraints to access.
- 5.6 13.2.8 Request copy of Historic Landscape assessment methodology Technical Note in preparation.

Study Area

- 5.7 13.2.9 Note statement ‘...although it is recognised that setting effects may also arise outside the ZTV’. As 2.2 above.

Consultation and engagement

- 5.8 13.3.2 Not clear what is meant by ‘Historic England was concerned over the use of graduated ‘buffer zones’ in assessing direct and indirect impacts upon different types of designated heritage asset

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- 5.9 13.3.3 Agreed. Moated site at Breedon Lodge being a prime example of potentially schedulable non-designated HA.
- 5.10 13.3.4 The setting of The Bulwarks, Breedon on the Hill (NHLE ref.: 1003606), Rough Park and Birch Coppice (116664), all scheduled monuments, will also be impact by the proposed scheme and should be assessed accordingly.

Engagement as part of the EIA process

- 5.11 13.3.9 Should include The National Forest Company
- 5.12 13.5.11The assessment should consider the potential for as yet unknown HAs

Part C – Landscape comments against other volumes of the WDES

(Note reference numbers shown in italics relate to those in the Reports)

1/NON TECHNICAL SUMMARY

Construction

Operation

- 1.1 *“The nominated undertaker and its contractors would maintain and monitor newly planted and landscaped area”*. For how long?

2/ENVIRONMENTAL IMPACT ASSESSMENT REPORT: SCOPE AND METHODOLOGY REPORT

- 2.1 No comment

3/DRAFT CODE OF CONSTRUCTION PRACTICE

Measures to reduce potential impacts on landscape and visual features

- 3.1 12.3.3 Implications for the National Forest.

Monitoring

- 3.2 12.4.3 *“The nominated undertaker will require its contractors to undertake appropriate maintenance of planting and seeding works and implementation of management measures, throughout the construction period as landscape works are completed”*. This time period should be clarified and stated here.

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4/INTRODUCTION AND METHODOLOGY

Scope

- 4.1 8.10.5 *“Thin bands of trees narrower than 10m are excluded as, during winter, these would provide only minimal screening”*. Is this actually the case? There appear to be a number of locations where narrow bands of woodland planting have been proposed.

Monitoring

- 3.2 12.4.3 *“The nominated undertaker will require its contractors to undertake appropriate maintenance of planting and seeding works and implementation of management measures, throughout the construction period as landscape works are completed”*. This time period should be clarified and stated here.

WC/RC 29/11/18

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HS2 DRAFT WDES COMMENTS ON LANDSCAPE CHARACTER AREAS

LA03/ LA04 – VOLUME 2 COMMUNITY AREA REPORTS

(Note reference numbers shown in italics relate to those in the Community Area Report)

1. GENERAL

- 1.1 Why do the character areas extend beyond, or more worryingly not include all of the ZTV?
- 1.2 Do we have character areas for north of Kegworth, the Soar Trent confluence?

2. LA03

- 2.1 LA03/01 Appleby Magna – Why does the character area exclude the zone southwest of the village of Appleby Parva (Green on supporting plan). Similarly, why is the westerly shoulder of Honey Hill included in the Appleby Character area (Blue)? We consider a natural boundary to the character area would be the line of the county boundary – roughly the crest of the ridge, which provides a viewshed to the north.
- 2.1 LA03/02 Mineral Workings – No comments
- 2.3 LA03/03 Measham – See LA03/05 Oakthorpe
- 2.4 LA03/04 River Mease – No comments
- 2.5 LA03/05 Oakthorpe – We would recommend the land east of the A42 (Green) should be included in Measham (LA03/03), the area contains the wharf and line of the Ashby Canal and later railway. It is recommended LA03/05 is extended to include the land to the west within the ZTV bounded by the Acresford Road.
- 2.6 LA03/06 Packington – See LA03/08
- 2.7 LA03/07 Willersley – No specific comment – refer to general comment above re ZTV
- 2.8 LA03/08 Packington Woodland – it is recommended that the character area is split, adding the land southwest of the Leicester Road/Alton Hill Road to packington CA (LA03/06), and the land to the northeast amalgamated with LA04/01.
- 2.9 LA03/09 Ashby de a Zouch – See LA04/04.

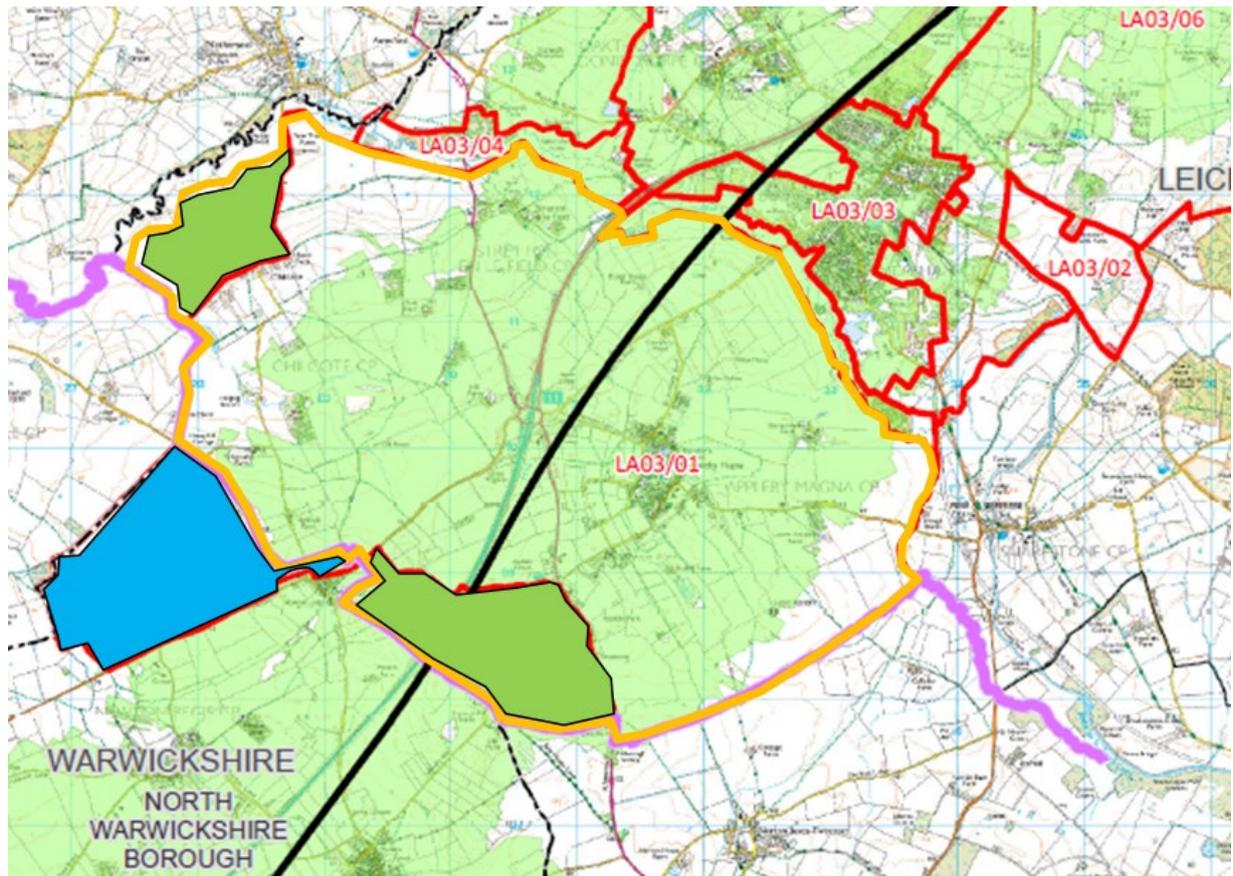
3. LA04

- 3.1 LA04/01 Packington Enclosed Farmlands: rename Farm Town Enclosed Farmland. Suggest keeping the character area east of the A42, and breaking the remaining area to the west of the A42 along the line of the Ashby bypass, with Money Hill (Blue) part of LA03/09, and the area outside the bypass (Yellow) included in LA04/04
- 3.2 LA04/02 Coleorton Historic Settlements and Enclosures: Exclude all the designated parkland around Coleorton Hall. Create a new character area for Coleorton Hall and Park and the coalmining landscapes in Rough Park/Birch Coppice (all designated heritage assets – Registered Park and Scheduled Monuments).
- 3.3 LA04/03 Osgathorpe Village Farmlands: Why is this included given that most lies outside the ZTV boundary? A logical northern boundary would be Breedon Lane?
- 3.4 LA04/04 Calke Wooded Parklands. Much of the west of the character area falls outside the ZTV boundary, does all of this need to be included? Exclude Money Hill (Blue, amalgamate with Ashby de la Zouch - LA03/09), and add the land west of the A42, outside the bypass, north east of Ashby (Green).
- 3.5 LA04/05 Newbold Village Farmlands: as above - ZTV boundary – omit western end of character area (Scotland!), include area west of Breedon Hill.
- 3.6 LA04/06 Cloud Hill Quarry: No comment
- 3.7 LA04/07 Belton Village Wooded Farmlands: Suggest creating a separate character area (LA04/13) north of the A42 for Isley Cum Langley (Langley Priory and Parkland), and Diseworth.
- 3.8 LA04/08 Tonge Village Farmlands: Include the ZTV boundary to the north of the character area?
- 3.9 LA04/09 Agreed – Breedon on the Hill, The Bulwarks (LB & SM) and Breedon quarry
- 3.10 LA04/10 Define to southeast of the A42/M1. Amalgamate with northern half of LA04/07 (Isley Cum Langley & Diseworth). See above.
- 3.11 LA04/11 Odd set of boundaries west of the M1 excluding the airfield but including the completely remodelled landscape of the East Midlands Gateway development. We would recommend that western boundary of LA04/11 is the M1.
- 3.12 LA04/12 Kegworth, omit section west of the M1 (see LA04/14)
- 3.13 LA04/13 Langley Park and Diseworth New Character Area formed from the northern half of LA04/07

- 3.14 LA04/14 East Midlands Airport and Gateway; Include section of LA04/12 west of M1, add area to south (Airport) and north (Lockington)

WC/RC 26/11/18

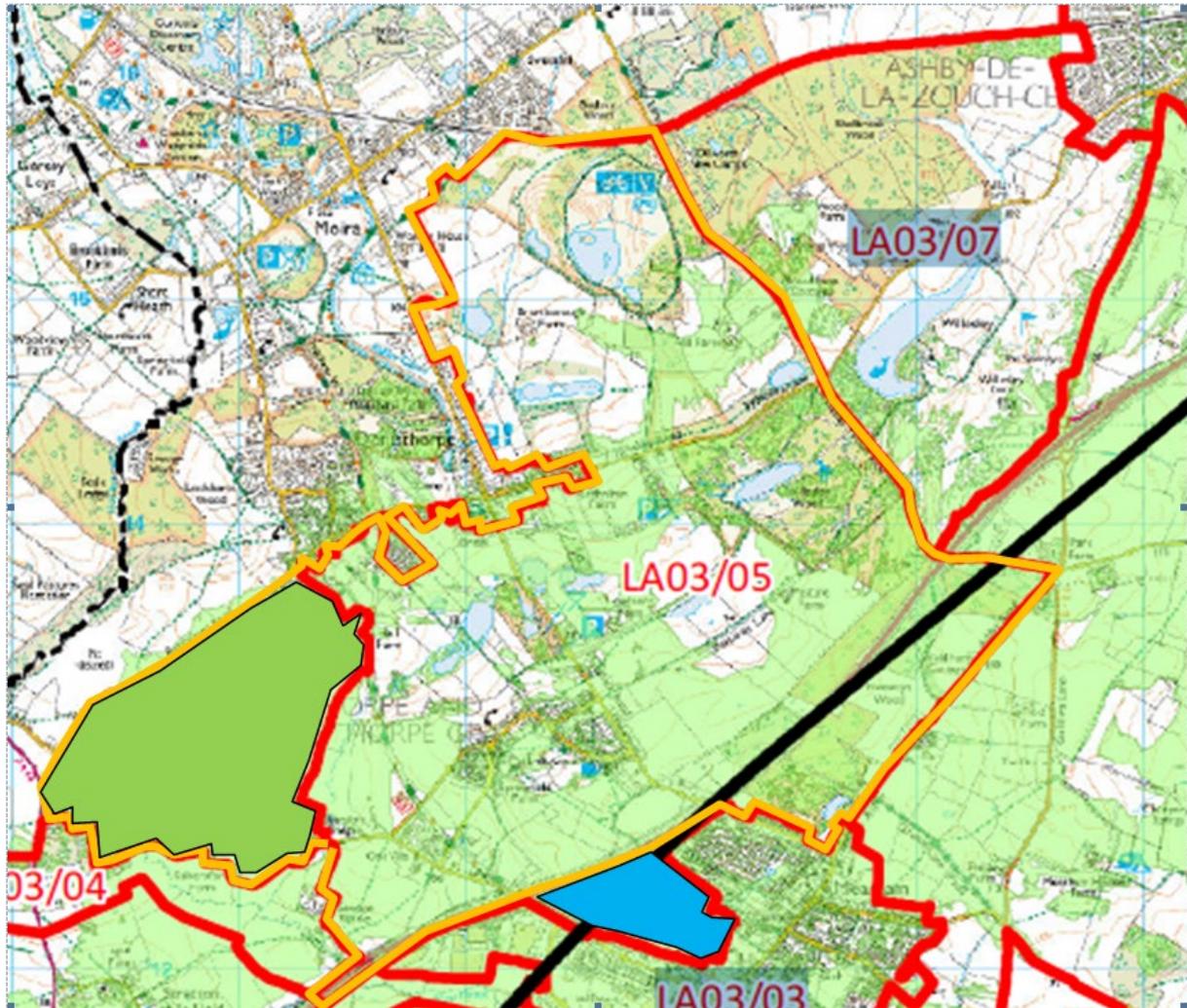
Appendix A10 WDES Section 9 – Landscape Character Area maps



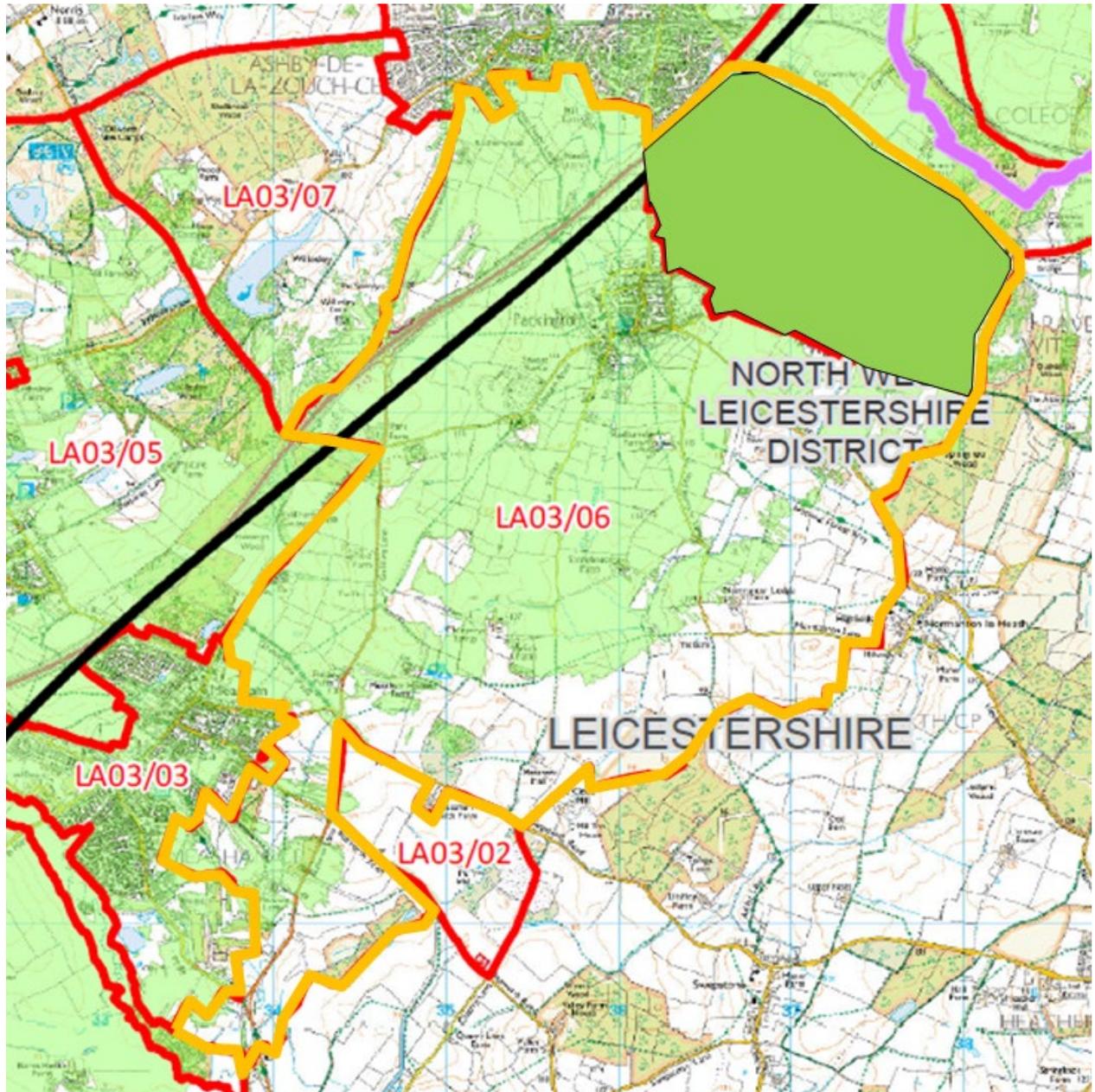
Appendix A10 WDES Section 9 – Landscape Character Area maps



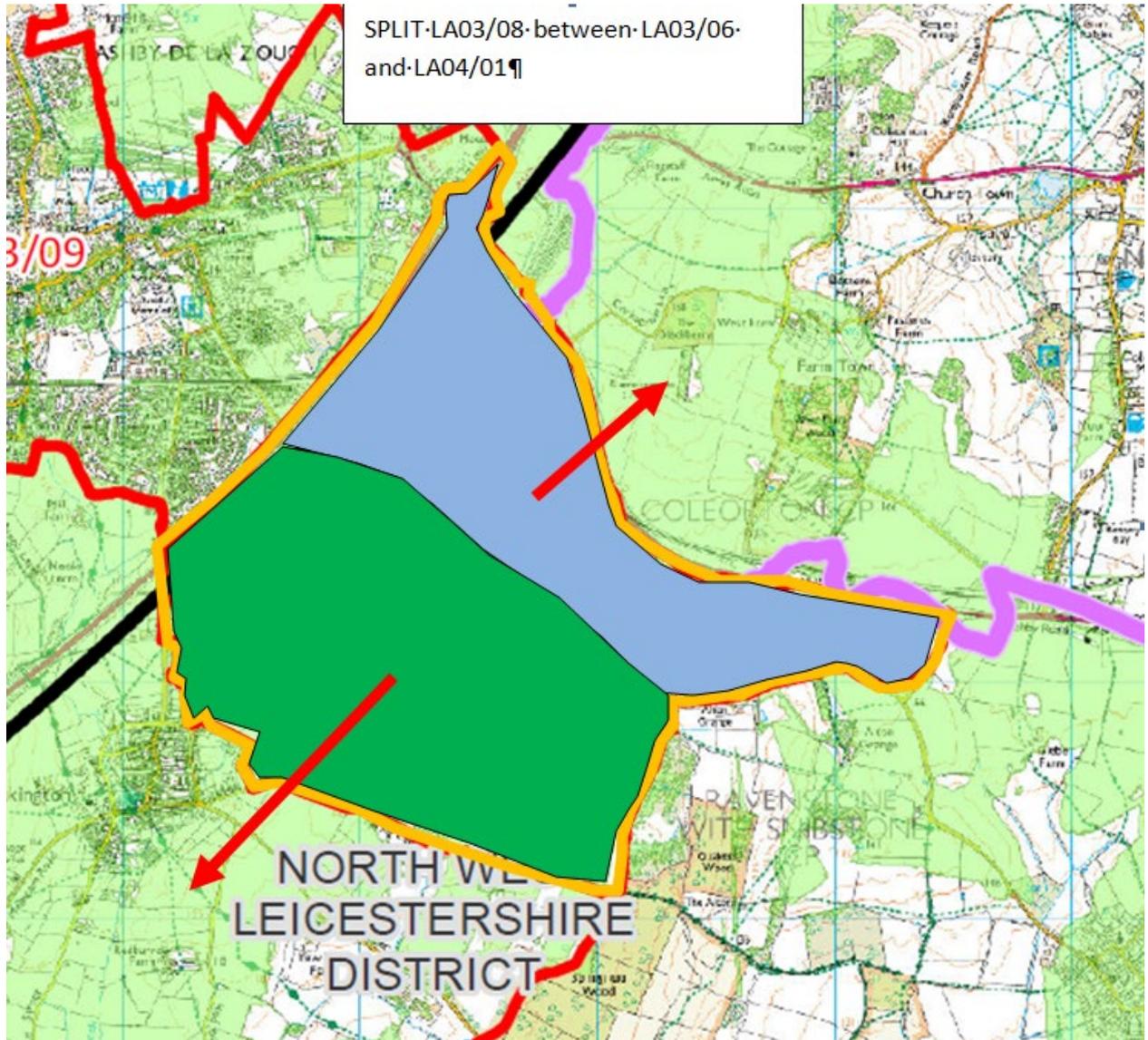
Appendix A10 WDES Section 9 – Landscape Character Area maps



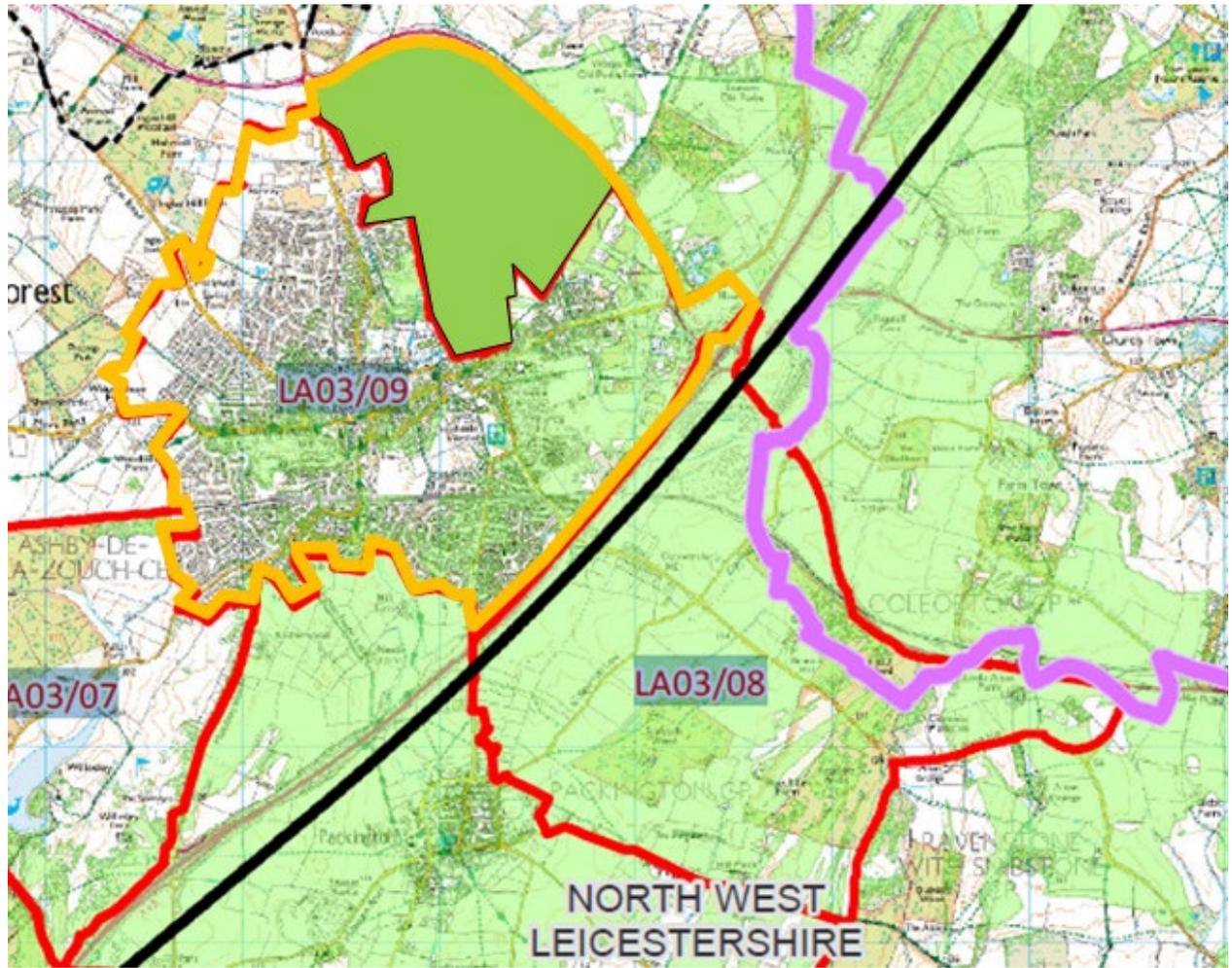
Appendix A10 WDES Section 9 – Landscape Character Area maps



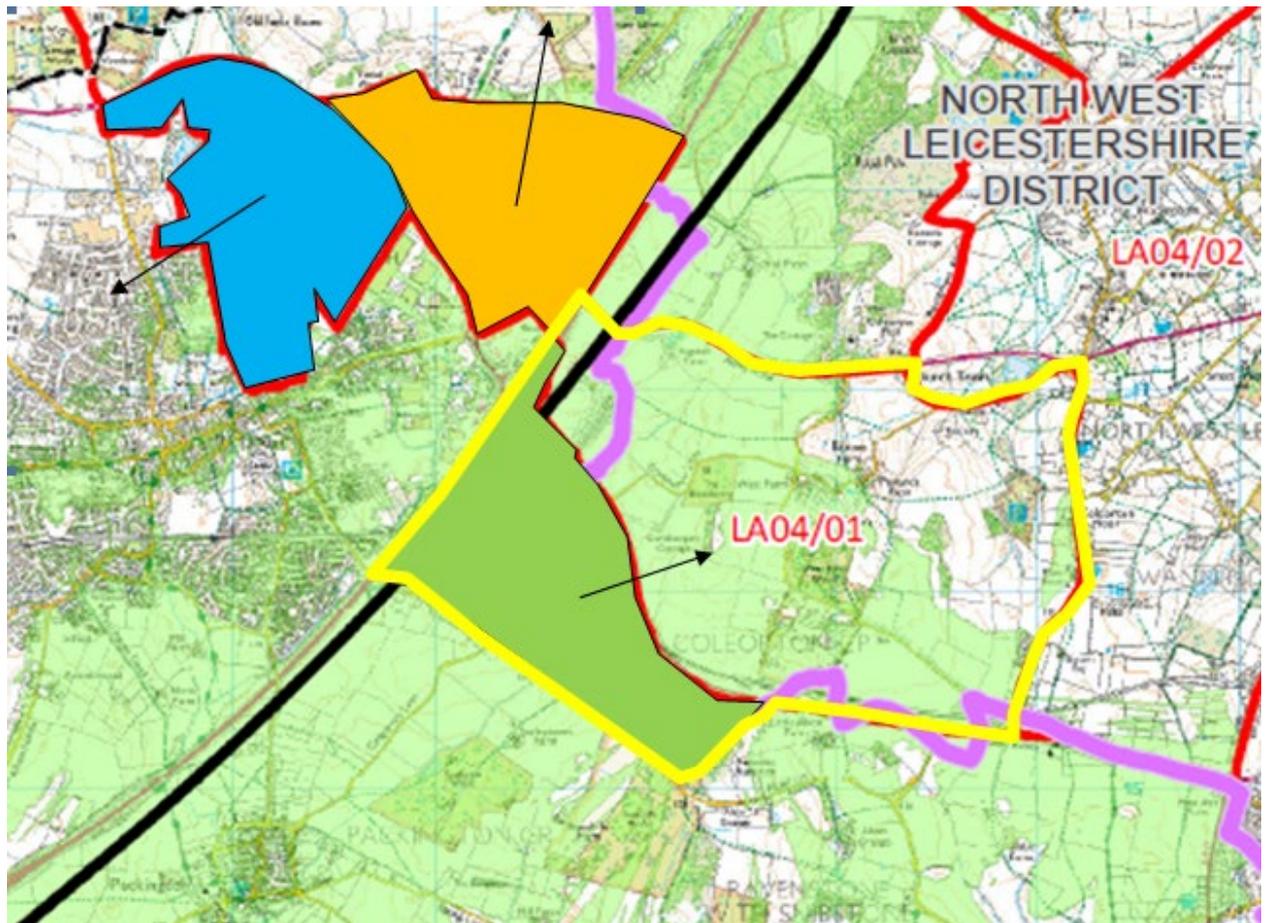
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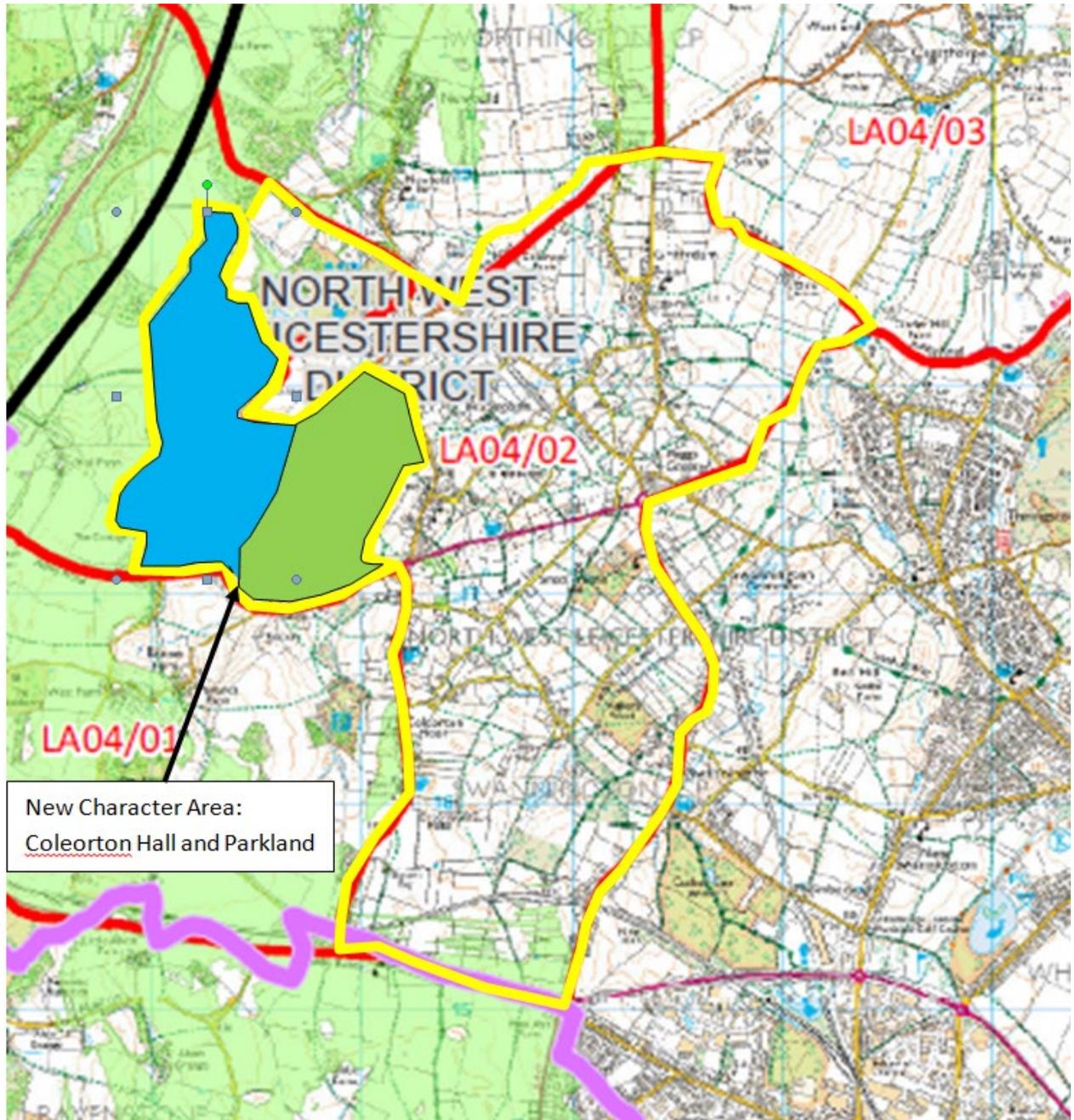
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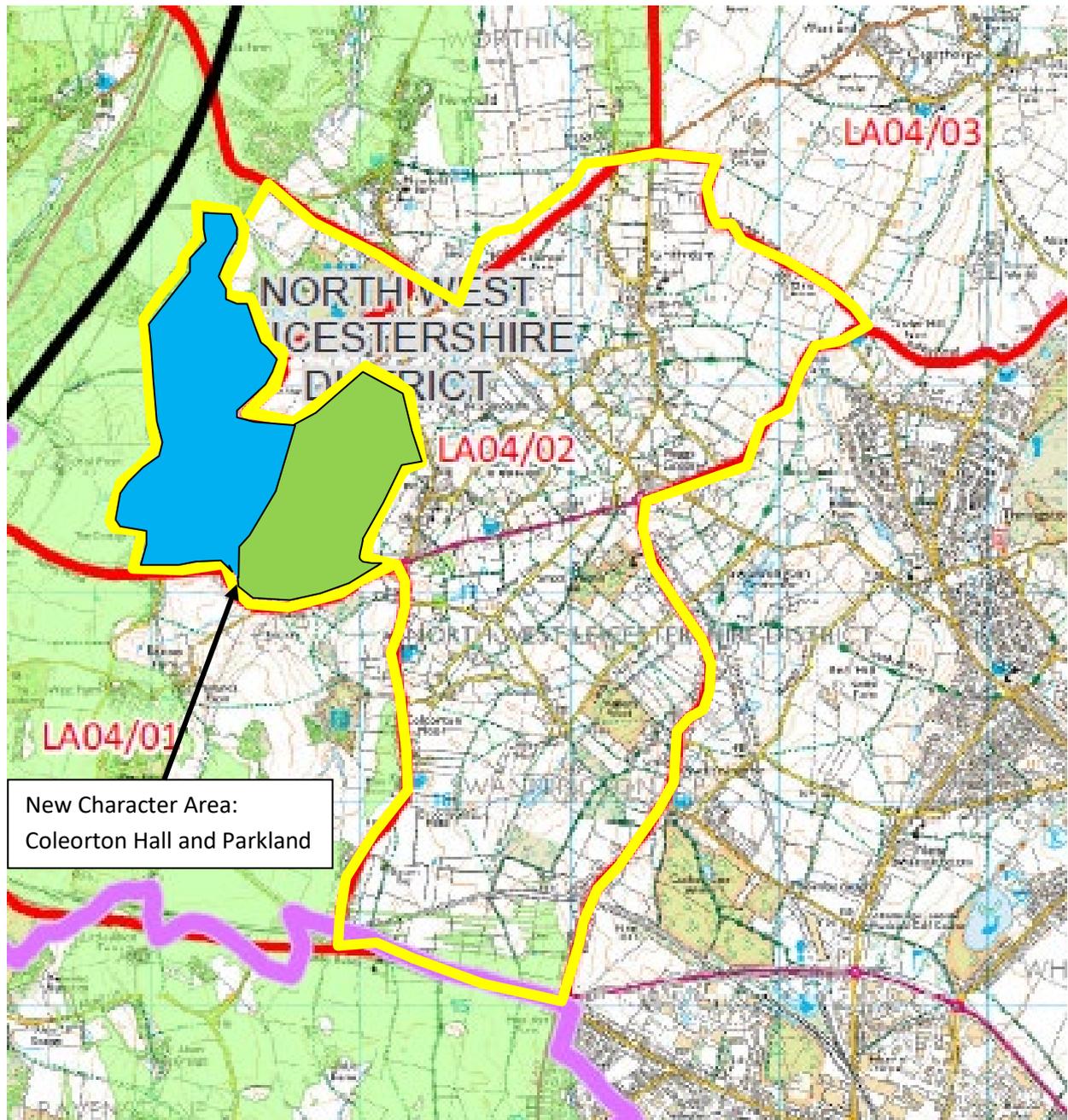
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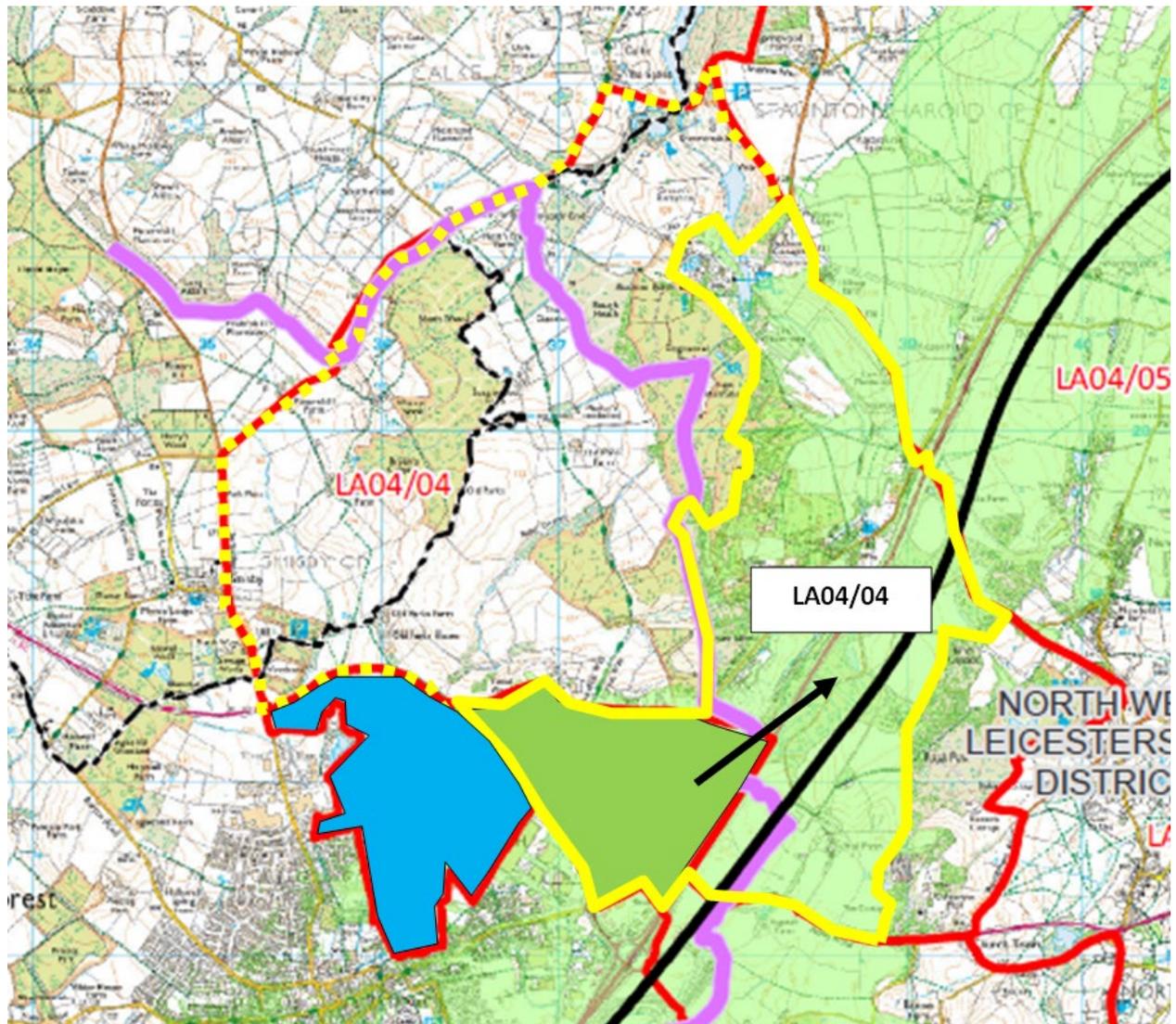
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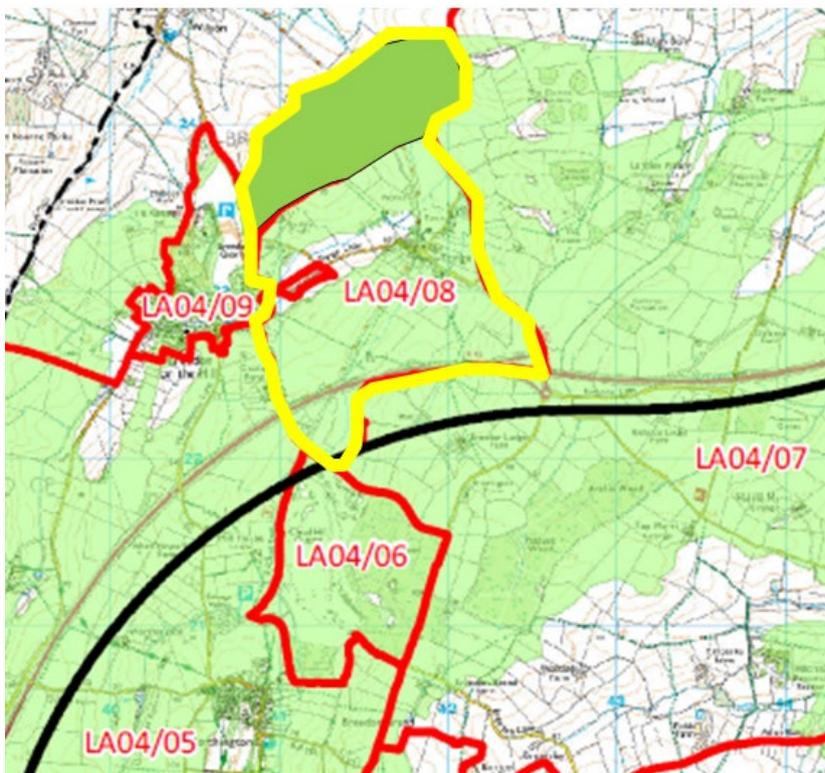
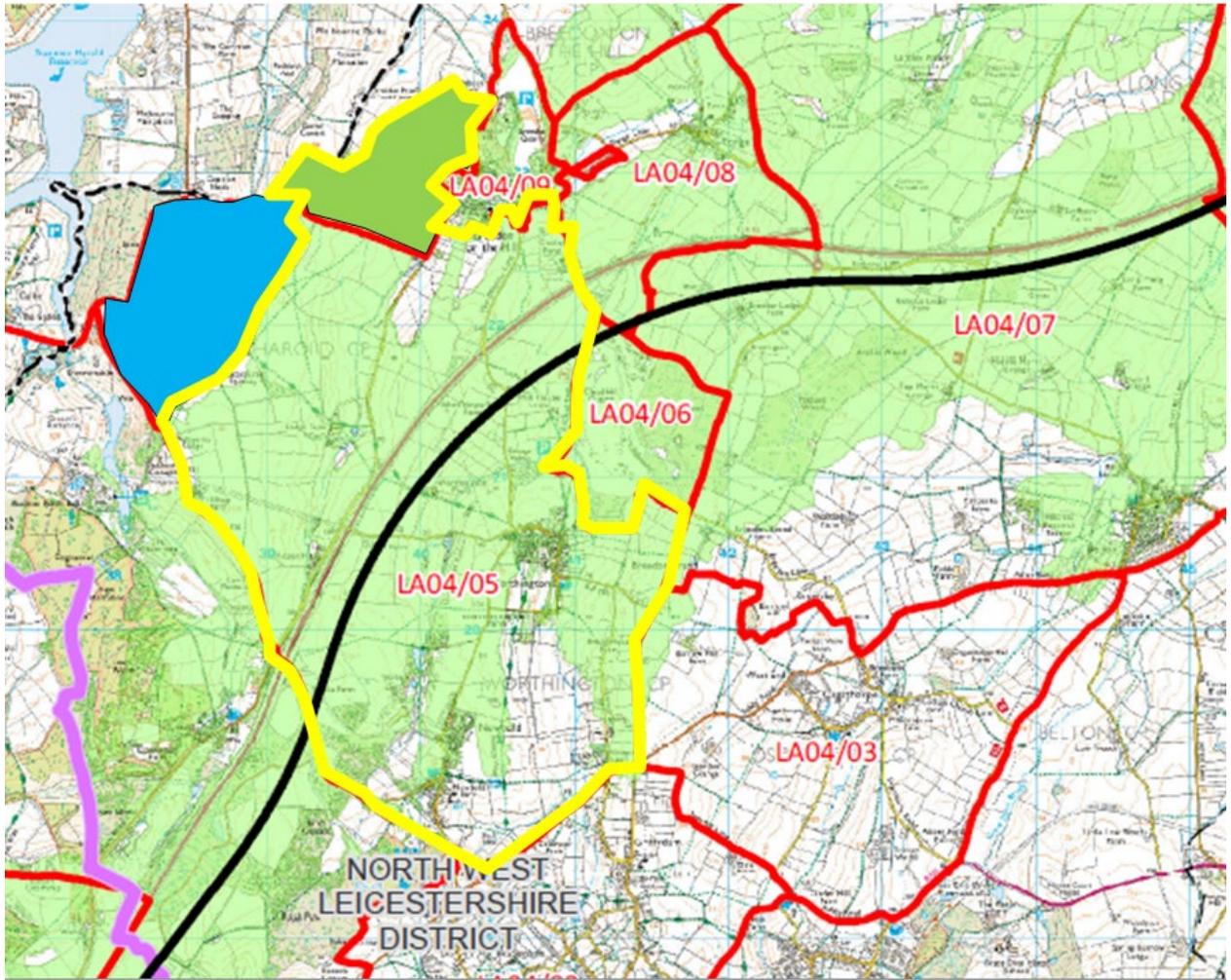
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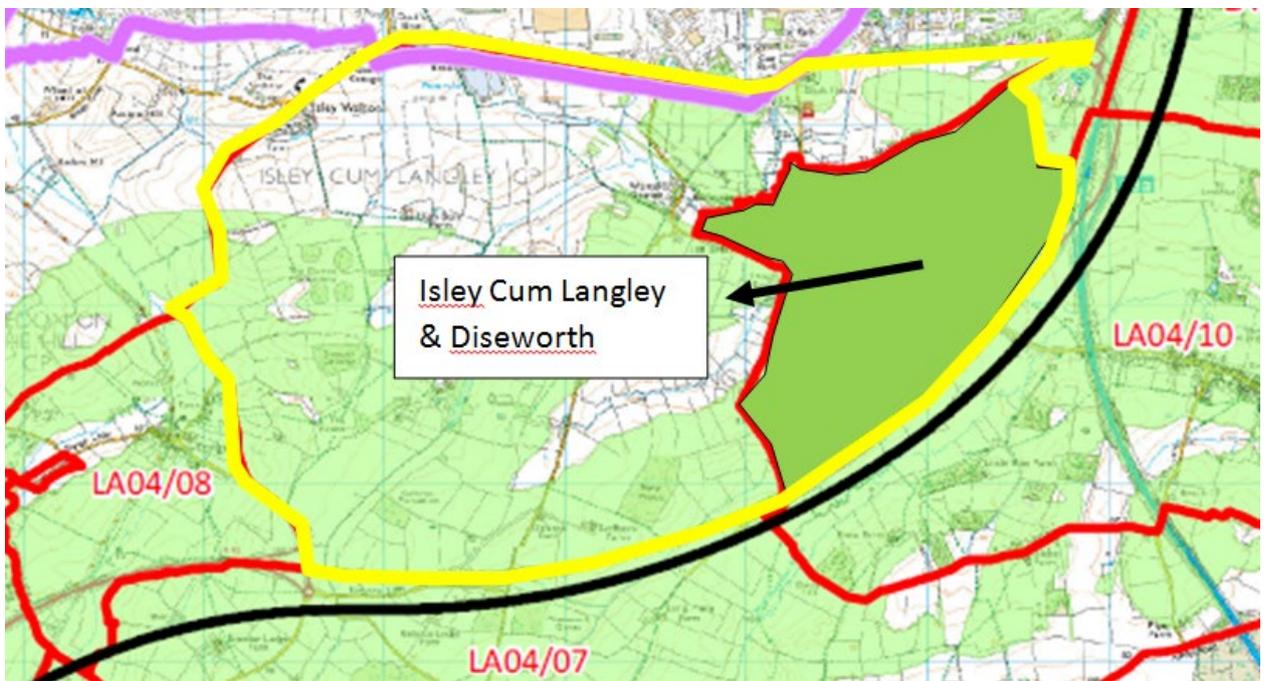
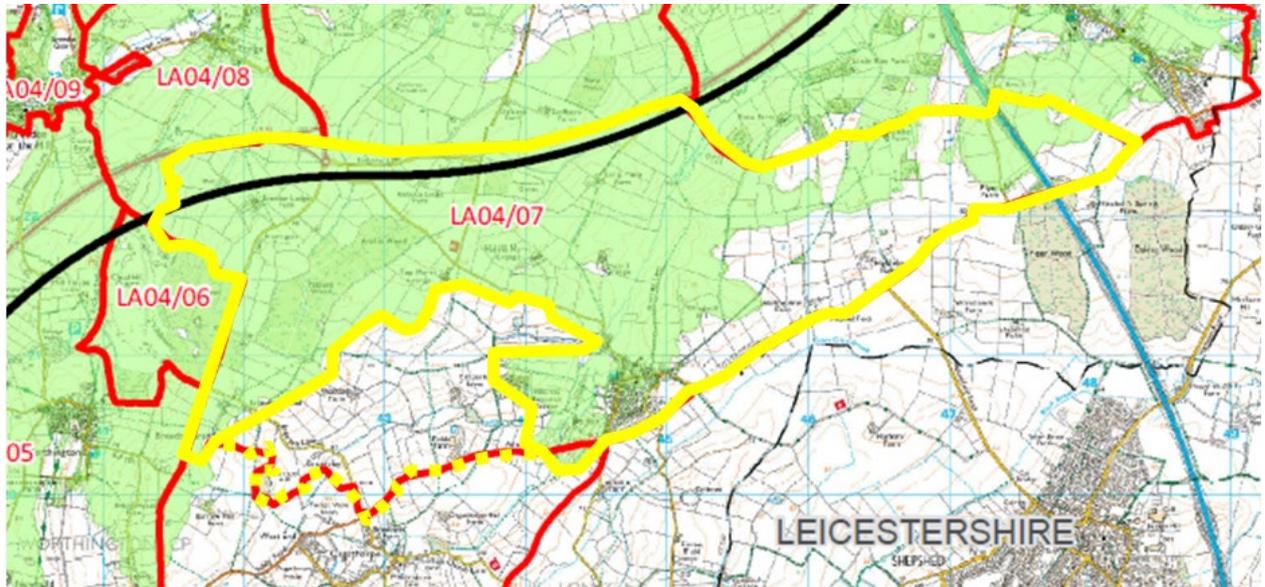
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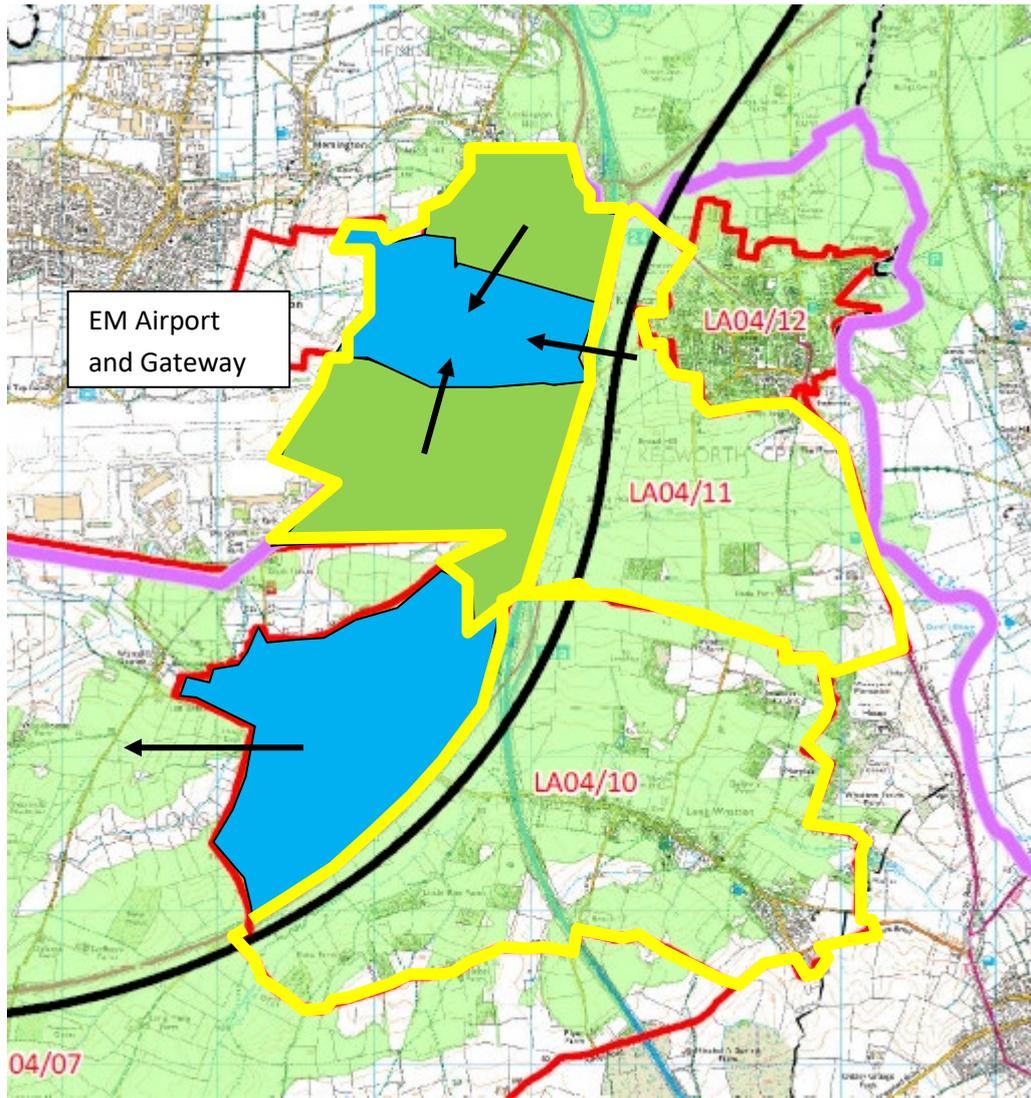
Appendix A10 WDES Section 9 – Landscape Character Area maps



Appendix A10 WDES Section 9 – Landscape Character Area maps



Appendix A10 WDES Section 9 – Landscape Character Area maps





HS2 WDES Response

Senior Conservation Officer's report on section 9 'Historic Environment'

Introduction

HS2 would have an adverse effect on three listed buildings – the Old Rectory at Appleby, Park Farm at Willesley and the Meer Bridge at Measham. It would also have an adverse effect on the Packington conservation area.

The WDES assumes that "heritage assets within the land required to construct the proposed scheme [will] require complete removal", with the exception of "the grade II listed Meer Bridge". As far as I can see, the draft ES does not explain the basis for the assumption or the basis for the exception.

Listed buildings

Old Rectory

The Old Rectory was built in 1807; it was designed by James Bowley, an unknown architect. The original estimate refers to "a house, stabling and all other out offices" and specifies a slate roof (Lincolnshire Archives DIOC/MGA/56). The list entry refers to a "c.1960 plain tile roof".

The property comprises five buildings: (i) The principal building, which is grade II listed; (ii) the east part of the stable block, a "symmetrical composition", which is grade II listed; (iii) the west part of the stable block, which is grade II listed but "of lesser interest"; (iv) two freestanding outbuildings.

The principal building and the east part of the stable block would be outside the extent of the cutting. These buildings should be retained; HS2 should offer a development proposal that would 'resolve' the immediate setting of these buildings.

The west part of the stable block and the freestanding outbuildings would be inside the extent of the proposed cutting. These buildings should be recorded; HS2 should propose methods for making the resulting evidence publicly accessible. HS2 should offer other works to mitigate the loss of these buildings (e.g. the restoration of a slate roof to the principal building).

Appendix A11

Park Farm

This was the home farm to Willesley Hall (demolished). The farmstead was erected in the early C19 and altered to form seven dwellings c.1997 (our reference 97/00145/FUL). Numbers 4 and 5 were the farmhouse; they are grade II listed. Number 6 was a farm labourer's cottage. Numbers 1, 2, 3 and 7 were farm buildings. The draft ES only considers the impact on numbers 4 and 5; it does not consider the impact upon the farmstead as a whole.

Park Farm would be affected by the Willesley Woodside cutting. The cutting is the widest cutting proposed in LA03. At its apex the cutting is about 95m wide from centre to edge; at Park Farm it is about 65m wide.

Numbers 4, 5 and 6 Park Farm would be inside the extent of the proposed cutting. The cutting should be substituted with a cut-and-cover tunnel; this would enable the retention of numbers 4, 5 and 6 Park Farm (it would also enable the restoration of woodland). Please refer to our comments on ecology and biodiversity and our comments on sound, noise and vibration. If a cut-and-cover tunnel is not feasible, then the cutting should be made narrower (e.g. using retaining structures) to enable the retention of numbers 4, 5 and 6 Park Farm.

If it is proposed to demolish numbers 4, 5 and 6 Park Farm, then these buildings should be recorded; HS2 should propose methods for making the resulting evidence publicly available. HS2 should offer other works to mitigate the loss of these buildings (e.g. works to hard and soft landscaping to enhance their setting).

Numbers 1, 2, 3 and 7 Park Farm would be outside the extent of the cutting. These buildings should be retained. If it is proposed to demolish numbers 4, 5 and 6 Park Farm, then HS2 should offer a development proposal that would 'resolve' the immediate setting of the retained buildings.

Meer Bridge

A bridge over the Ashby & Nuneaton Joint Railway was erected c.1869-73. The deck surface has been obliterated; there is self-set vegetation on the bridge deck and there are self-set trees in close proximity to the bridge. The condition of the bridge is poor and its condition would prevent straightforward maintenance.

The proposed HS2 viaduct would pass very close to the bridge. The draft ES anticipates temporary impacts upon the setting of the bridge (9.4.6) but it does not anticipate any permanent impacts. The ES should report a permanent impact on the setting of the Meer Bridge.

HS2 should offer works to mitigate the adverse effect on the bridge (e.g. repair of the bridge deck and felling of self-set trees).

Conservation areas

Packington conservation area

The WDES asserts that "construction activities" including "the movement of construction traffic" would have a temporary adverse effect on the conservation area (9.4.7) but asserts that there would be no residual effect (9.4.17ff).

Appendix A11

Vicarage Lane is a single lane track with no kerbs or footways. The junction with Measham Road is bounded by hedgerows and the corner radii are small. Vicarage Lane is a public bridleway and part of the National Forest Way. The Church of the Holy Rood is a grade II* listed building and the churchyard wall bounds Vicarage Lane. It is proposed that Vicarage Lane would serve as an 'HS2 access road' and that it would provide access to a satellite construction compound.

Vicarage Lane is not suitable as an access road. An increase in the width of the lane, the installation of kerbs or footways or the 'improvement' of the junction with Measham Road would harm the significance of the conservation area. The use of Vicarage Lane as an access road would risk damage to the churchyard wall and this would have a permanent adverse effect. Please refer to the comments of the Senior Planning Officer regarding traffic and transport and to the comments of the Packington Residents Team.

The WDES acknowledges that "the setting of the conservation area" comprises "undulating agricultural fields" and that the setting "contributes positively to its heritage value". The WDES acknowledges that "new elements of infrastructure" in the setting of the conservation area would have a permanent adverse effect (9.4.15). For this reason the Measham Road Packington cutting (or part of the cutting) should be substituted with a cut-and-cover tunnel. Please refer to our comments on sound, noise and vibration and to the comments of the Packington Residents Team.

December 2018

APPENDIX A12 – WDES CONSULTATION RESPONSE

**HS2 PHASE 2B WORKING DRAFT ENVIRONMENTAL STATEMENT AND
EQUALITY IMPACT ASSESSMENT CONSULTATIONS**

**COMMENTS FROM LEICESTERSHIRE COUNTY COUNCIL AND LEICESTER CITY COUNCIL RELATING TO
SERVICES IN LEICESTER AND LEICESTERSHIRE – DECEMBER 2018**

1. Introduction and Purpose

- 1.1. Leicestershire County Council and Leicester City Council (the Councils) welcome the opportunity to respond to HS2 Limited's consultation on the Working Draft Environmental (ES) and Equality Impact Assessments (EQIA).
- 1.2. This note is supplemental to our main consultation response and is without prejudice to any future position that the Councils may choose to adopt in respect of HS2 Phase 2b in principle or on specific aspects or implications thereof. It considers the impact of HS2 on the City and County's connectivity, economy and demography, and then goes on to argue, in the context of the Councils' Rail Strategy¹, for:
 - An assurance that the frequency and journey time of services between Leicester and London will not be degraded after the opening of HS2 Phase 2b.
 - The inclusion of classic compatible services between Leicester and Leeds in HS2's base case, and of the associated infrastructure in the Phase 2b Hybrid Bill.
 - A joined up planning approach between HS2, Midlands Connect, Network Rail and DfT to ensure that improvements to regional services through Leicestershire are not compromised by decisions taken in relation to the HS2 project. This includes securing an understanding of the potential impacts on the classic rail network (including station infrastructure) of the proposed Toton Shuttle Train services are assessed and, as necessary, what infrastructure on the classic network will be funded by HS2 in order to accommodate/mitigate the impacts of those services.

2. Rail Connectivity

- 2.1. Leicester and Leicestershire are relatively poorly connected with other economic centres compared to most cities in the UK of comparable size. Figure 1 below shows the limited direct rail connectivity currently enjoyed by the City of Leicester.

¹ Leicester and Leicestershire Rail Strategy February 2017

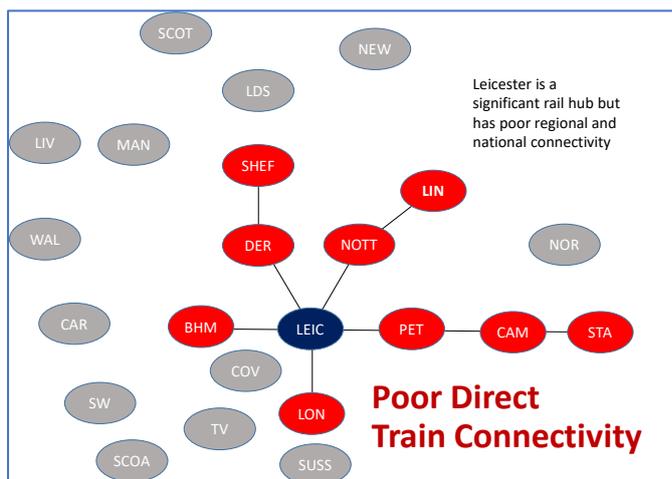


Figure 1 - Leicester's Current Direct Train Connectivity

2.2. Key economic links important to Leicester and Leicestershire's economy cannot be made by direct train, including those to key city regions with significant recent and projected economic development, such as Leeds, Manchester and the Thames Valley.

3. Economy and Development

3.1. The Strategic Growth Plan for Leicester and Leicestershire was approved by the nine constituent local authorities in December 2018. It forecasts a need for 96,580 additional homes by 2031, and a potential need for 117,900 by 2036.

Similar increases in land allocated to employment are also projected. The Plan also clearly states the need for investment in infrastructure to support this growth, for example on p6: *"We are very clear that significant new development cannot be accommodated within Leicester & Leicestershire without significant investment in infrastructure and services. We welcome government's recognition of this problem at a national and regional level...."*

3.2. The map at Figure 2 below, taken from the Strategic Growth Plan, shows the current thinking on where and how this growth will be accommodated and the essential infrastructure required to support it. In terms of implications for rail:

- The scale of growth illustrates the important of better rail connectivity to key economic centres, especially those with economies that will be boosted by HS2.
- The proposed A46 Priority Growth Corridor will include a large number of economically active people who will wish to make business journeys to the key national economic centres.
- The "Leicestershire International Gateway" will be close to the combined HS2/classic rail station at East Midlands Interchange (Toton).
- The A46 Priority Growth Corridor, the "A5 Improvement Corridor" and the "Growth to be managed in Local Plans" in the Hinckley area reinforce the need for improved rail services along this corridor, and for ease of access to HS2 at Birmingham Interchange.

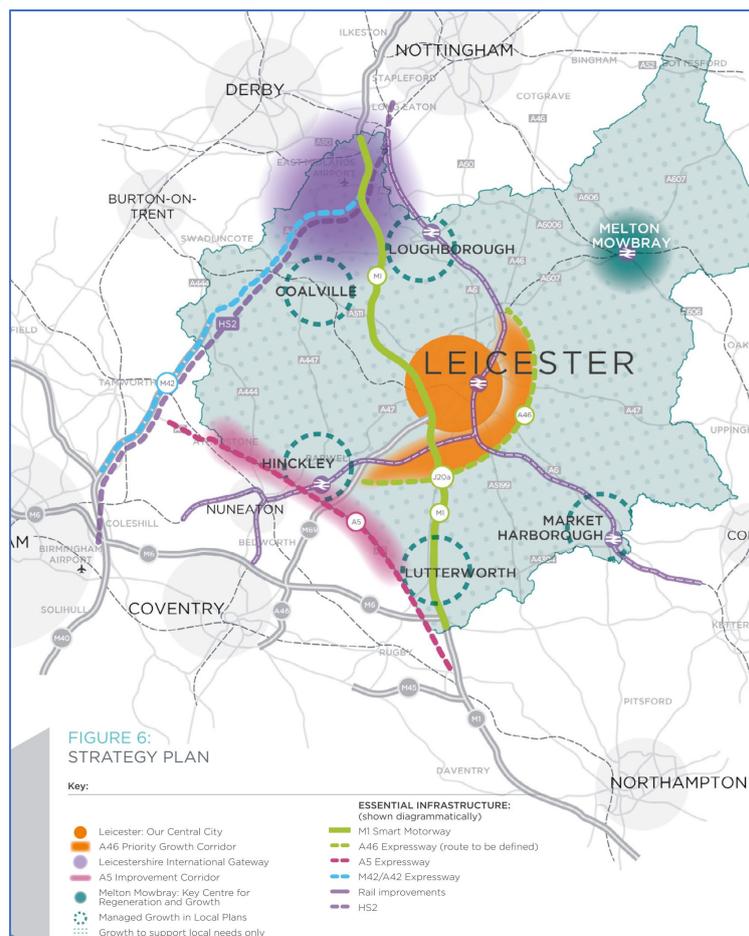


Figure 2 - Strategic Growth Plan – Priority Growth Areas and Essential Infrastructure

4. Demographics

- 4.1. The Working draft EQIA seeks to set out the impact of the HS2 scheme on groups with Protected Characteristics as defined under the Equality Act 2010. This includes race and religious belief.
- 4.2. Leicester is one of the most ethnically diverse city in the UK. For example, the 2011 Census shows that 18.6% of the population is Muslim, and 15.2% Hindu. The Census showed that 37.1% of the population is Asian or Asian British. These figures are very substantially higher than those registered in the EQIA in the route areas considered, as shown in the tables below.
- 4.3. The EQIA (p24) states: *“There were no LSOAs within Development Area 2 [Birmingham to Bolsover including through Leicestershire] with a disproportionate representation of an Asian/Asian British or Other ethnic sub-groups, and therefore, no maps have been produced for these sub-groups.”* Table 4 from EQIA p24 is reproduced below.

Table 4: Average population by ethnic sub-group at the route-wide, regional and national level

		Total population	White	Mixed	Asian/Asian British	Black	Other
Route average		1,644	87%	2.2%	6.7%	2.5%	1.1%
Regional average	Yorkshire and the Humber	1,559	93%	1.4%	3.5%	1.6%	0.7%
	North West	1,723	79%	3.2%	12.1%	4.1%	1.9%
	East Midlands	1,595	96%	1.6%	1.6%	1.0%	0.2%
	West Midlands	1,678	97%	1.0%	1.0%	0.6%	0.1%
National average		1,614	85%	2.3%	7.8%	3.5%	1.0%

Figure 3 - Ethnic Sub-Groups on HS2 Route (Source: HS2 EQIA)

4.4. Similarly, the EQIA states on p24: “There were no LSOAs within Development Area 2 with a disproportionate representation of people with Buddhist, Jewish or Muslim beliefs, and therefore, no maps have been produced for these sub-groups.” Table 5 from the EQIA is reproduced below.

Table 5: Average population by religion at the route-wide, regional and national level

		Total population	Christian	Buddhist	Hindu	Jewish	Muslim (Islam)	Sikh
Route average		1,644	60%	0.4%	0.6%	0.3%	5.1%	0.3%
Regional average	Yorkshire and the Humber	1,560	64%	0.2%	0.6%	0.1%	2.5%	0.2%
	North West	1,724	56%	0.6%	0.9%	0.6%	9.8%	0.3%
	East Midlands	1,595	60%	0.2%	0.3%	0.0%	0.5%	0.4%
	West Midlands	1,679	67%	0.2%	0.2%	0.0%	0.2%	0.3%
National average		1,614	59%	0.5%	1.5%	0.5%	5.0%	0.8%

Figure 4 - Population by Religion on HS2 Route (Source: HS2 EQIA)

4.5. Given Leicester’s position close to the route of Phase 2b of HS2, and counted within the benefits derived from the scheme, we believe that the EQIA should give special consideration to the potential benefits of the scheme to the city, and hence to the connectivity that HS2 can bring through classic compatible services.

5. Our Rail Strategy

5.1. The Councils developed a Rail Strategy which was formally adopted in February 2017. This strategy took account of the connectivity, economic and demographic issues described above and developed a set of evidence-based priorities for rail services. They can be summarised as follows:

- To maximise the benefit from the Midland Main Line services

- To achieve the best result from the implementation of HS2 Phase 2
 - To improve radically direct fast connectivity to key regional and national destinations, recognised as currently poor
 - To ensure that rail access and economic development are planned together
 - To support modal shift from cars and lorries to sustainable transport
- 5.2. As far as HS2 is concerned, the Rail Strategy set out the Councils' policy as being to maximise the benefits and minimise the potential disbenefits of the project. In particular:
- To ensure that the current service frequencies and journey times between Leicester and London are improved rather than degraded.
 - To seek the provision of classic compatible services between Leicester and West Yorkshire/North East via HS2, with the consequential radical reduction in journey times this would bring.
 - To ensure that the introduction of HS2 and associated feeder services on the classic network do not compromise improvements in regional rail services which the Councils are seeking - a key conclusion from the Rail Strategy was that the competitiveness of Leicester's and Leicestershire's economy and the prosperity of its citizens depends on radically improved regional and national rail connectivity.
- 5.3. Each of these three points is considered in more detail below.

6. Leicester-London Services

- 6.1. In section 14.6.5 of Volume 3 of the ES it states that *"The transfer of long distance passengers from the conventional rail network to the Proposed Scheme would create the opportunity to provide additional services and to stop services at more locations on the conventional rail network. The actual service patterns, including the use of released capacity, would be determined nearer to the time of opening of the Proposed Scheme."*
- 6.2. We fully understand that the use of released capacity on the classic network is an important potential benefit of HS2. However, although many passengers from the Nottingham and Derby areas are likely to use HS2 for London travel, the same is not true of Leicester. We are concerned that following the transfer of much of the long-distance market to HS2, services between Leicester and London will become more outer-suburban in nature, with more intermediate stops and longer journey times. It has been estimated that each additional call made between Leicester and St. Pancras would adversely affect Leicester's economy by some £4m GVA pa, or about £1m per minute².
- 6.3. Figure 5 below uses forecasts from Network Rail's East Midlands Route Study³ to estimate the load on London services on departure from Leicester. Even with HS2 these loads are forecast to be as great as they are today, meaning that there is a strong industry case, as

² Leicester and Leicestershire Rail Strategy, p45, based on modelling undertaken for the Strategy by Systra.

³ January 2015, pp 18 and 75

well as an economic one, for the maintenance of fast non-stop services between Leicester and London.

Average passengers per day leaving Leicester on London services

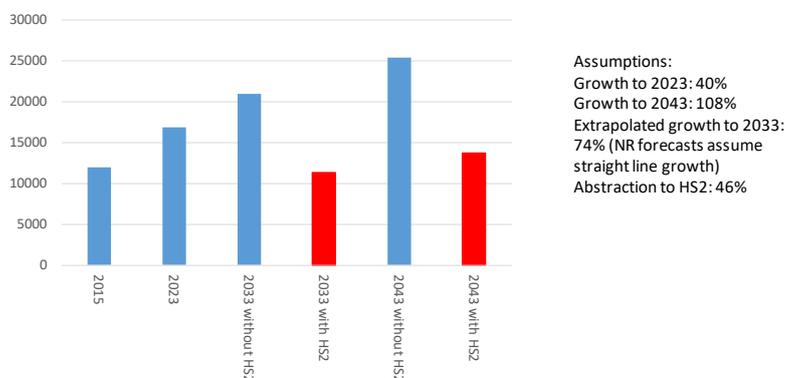


Figure 5 - Passengers per day on London services from Leicester

6.4. In addition, the Government has a stated objective⁴ that “all places with a direct London service retain a broadly comparable or better service after Phases One and 2a open”. **We are seeking a similar assurance in relation to services between Leicester and London after the opening of Phase 2b.**

7. Classic Compatible Northbound Services on HS2

7.1. Midlands Connect, of which both Councils are members, is active in developing the businesses case for the development of classic compatible services from Leicester to Leeds, using HS2 between East Midlands Interchange and Leeds. There is currently no direct service between these cities, and currently no realistic prospect of them on the classic network. A classic compatible service as proposed would halve the journey time from the current c.120 minutes, including a change at Derby or Sheffield, to 60 minutes by direct train via HS2.

7.2. Midlands Connect’s Strategic Outline Business Case (SOBC) for the scheme was submitted to the DfT in Summer 2018, and we understand the HS2 Ltd and the DfT are undertaking further work on options for the infrastructure required at Toton to enable services from the Leicester direction to access the HS2 Main Line. **We strongly support the development work underway, and consider that there is a strong case for the infrastructure being included in the Phase 2b Hybrid Bill.** The costs and complexities of delivering this infrastructure at a later date rather than as part of the Phase 2b works could be prohibitive.

7.3. The proposed classic compatible service would have substantial economic and socio-economic benefits, as well as delivering potential benefits to rail operations.

7.4. Economic Benefits

7.4.1. Work for our Rail Strategy undertaken in 2016 showed that classic compatible services had the potential to deliver an uplift of £40m GVA pa to the economy. This was the

⁴ Future Train Service Patterns on the West Coast Main Line Corridor, July 2017, p3

highest GVA uplift of all the rail service developments for Leicestershire that we tested through our modelling.

7.4.2. The SOBC developed by Midlands Connect examined a number of options to achieve the strategic aim of transformed connectivity between Leicester and the North. Seven options were tested, and the best case (option 6) was to route an existing London to Derby service via East Midlands Interchange and onto Leeds via the HS2 Main Line, using classic compatible rolling stock. The Benefit Cost Ratio for this option showed high value for money (greater than 2:1), and when the wider economic benefits were included the value for money was “very high” at greater than 4:1.

7.4.3. Some of these benefits derive from the so-called “string of pearls” concept developed in our Rail Strategy. This concluded that the benefits of radically improved connectivity from reduced journey times to the Northern Powerhouse from Leicester would be multiplied if the services in question started further south, and could provide Bedfordshire and Northamptonshire towns with similar benefits. For this reason, option 6, as Midlands Connect’s (and our) preferred option, includes stops at Bedford, Wellingborough, Kettering and Market Harborough, as well as at Leicester, Loughborough, East Midlands Parkway, East Midlands Interchange and Leeds.

7.5. Socio-Economic Benefits

7.5.1. The analysis in section 4 above demonstrates that Leicester is exceptional in its ethnic and religious mix. Classic compatible services would bring the benefits of HS2 to thousands of residents who are categorised as in protected characteristic groups (PCGs) in the Equality Act 2010.

7.6. Operational Benefits

7.6.1. In addition to the benefits described above, the provision of direct St. Pancras to Leeds services via HS2 would have the following significant benefits for investment in the classic rail network:

- It would reduce the need for investment in additional infrastructure at Leicester. This is because a need for an additional platform at the station was identified specifically to cater for the Leicester-East Midlands Interchange shuttle included in the HS2 reference case, which the through services could replace.
- It would bolster the case for securing the operational and passenger benefits for completion of electrification of the Midland Main Line north of Kettering through Trent Junction.
- It would improve the resilience of the HS2 network by providing an alternative route between London and HS2 Phase 2b in the event that the “core” HS2 main line through Birmingham Interchange and Old Oak Common were unavailable.

8. Rail Impacts - Relationship with Other Service Enhancements

8.1. As described in section 2 above, Leicester and Leicestershire’s rail connectivity to key economic centres is relatively poor, and this affects the City and County’s economic

competitiveness. We want to advance all the priorities in our Rail Strategy, including ones not directly connected to HS2, including:

- Improved services to Birmingham and new services to Coventry (as being advanced separately through work with Midlands Connect)
- Direct services to Manchester
- Direct services to the Thames Valley

8.2. We strongly advocated that a holistic approach is taken to these connectivity improvements, so that they are all designed together and complement each other. So that:

- Best use is made of our existing infrastructure assets
- Expensive additional infrastructure is minimised
- HS2 and specifically classic compatible services do not compromise other improvements through the County

8.3. **We are concerned to ensure that a “joined up” approach is taken to developing plans for new services and associated infrastructure.** For example, Midlands Connect (with our support) is developing business cases for new services between Coventry and Nottingham and between Birmingham and Nottingham, and is including within its Indicative Train Service Specification a level of “shuttle” service between Derby/Nottingham and East Midlands Interchange that is higher than in the HS2 reference case. We also understand that, separately, HS2, Network Rail and the DfT are working on the reference case, and its impact on Trent Junction, Nottingham station and Leicester station.

8.4. We need to be assured, for example, that our regional train service priorities, such as the Coventry-Nottingham services being developed by Midlands Connect, are not compromised through decisions taken elsewhere in relation to shuttle services to East Midlands Interchange.

8.5. It would also be helpful for there to be greater clarity about what infrastructure on the classic network is to be funded by HS2. In volume 4 of the ES, on pages 7 and 16, there are lists of stations and infrastructure where works are expected to be required. Leicester and Trent Junction, for example, are not included, despite the reference case including shuttle services between Leicester and East Midlands Interchange. **To that end, we are concerned to ensure that the potential impacts on the classic rail network (including station infrastructure) of the proposed shuttle services are assessed and, as necessary, infrastructure on the classic network funded by HS2 in order to accommodate/mitigate the impacts of those services.**

8.6. Another example of how a joined-up approach is important is the potential for services at Leicester to be “linked together”. This would create new connectivity, but also minimise the additional infrastructure needed at the station to cater for all existing and proposed new services.

8.7. Figure 6 illustrates the combined hourly service pattern at Leicester from existing services, Midlands Connect’s proposals and services via East Midlands Interchange onto HS2. It is

likely that, through taking a holistic approach, if eight of the ten services arriving from the south formed through services to the north, the level of infrastructure required at Leicester station would be low (and more through journey opportunities created).

Services Arriving from South	Services Departing to North
4 from St Pancras	4 to Nottingham and Sheffield
4 from Birmingham	2 to Leeds via HS2
2 from Coventry	1 to Stansted
	1 to Lincoln (stopper)
TOTAL: 10	TOTAL: 8

Figure 6 - Services that can be considered for linking across Leicester

9. Summary and Conclusions

- 9.1. The Councils’ policy, as set out in our Rail Strategy, is to maximise the benefits and minimise the potential disbenefits of HS2 Phase 2b.
- 9.2. The preservation and improvement of the quality of Leicester-London service after the opening of HS2 Phase 2b is vital to the economic success of Leicester city, and our forecasts show that at least the current level of service will be required to carry the traffic.
- 9.3. However, the potential for improved connectivity, greater economic prosperity and improved social cohesion will only be maximised through the introduction of classic compatible services from Leicester and further south, using the HS2 Main Line to Leeds.
- 9.4. These services have a strong business case – greater than 4 to 1 if the wider economic benefits are included.
- 9.5. We consider that the infrastructure required at East Midlands Interchange to allow these services to operate should be included in the Phase 2b Hybrid Bill, and that their operation should be included in the HS2 base case.
- 9.6. We also believe that it is vital that HS2 Ltd, DfT, Network Rail and Midlands Connect work more closely together to develop a holistic approach to the development of rail services in Leicestershire, and that clarity is required about what infrastructure on the classic network is to be funded by HS2.
- 9.7. We stand ready to continue playing an active and vigorous part in these discussions as the HS2 and Midlands Connect projects are developed further.

Leicestershire County Council
Leicester City Council
December 2018



IMPACT OF HS2 ON HOUSING DELIVERY

The provision of sites of 10 or more dwellings are identified in 3 policies on the adopted Local Plan.

Policy H1 details those sites which had planning permission as at 1 October 2016 (the base date for the plan).

Policy H1 – Housing provision: planning permissions

The following sites have the benefit of planning permission for housing development. In the event that planning permission lapses on these sites it will be renewed subject to the policies of this Local Plan and any other material considerations including any evidence in respect of deliverability of any particular site.

Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted.

	Site	Capacity
H1a	Holywell Mill, Ashby de la Zouch	44 dwellings
H1b	Land north of Ashby de la Zouch	605 dwellings
H1c	South of Park Lane, Castle Donington	895 dwellings
H1d	Standard Hill/West of Highfield Street, Coalville	400 dwellings
H1e	Off Jackson Street Coalville	129 dwellings
H1f	Off Kane Close Coalville	21 dwellings
H1g	Acresford Road, Donisthorpe	36 dwellings
H1h	Land north and south of Grange Road, Hugglescote	3,500 dwellings
H1i	South of Grange Road, Hugglescote	105 dwellings
H1j	Station Road, Ibstock	142 dwellings
H1k	Ashby Road, Kegworth	110 dwellings
H1l	Slack & Parr, Long Lane, Kegworth	188 dwellings
H1m	Land south of A6, Derby Road, Kegworth	150 dwellings
H1n	Cresswells Coaches, Shortheath Road, Moira	24 dwellings
H1o	Home Farm, Main Street, Oakthorpe	29 dwellings
H1p	Dawsons Road, Osgathorpe	16 dwellings
H1q	South of Normanton Road, Packington	30 dwellings
H1r	Heather Lane, Ravenstone	50 dwellings

Of the sites included in policy H1, two (H1k (Ashby Road Kegworth) and H1m (Land south of A6 Derby Road Kegworth)) are on the direct route of HS2. As such the impact of HS2 is to sterilise these two sites and the anticipated 298 dwellings.

Appendix A13 – HS2 WDES Response

Policy H2 details those sites which it had been resolved to grant planning permission for, but there was need for a Section 106 Agreement (Planning Obligation).

Policy H2 – Housing provision: resolutions

The Council has resolved to grant planning permission for housing development on the sites listed below. The Council will work with developers and applicants to ensure that the legal agreements associated with these developments are completed as efficiently as possible so that permission can be issued. Once planning permission is granted it will be subject to the provisions of Policy H1.

Where there has been a delay in the signing of a legal agreement and a planning permission not granted, it may be necessary for the application to be referred back to Planning Committee for account to be taken of any material change in circumstances since the initial resolution to grant permission.

Any development provided for within this policy which discharges wastewater into the Mease catchment will be subject to the provisions of policy En2. Any such development which does not meet these provisions will not be permitted.

	Site	Capacity
H2a	West of High Street, Measham	450 dwellings
H2b	Land at Blackfordby Lane, Moira	18 dwellings

Land at West of High Street Measham (H2a) is also on the route of HS2 (this site is often referred to Measham Waterside and the planning permission has since been issued). As with the sites at Kegworth the effect of HS2 is to sterilise this site and the 450 dwellings which it was anticipated would be provided.

The Local Plan recognised that there was a possibility that HS2 would have this impact and so sought to address it to some degree by identifying a reserve site in Kegworth and one in Measham. These were set out in Policies H3c and H3d as set out below (for brevity the details of the remaining allocations are not set out as they are not affected by HS2).

Policy H3 – Housing provision: new allocations

The following sites are allocated for housing development, subject to meeting the specified requirements set out below. These sites will be subject to a Section 106 Agreement to secure the provision of any specific requirements including on and off-site infrastructure.

H3c - Land off Ashby Road/Leicester Road, Measham (about 300 dwellings)

Development of this site will be supported when:

- (a) The Government confirms the line of HS2 in the vicinity of Measham; and
- (b) The confirmed route passes through land West of High Street Measham (H2a); and
- (c) The site West of High Street Measham is not capable of being developed in its entirety as a result of the alignment of HS2.

Development will be subject to the following:

- (i) provision of vehicular access from Ashby Road and Leicester Road; and
- (ii) provision of walking and cycling connections from the site to Measham town centre and existing bus routes; and
- (iii) provision of a range of infrastructure including contributions towards education provision, affordable housing, open spaces, green infrastructure and community facilities and enhanced public transport provision; and
- (iv) design and layout of the proposed development should minimise the impact upon the setting of Measham Conservation Area; and
- (v) protection and enhancement of heritage assets, including their setting; and
- (vi) provision for the discharge of wastewater into the Mease catchment in accordance with the provisions of policy En2. Development which does not meet these provisions will not be permitted. In addition, development will not be permitted unless a 'development window' for the Developer Contributions Scheme is current and there is sufficient capacity to accommodate the proposed development in full; and
- (vii) provision of a mineral assessment identifying the potential effect of the proposed development on the mineral resources beneath and adjacent to the site.

H3d - Land south of Ashby Road, Kegworth (about 110 dwellings)

Development of this site will be supported when:

- (a) The Government confirms the line of HS2 in the vicinity of Kegworth; and
- (b) The confirmed route passes through those sites north of Ashby Road Kegworth and/or south of Derby Road Kegworth which currently benefit from planning permission for housing development; and
- (c) Either of the two sites is not capable of being developed in their entirety as a result of the alignment of HS2.

Development will be subject to the following:

- (i) Provision of vehicular access from Ashby Road; and
- (i) The proposed development being compatible with the route of the proposed Kegworth bypass; and
- (ii) Provision of walking and cycling connections from the site to Kegworth centre; and

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- (iii) Provision of a range of infrastructure including contributions towards education provision, affordable housing, open spaces, green infrastructure and community facilities and enhanced public transport provision; and**
- (v) The incorporation of appropriate measures to mitigate the impact of any noise issues associated with the M1, HS2 or East Midlands Airport.**

Notwithstanding the fact that this 'alternative' provision was made, it should be recognised that the cumulative total number of dwellings lost (748 dwellings) was significantly more than that from the reserve sites (410 dwellings).

The Council has a housing trajectory (see separate document) which identifies that the Council should still be able to meet the housing requirements set out in the Local plan. However, it does mean that the margin for slippage is significantly less and if build rates do not meet those anticipated it could result in the Council having to release additional land elsewhere in the district. This will have an impact on the settlement concerned which would not be the case if HS2 were not planned along its current route. It should also be noted that the two sites at Kegworth which had planning permission and that at Measham had Section 106 Agreements attached to them. In view of the lesser scale of the reserve sites any subsequent s106 Agreements will not deliver the same scale of benefit.

Ian Nelson

North West Leicestershire District Council

December 2018

SITE	COMPLETIONS (NET) 1 APRIL 2011- 31 MARCH 2018	UNDER CONSTRUCTION @ 1 APRIL 2018	NOT STARTED	2018/19	2019/20	2020/21	2021/22	2022/23	5 YEAR SUPPLY	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	TOTAL TO 2031	POST 2031	COMMENTS
Land To The East Of Leicester Road Ashby De La Zouch	267								0									267		
Landf at Smisby Road Ashby de la Zouch	122								0									122		
74-108, 110-144 Malvern Crescent Ashby De La Zouch	-10								0									-10		Demolition of 36 dwellings and replacement with 10
Meredith Place Smisby Road Ashby-De-La-Zouch	7								0									7		124 dwellings built prior to 2011
Holywell Mill Burton Road Ashby De La Zouch			19			19			19									19		
Land To The East Of 57 Moira Road Ashby De La Zouch	69								0									69		
Holywell Spring Farm Burton Road Ashby De La Zouch	74	67	259	50	50	50	50	50	250	50	26							400		
Former Soap Factory The Callis Ashby De La Zouch	37								0									37		
Land At Leicester Road Ashby De La Zouch	73	28		28					28									101		
Land Between Buton Road And Moira Road Shellbrook Ashby De La Zouch	84	80	111	60	60	60	11		191									275		
Prior Park House Prior Park Road Ashby de la Zouch	-12								0									-12		
Money Hill Ashby de la Zouch	42	23	2,010	28		30	100	130	288	130	130	130	130	130	130	130	130	1,370	640	Minor Change increases capacity to 2,050
Former depot Kilwardby Street Ashby de la Zouch	32								0									32		
Fallen Knight, Kilwardby street, Ashby de la Zouch			12		12				12									12		
Ashby total	785	198	2,411	166	122	159	161	180	788	180	156	130	130	130	130	130	130	2,689	640	
Land To Rear Of 112 Park Lane Castle Donington	306								0									306		
Land North Of Towles Pastures Castle Donington	13								0									13		
Land North And South Of Park Lane Castle Donington			895		60	115	115	115	405	50	50	50	50	50	50	50	50	805	90	
The Spittal, Castle Donington			13					13	13									13		
Castle Donington total	319	0	908	0	60	115	115	128	418	50	1,137	90								
138 To 148 Ashby Road Coalville	25								0									25		51 dwellings built prior to 2011
Land Adjoining Discovery Park Ashby Road Coalville	49								0									49		
Former Minnesotas Site London Road Coalville	27								0									27		
Fern Carpets 346 Ashby Road Coalville	37								0									37		
Former Stephenson College Bridge Road Coalville	26								0									26		129 dwellings built prior to 2011
Land Adjoining Industrial Estate Ravenstone Road/Coalville Lane Coalville	188								0									188		
Former Coalyard Site To The Rear Of 61-65 Gracedieu Road Whitwick	12								0									12		
Former Forest Way School 167 Waterworks Road Coalville	28								0									28		
Land North Of Standard Hill And West Of Highfield Street Coalville			400				40	40	80	40	40	40	40	40	40	40	40	400		
Land Rear Of 138 Bardon Road Coalville	93	21	24	30	12				42									135		138 dwellings gross, 135 net
Land At Kane Close Coalville	23								0									23		
The Farm Manor Road Donington Le Heath Coalville	14		1		1				1									15		
Castle Inn 23 Dennis Street Hugglescote Coalville	5	5		5					5									10		
Land At Loughborough Road Thringstone	54	22	9	25	6				31									85		
Land Off Frearson Road Coalville	73	37	98	35	35	35	30		135									208		
The Pick N Shovel 2 High Street Coalville	12								0									12		14 dwellings gross, 12 net
Land North Of Greenhill Road And East Of Agar Nook Lane Coalville	60	18	1	19					19									79		
Land To The West Of 164-224 Bardon Road Coalville	64	15		13					13									77		79 dwellings gross, 77 net
South East Coalville			3,500		155	180	209	190	734	190	180	190	193	190	190	197	190	2,254	1,246	
South of Grange Road	8	25	72	25	25	25	22		97									105		
Waterworks Road Coalville			95						0	30	30	35						95		
Former depot Highfield Street Coalville	28								0									28		
Land off North Avenue Coalville	17								0									17		
Land south of Greenhill Road Coalville			180		15	25	35	35	110	35	35							180		
107 Central Road Hugglescote Coalville	11								0									11		
Land off Forest Road Hugglescote	22	14	2	16					16									38		
Sports Ground Pavilion Homestead Road Thringstone Coalville	18								0									18		
The Fox Inn 137 Main Street Thringstone Coalville	23								0									23		
36-58 Parsonwood Hill Whitwick Coalville	9								0									9		11 dwellings built prior to 2011
Workspace 17, Highfield Street, Coalville			20						0	20								20		
Land south of The Green, Donington-le-Heath Coalville			34						0	14	20							34		
Greenacres, Linford Crescent, Coalville		11		11					11									11		
The Oak of Whitwick, 27 Talbot Street, Whitwick			12						0	12								12		
Former police station, Aashby Road, Coalville			24	24					24									24		
Coalville urban area total	926	168	4,402	168	249	265	336	265	1,283	315	285	265	233	230	230	237	230	4,315	1,246	
Land Adjoining 67 Ravenstone Road Ibstock	119								0									119		
Land South Of Ashby Road Ibstock	197								0									197		
Land North of Ashby road ibstock	203								0									203		
117 Chapel Street Ibstock	12								0									12		
Land Adjoining Clare Farm Station Road Ibstock		16	126	30	30	30	30	22	142									142		
Ibstock total	531	16	126	30	30	30	30	22	142	0	673	0								
Land To The Rear Of RBS Data Centre Packington Hill Kegworth	91								0									91		
Citrus Grove Sideley Kegworth	76								0									76		
Whiteholme 63 Ashby Road Kegworth	8								0									8		4 completed prior to 2011
Brookes Machine Tools Ltd Dragwell House 2 Derby Road Kegworth		1	15						0									0		
Land Adjoining 90 Ashby Road Kegworth			110						0									0		Site impacted by route of HS2
Slack & Parr Ltd Long Lane Kegworth			188						0	10	30	30	30	30	30	28		188		
58 Station Road, Kegworth	16								0									16		
Adjacent to Computer centre and J24, Packington Hill, Kegworth			150						0									0		Site impacted by route of HS2
Kegworth total	191	1	463	0	0	0	0	0	0	10	30	30	30	30	30	28	0	379	0	
Pickerings Nurseries Bosworth Road Measham	61								0									61		
Land Off Rosebank View And Hart Drive Measham	42								0									42		
Strategic site, Measham			450						0	40	50	50	50	50	50	50	25	365	85	
Land Off New Street Measham	30								0									30		
Atherstone Road Measham	66	10	1	10					10									76		



HS2 WDES Response – Senior Planning Officer’s report on Section 15, Traffic and Transport

Introduction

Volumes 1, 2, 3 and 4 of the WDES state that the ‘...transport assessment considers’ But the EIA Scope and Methodology Report states that the ‘...transport assessment will consider...’ Paragraphs 14.2.4 and 14.2.5 of the Community Area Report LA03 for Appleby Parva to Ashby de la Zouch (CAR LA03) state a qualitative assessment of impacts has been undertaken but a quantitative assessment has not been undertaken. This information is uncertain as a result of these conflicting statements.

North West Leicestershire District Council (NWLDC) can also only set out its concerns and expectations in relation to traffic and transport impacts given the lack of quantitative assessment. The information included in the WDES does not include sufficient baseline information or a detailed assessment of impacts and therefore NWLDC reserve comment on assumptions made in the WDES, including the maps, until the full transport assessment is made available in the formal ES.

General comments

Road Closures/Diversions and Road Re-Alignments

The construction of HS2 will also increase pressures on parts of the transport network as a consequence of temporary road closures, diversions and road re-alignments.

NWLDC has significant concerns regarding possible road and junction closures, diversions and realignments that may present safety or access issues during the construction period, for example access into and out of Appleby Magna and Packington. No information has been provided regarding the diversion routes during temporary road closures or the length of these closures. It is expected that discussions regarding diversion routes will take place with both Leicestershire County Council and NWLDC to ensure appropriate diversion routes are in place and that the timings of such closures do not in themselves have significant impacts due to works/closures along the diversion routes.

No information has been provided regarding whether or not the A42 would need to be closed at any time in connection with its re-alignment or the A42/M1/A453/A50 would need to be closed or impacted on during construction works. If they would need to be closed temporarily this would have significant impacts in terms of finding a suitable diversion route for the volume and type of traffic, as this would need to pass through or close to settlements and houses and along routes where there often weight restrictions, congestion on the local highway network and whether a diversion route would in itself be affected by construction works/temporary closures.

The community area reports state that where roads would cross the line route and require diversion, the diversion route would be constructed prior to any closure of existing roads, wherever reasonably practicable. This is not acceptable, all diversion routes for roads during construction should be constructed before the closure of the existing route.

The following statement in volume 1 of the WDES: *“New, diverted or realigned roads and public rights of way (PRoW, i.e. footpaths, bridleways and byways), will be constructed to the appropriate standard for each location.”* is unclear and could be interpreted to mean different things by different parties. Discussions should take place between HS2 Ltd. and Leicestershire County Council to determine what works are required to each road. Country lanes are very different to the main road network, and it is important to retain the existing character of these minor rural routes.

Diversion routes need to be suitable for HGVs where such access is available along the current route, avoid weight restrictions and avoid increasing traffic levels along routes that are already busy, where there are significant numbers of houses or passing through settlements, as well as avoiding areas where there are high numbers of pedestrians and on-street parking. Also need to ensure that diversions are not significant in length, in particular where current route is well used by pedestrians. The timings of works on other parts of the highway network connected to HS2 could also impact on the suitability of a diversion route, in particular by increasing congestion. The timings of the closure of roads could also impact on other local routes as traffic diverts along these other routes, which in themselves could also be affected by congestion due to works associated with HS2.

Compounds

There are references throughout the WDES to restrict travel to and from compounds at certain times of day and through travel plans. However, if this was to be implemented it would require a significant monitoring strategy for which no details have been provided. Furthermore, the majority of compounds are served from the rural road network which do not benefit from frequent bus operations or do not benefit from any bus service and have no suitable footpaths or no footpaths at all or streetlighting or suitable road widths to support walking and cycling. Furthermore, vehicle sharing for journeys to and from work has historically not been achieved to any significant scale. Therefore, specific measures should be considered that are relevant to the areas in question and not generic as provided within the WDES.

There is a lack of detail on the maps as to how some of the compounds would be accessed as there are no details of access roads on the maps, and the maps only show what appear to be access points off the road network, e.g. to the A42 Junction 13 Main Compound.

There will be a need to ensure that adequate off-street parking is provided to accommodate all staff and visitor requirements for the compounds, and for parking, loading/unloading and turning space for construction traffic. Concerns that some compounds would have limited parking provision leading to highway safety concerns where they are close to the strategic and primary highway network, country lanes, residential areas, industrial areas and other businesses, are part of the rights of way network or provide access to this network and roads where significant works will be undertaken during construction of the line, e.g. road re-alignments, new over or under bridges.

Several access points that served construction compounds are still shown in place on the proposed scheme maps. It is not clear why this is the case and what the purpose of these retained access points is.

Public rights of way

NWLDC has concerns regarding the disruption and diversion of public rights of way (PRoWs) during the construction and operational phases.

Specific concerns in respect of the following matters regarding the temporary and permanent diversion routes:

- Several of the diverted PRoWs would be subject to long diversions, which is contrary to the statement above. Even if a temporary diversion during construction has to be long to enable efficient construction works, it is not clear why shorter permanent diversions or re-use of the existing PRoW route could not be achieved by using under and over bridges or routes through newly planted/landscaped areas. This could provide enhancements to the PRoW network once the line is operational and provide 'destination' points along the route for views of the line, as well as avoiding severance of the PRoW network. Maintaining such links via these structures should be considered before any PRoW diversion is proposed.
- Diversions onto the road network, even for a short distance, should be avoided. There will be instances where non-motorised users are dissuaded from using the PRoW network due to fear of crossing roads, including those that operate as construction traffic routes and busy routes. Consider whether off-road access needs to be installed alongside the road network to avoid conflict between non-motorised users and vehicles. Non-motorised users should not be diverted onto the road network unless the safety of these users has been fully assessed through the final ES;
- Diversions should avoid routes running parallel to the line or road network where possible – especially important for bridleways because horses can be 'spooked' by train and horses can react quite differently to any changes to terrain. Where it is not possible to divert PRoWs to avoid this, HS2 should seek to screen the line with safety fencing and vegetation, without obstruction to path users or significant visual impact.
- Design details of temporary and permanent diversions – the following statement in volume 1 of the WDES: *"New, diverted or realigned roads and public rights of way (PRoW, i.e. footpaths, bridleways and byways), will be constructed to the appropriate standard for each location."* is unclear and could be interpreted to mean different things by different parties. Discussions should take place between HS2 Ltd. and Leicestershire County Council and NWLDC to determine what works are required to form each diversion. Therefore, more detailed information is required into the design of each diversion, particularly in relation to under and overbridges, proposed path surfaces, path widths, details of any path furniture including lighting, signage, landscaping, boundary treatments, gates and stiles.
- Landscaping – it will need to be ensured that any PRoW routes that either run through proposed landscaping areas or where new planting or landscaping would be adjacent to a PRoW, e.g. hedgerows, wetland areas, ponds, would not be encroached onto by this landscaping and that long-term maintenance responsibilities for the PRoW network in these situations are put in place.

The WDES contains very limited information on potential enhancements to the PRoW network, e.g. the creation of new paths. This should be considered as an opportunity to improve the existing network where possible, e.g. permissive paths/routes between existing and new areas of woodland and links to National Forest planting.

The community area reports state that where PRoWs would cross the line and require diversion, the diversion route would be constructed prior to any closure of existing roads or PRoW, wherever

reasonably practicable. This is not acceptable as this statement is too general and allows too much scope to change or alter plans. All diversion routes for PRowS required during construction should be constructed and made available for use before the close of the existing PRow route and consideration given to use of several different diversions during the course of construction to allow routes to stay open. PRow closures should be phased so that access to the whole PRow network in an area is not denied. HS2 should contact Leicestershire County Council's Rights of Way team to discuss any closures and diversions at an early stage.

The community area reports state that there would be temporary alternative routes for a number of PRowS in the vicinity of the line, but these would all be interim changes prior to permanent changes. This statement makes it sound that those PRowS diverted during construction will revert to different routes once the line is operational. However, all those PRowS with diversions during construction on the maps for sections LA03 and LA04 have the same permanent diversion when the line is operational. No diverted PRowS are shown on the maps for sections LA03 and LA04 to have different permanent diversions or are shown to run back along their original routes once the line is operational.

The community area reports also refer to *'Permanently diverted PRow are reported under operation although these PRow could also be subject to temporary closure or diversion/realignment.'* However, the maps for sections LA03 and LA04 do not show any PRowS that would remain open during construction but would then be closed once the line is operational. The PRowS that are shown to be diverted once the line is operational are also all diverted during construction works.

Diverted PRowS must be shown very clearly in large scale on the correct alignments, to ensure that there is no ambiguity with landowners regarding the alignment of a right of way or its status.

Are all agreed modifications/diversions to rights of way accurately shown on the maps?

Important that the surfacing to PRowS (either retained or diverted routes) is reinstated if any damage to their surface occurs during construction and potential increased vehicular use, particularly by HGVs on associated construction access roads.

LA03

Impact on Public Transport Services

Paragraph 14.3.10 of CAR LA03 is incorrect regarding impacts on bus services, as it does not include:

- the No. 7 service serving Measham and Appleby Magna, travels along Tamworth Road out of Measham before turning into Appleby Magna along Measham Road;
- the No. 29 and the 29A services serving Ashby on its route from Burton on Trent to Coalville, travel along Nottingham Road, Ashby and onto the A511 before crossing the A42 at J13 and either travelling along the A512 towards Coleorton or the A511 towards Ashby.

The No. 19 service also serves bus stops within Oakthorpe; on High Street and Ashby Road, Measham; within Packington itself as well as on Ashby Road, Packington and on Upper Packington Road, Ashby.

Paragraph 14.4.19 of CAR LA03 states that there are no temporary road closures that would significantly affect bus services/stops. However, bus stops on Burton Road and Ashby Road, Measham; Ashby Road, Packington; Upper Packington Road and Nottingham Road, Ashby would be affected either directly or indirectly by the temporary closure of roads.

Temporary closure of Ashby Road, Packington would significantly impact on the bus service between the two settlements. All other alternative routes to Packington from Ashby are proposed to be temporarily closed, close to construction compounds, and used as construction routes, as well as being affected by the potential proposed railhead at Ashby. These alternative bus service routes are also likely to be impacted by congestion resulting from works to re-align the A42.

The temporary closure of the A511 and A512 and the potential proposed railhead at Ashby would also significantly impact on the provision of a diverted bus route between Ashby and Coleorton/Coalville.

No detail of length of temporary closures so can't consider whether impacts would be significant or not.

As such careful consideration is needed in terms of the timings of temporary road closures in these locations to ensure that a bus service continues to serve Packington during construction works and that the alternative route for the bus service is not affected by other temporary road closures or delays from congestion.

Road Closures/Diversions and Road Re-Alignments

J11 of the A42, the A444, Tamworth Road and Rectory Lane - significant implications for the route south out of Measham in particular for travel to the A42/A444, as forms HGV route out of Measham (as High Street is subject to a weight restriction), including for the Westminster Industrial Estate, including some large businesses such as British Car Auctions, Plastic Omnium, AB Produce and Wolseley Distribution Centre. Potential to cause delays to deliveries to and from the businesses on this industrial estate and their visitors, in particular to British Car Auctions which has a high-level traffic on auction days from potential buyers.

The A444 is also a key route to J11 of A42 from the east and provides the main access route off the A42 to Twycross Zoo, as well as providing access to the service station and the Appleby Park Hotel. The new access roads to the services and the hotel need to be provided before any closures on the A444/Tamworth Road/J11 to ensure that access is available at all times. There are also concerns regarding the capacity of J11 to cope with the changes to A444 and Tamworth Rd whilst works are being undertaken, in particular as the junction and the A42 are likely to be affected by delays during these works as well as during the re-alignment of the A42.

Significant impact on access into and out of the northern side of Appleby Magna, as the closure of Rectory Lane would send traffic along:

- Bowleys Lane which is not a suitable alternative route as it is single track in places with several sharp bends, with no streetlighting and footways, and exits onto the A444, which will be affected by its own re-alignment and works to J11 and Tamworth Road;
- Top Street, which passes the local primary school (Sir John Moore School) where there is a significant amount of on-street parking at drop off and pick up times as well as children walking to and from school, as well as also exiting onto the A444;
- Measham Road, which does not have a footway or streetlighting in places and would not provide a direct route to J11, the A444 or the B5493 when Tamworth Road is temporarily closed.

Careful consideration is therefore required in relation to the diversion route for Rectory Lane and the timing of the closure of Rectory Lane, Tamworth Road and the A444, as well as the works to these

roads and J11, to ensure that a suitable diversion route is always available out of Appleby Magna to the north.

It does appear that access to the Rectory Lane allotments would remain in place, as whilst the western access to the allotments would be closed, there is access at the eastern end of the site. However it is not clear how suitable this eastern access is to cater for additional traffic and parking, in particular as it passes very close to existing houses.

Huntington Way/Repton Road – significant implications for the route south out of Measham (referred to above) as well as running through the Westminster Industrial Estate. Also provides a route to Burton Road/Measham Road which provides a key route west out of Measham. Significant levels of on-street parking along these roads from staff and visitors, in particular relation to the British Car Auction site. Closure and works to these roads would push this parking elsewhere, possibly onto residential streets or onto main routes into/out of Measham, e.g. Tamworth Road, Burton Road, Atherstone Road, Dysons Close etc.

Burton Road/Measham Road – significant impacts on a key route west out of Measham which provides access to and from nearby villages and isolated housing but also provides a route to Overseal, Castle Gresley, Church Gresley and on into Swadlincote as it links to the A444 at Acresford. Timings of closure needs to be carefully co-ordinated with that of New Street to ensure route always available out of Measham to the west.

New Street - significant impacts on a key route west out of Measham which provides access to and from nearby villages in particular Oakthorpe, Donisthorpe and Moira and isolated housing but also provides a route to Swadlincote and Woodville. Key pedestrian route from Oakthorpe to Measham for access to schools, shops, doctor's surgery and other local services such as the leisure centre. Need to carefully consider timing of any closures, as whilst the new overbridge could be constructed offline how would access be maintained along the existing New Street overbridge given that the cutting that New Street currently crosses would become substantially wider. Timings of closure needs to be carefully co-ordinated with that of Burton Road/Measham Road to ensure route always available out of Measham to the west.

B4116/Measham Road – significant impacts on this key route north out of Measham and route to J12 of the A42 and to Ashby from Measham and from Packington as well as other nearby villages such as Swebstone, Snarestone, Heather and Newton Burgoland. Impacts from traffic volumes and turning traffic accessing the B4116 Main Compound and the temporary materials stockpiles in particular as close to the J12/B4116 roundabouts.

Vicarage Lane, Packington – provides access to the Severn Trent Water pumping station which is located on the eastern side of Vicarage Lane immediately to the south of the A42. Not clear on the maps or in CAR LA03 whether this pumping station will be retained or not once the line is complete. Although it is not clear how much traffic would need to access the proposed balancing pond once it is operational, Vicarage Lane is not suitable for high volumes of traffic or large vehicles as it is single track with no footways and street lighting, and it is not properly hardsurfaced in places. Vicarage Lane is also a heavily used public right of way – impacts on this route are considered separately below.

Ashby Road, Packington - significant impacts on a heavily used route by car users and pedestrians between Packington and Ashby. Only feasible walking route from Packington to Ashby for school children attending Ivanhoe College and Ashby School and the main route to places of work, and for visits by residents to shops/doctors/dentists and other services/facilities e.g. the leisure centre.

Careful consideration is therefore required in relation to the diversion route for Ashby Road and the timing of the closure of other routes between Packington and Ashby, including the A511 and the impacts from the potential proposed railhead, to ensure that a suitable diversion route is always available between Packington and Ashby.

Diversion route needs to be carefully considered in terms of the nature and length of the route given use of existing route by pedestrians (to ensure footways and street lighting are available, that it is not too long in comparison to the existing route). If closure of Ashby Road takes place during term time then a temporary bus service for school children living in Packington and travelling to Ashby schools should be provided during closure of Ashby Road, as all alternative routes are much longer than the current route.

Leicester Road, New Packington – direct route from New Packington to Ashby including for school children and pedestrians and provides one of the main routes into Ashby from Ravenstone, Coalville and other villages in the south of the District. This could become alternative access route into Ashby given impacts on A511 and A512 during construction, including of potential railhead. Height restriction on railway bridge that crosses Leicester Road, to the west of the A42.

Careful consideration is therefore required in relation to the diversion route for Leicester Road and the timing of the closure of other routes between Packington/New Packington and Ashby, including the A511 and the impacts from the potential proposed railhead, to ensure that a suitable diversion route is always available between Packington/New Packington and Ashby.

Diversion route needs to be carefully considered in terms of the nature and length of the route given use of existing route by pedestrians (to ensure footways and street lighting are available, that it is not too long in comparison to the existing route). During closure of Leicester Road a temporary bus for school children and residents of New Packington should be provided, as all alternative routes are much longer than the current route.

The A511/A512/J13 off the A42 – significant impacts as this is the key link between the two main settlements in North West Leicestershire as well as to the wider local and strategic highway network. There are delays at peak times, in particular the evening, along A511 and around J13. The works/temporary closures and the potential proposed railhead would have significant implications in relation to the route north out of Ashby to the A42/Coalville/Shepshed/Loughborough and nearby villages, as well as to the A511 and A512, and onto the M1 both north and south bound.

The A511 is the main route from Swadlincote, Ashby and surrounding villages to the M1 southbound at J22, and from the M1 northbound at J22 to Ashby, Swadlincote and these villages, as there is no access off the A42 onto the M1 at J23A. The A512 is not a suitable route for access to the M1 and in any case will also be affected by its realignment, works to the A511 and its temporary closure.

McVities at Ashby and businesses on several industrial estates (Coalfield Way, Ivanhoe Business Park, Resolution Road area) use these routes for deliveries and for visitors/customers, as well as Tesco, MandS, Aldi and Wickes that are located just off J13, plus the numerous smaller businesses located within and close to the town and this part of the District. Access to the Strategic Rail Freight Terminal Development Site at Lounge would also be affected, as would access to the Premier Inn and service station off J13, and there could also be impacts on the B587 providing access from Ashby to the central and northern parts of the District. Access to Flagstaff Farm and Hall Farm off the A512 would also be affected. No reference is made to the significant impact on these roads and J13 from the proposed potential railhead.

The A511 should not be closed at the same time as the A512. There are also concerns regarding the capacity of J13 to cope with the changes to the A511 and A512 whilst works are being undertaken, in particular as these roads, the junction and the A42 are likely to be affected by delays during these works as well as during the re-alignment of the A42.

Stopped up roads - clarification on who would retain ownership and responsibility for maintaining severed sections of road which are stopped up but still have a right of access or where access is needed for farm land, businesses or to residential properties, e.g. Dingle Lane, access to The Old Rectory at Appleby Magna if it is not demolished, Willesley Wood Side where it provides access to any retained properties at Park Farm, Vicarage Lane, the southern end of the A512. Concerns also over street cleaning, minimising fly tipping and surface maintenance in these areas.

Construction routes

The construction of HS2 will also increase pressures on parts of the transport network, as a consequence of additional construction traffic movements. NWLDC has significant concerns regarding possible construction routes that may present safety or access issues during the construction period.

CAR LA03 at paragraph 14.4.1 refers to the local road network being used, as far as reasonably practicable, for site set-up, access for surveys and ongoing servicing, e.g. refuse collection, but does not recognise that the local road network will be used as construction traffic routes to serve construction compounds. Indeed, several are listed in the list of main construction routes at paragraph 14.4.12

Vicarage Lane is referenced as a main construction route at paragraph 14.4.12 but the proposed construction route to reach Vicarage Lane and presumably serve Vicarage Land Overbridge Satellite Compound is not shown on the maps. New St, Measham is not included in the list of main construction routes but is shown as a construction route on the maps and will presumably serve the New Street Overbridge Satellite Compound. It is also not clear why Bridge Street, Heather Lane, Normanton Road and Coleorton Lane at Packington are included in the list of main construction routes; they are not shown as construction routes on the maps and it is not clear why they are listed.

The proposed construction route to reach Ashby Road at Packington and the Gilwiskaw Brook and Ashby Road South Overbridge Satellite Compounds is also not shown on the maps. Therefore, it could be assumed that a construction route either along Coleorton Lane, Normanton Road and Ashby Road, Packington, or through Ashby de la Zouch may be proposed by HS2 to serve Ashby Road and these two compounds.

A number of the currently proposed construction routes and assumed construction routes are not suitable for use by construction traffic. Weight restrictions are in place on almost all of these routes:

- Salt Street and Austrey Road – Salt Street is narrow single-track rural track that is not hardsurfaced and presumably not an adopted road so not a high volume of usage by vehicular traffic so not suitable for construction traffic. Also used by walkers, cyclists and horse riders as links into wider public right of way network. Both roads have no footways or streetlighting. Space available at the junction of the two roads is also limited due to their width and so turning manoeuvres for large vehicles would be difficult. This would also be difficult at access to compound due to width and design of Salt Street. Austrey Road runs past several houses.

NWLDC therefore requests that alternative options are considered, in particular use of the track bed, so that these routes are not used for construction traffic access.

- New Street/Ashby Road, Measham – passes many residential properties and a play area, as well as New Street being a key pedestrian route from Oakthorpe to Measham for access to schools, shops, doctor's surgery and other local services such as the leisure centre. Construction traffic could cause congestion alongside the works to form the re-alignment of New Street and the overbridge. Many of the houses on New Street do not have off-street parking.
- Vicarage Lane and Measham Road, Packington – Vicarage Lane is not suitable for high volumes of traffic or large vehicles as it is a narrow single-track lane with no footways and street lighting, and it is not properly hardsurfaced in places. Vicarage Lane is also a heavily used public right of way – impacts on this route are considered separately below. The junction of Measham Road and Vicarage Lane is located adjacent to the church and village recreation ground and play area and its car park which is accessed off Measham Road. The car park is also used by parents dropping off and collecting children from Packington Primary School. Use of this route would bring construction traffic into close proximity with vulnerable road users, as there is no footway along the northern side of Measham Road or along Vicarage Lane, so parents and school children have to walk in the road, and/or cross Measham Road to reach the footway. The car park and Vicarage Lane also used by visitors to the Church of the Holy Rood including funeral corteges. Also conflicts with users of public footpaths O68 and O69 which exit onto Vicarage Lane. The space available at the junction of the two roads is also limited due to the width of Vicarage Lane and existing vegetation, and so turning manoeuvres for large vehicles would be difficult in particular when turning into Vicarage Lane. Additional turning traffic onto and off Measham Road/Vicarage Lane. NWLDC therefore requests that alternative options are considered, in particular use of the track bed, so that Measham Road and Vicarage Lane are not used for construction traffic access.
- Bridge Street, Heather Lane; Normanton Road; Coleorton Lane, Packington – pass through the main part of the village running past numerous residential properties and close to Packington Primary School on Mill Street. Bridge on Bridge Street over Gilwiskaw Brook may not be suitable for HGVs and increase in traffic. Additional turning traffic onto and off Normanton Road. NWLDC therefore requests that alternative options are considered, in particular use of the track bed, so that these routes are not used for construction traffic access.
- Ashby Road, Packington OR Upper Packington Road, Ashby – significantly impact on a heavily used route between Packington and Ashby both by road users and pedestrians. This is the only feasible walking route from Packington to Ashby for school children walking to Ivanhoe College and Ashby School and the main route to places of work, and for visits by residents to shops/doctors/dentists and other services/facilities e.g. the leisure centre. Access along either of these routes would pass numerous residential properties, as well as in close proximity to Ashby School, possibly travelling through the school site along Leicester Road depending on how the line was accessed from the west through Ashby. Height restriction on railway bridge that crosses Leicester Road, to the west of the A42. Bridge on Upper Packington Road over railway line may not be suitable for HGVs and increase in traffic. NWLDC therefore requests that alternative options are considered, in particular use of the track bed, so that these routes are not used for construction traffic access.
- Leicester Road, New Packington – direct route from New Packington to Ashby including for school children and pedestrians, and also provides one of the main routes into Ashby from Ravenstone, Coalville and other villages in the south of the District. Also could become alternative access route into Ashby given impacts on A511 and A512 during construction,

including of potential railhead. Additional turning traffic onto and off crossroads with Leicester Road and Coleorton Lane.

- Corkscrew Lane – very narrow lane; several bends; often used as a rat run by vehicles, including lorries from A511, travelling at high speeds – making it very dangerous. Bridge over railway already has barriers in place so may not be suitable for HGVs and increase in traffic. Additional turning traffic onto and off A511 at northern end and crossroads with Leicester Road and Coleorton Lane at southern end. Also close to junction of the A511 with road to Farm Town.

A number of the construction traffic routes are not fully shown on the maps, including the route along the A444 west from J11 and westwards along Burton Rd at Measham and Oakthorpe, and so it is not clear what parts of the construction zone these routes would be serving, why they are proposed and the exact details of their route, which does not allow full consideration to be given to the suitability of these routes.

It is also not clear how the River Mease Viaduct South Satellite Compound would be accessed as its construction route is not fully shown on the maps.

It is also not clear how would construction traffic would access the stretches of the line where the Appleby Parva Embankment meets the Appleby Parva Cutting, from the Appleby Magna Cutting to the A42 Cutting and from the northern end of the Measham Road Packington Cutting to the southern end of the Ashby de la Zouch Cutting No. 1. It is not clear whether these parts of the would be reached by road, service roads to the some of the compounds or via the track bed. The maps do not show routes for construction traffic to these areas from the road network or from the nearby compounds. Therefore, NWLDC cannot consider in detail the impacts of access to these stretches of the line, although it would suggest use of the track bed to access these and other more remote parts of the line rather than the use of unsuitable roads by construction vehicles.

Diversions of public rights of way

National Forest Way – 75-mile route through the National Forest, Not referred to at para 14.3.15 of LA03 report. Runs between Ashby and Packington, past Mill Farm then over A42 and along Vicarage Lane. Would result in longer diversion over the new Vicarage Lane overbridge – not clear why route cannot be provided under the new viaduct once the line is operational along the line of the existing PRow to connect to the existing overbridge over the A42. NWLDC requests that this alternative suggestion is explored.

Ivanhoe Way/Ashby Woulds Heritage Trail and the National Cycle Network (NCN) Route 63 – follows former railway line through Measham to Oakthorpe and onto Donisthorpe; no diversion to the route here but impacts from access to the River Mease Viaduct North Satellite Compound.

Dingle Lane, Appleby Parva and BW Q19/3

- not appropriate for horses due to changes in environment, proximity to train line and crossing of line and A42;
- long diversion – not clear why once line operational the PRow cannot be reinstated along its existing route and pass under the line, as it does with the A42 currently. Why is the permanent diversion route not passing through new areas of planting rather than taking an even longer route around it? Community Area Report says diversion is 650m, but does this take into

account diversion to Salt Street or whole diversion to link back to western end of FP Q20/1 further west along Salt Street as this is where following current route would lead to;

- possible conflict with access to construction compound as no details of access to compound shown on map, as well as conflict with construction traffic on Salt Street;
- BW Q19/2 would now be a pointless route at the eastern ends of FPs Q19/1 and Q20/1 as it would continue from these routes under A42 and then terminate - will it be clear to users that it is a dead-end route?

FP Q12/1 – diversion necessary during construction but why still required once operational? Current route links to A444 and can't see any reason as to why can't still do this to re-aligned A444. Diversion route long and unsafe for users as will run along part of Bowleys Lane (single track, unlit and no footway) and close to junction of Bowleys Lane with A444.

FP Q3/1 and Q3/2

- long diversion - not clear why once line operational the PRoW cannot be reinstated along its existing route and pass over the line. Opportunity to provide PRoW through new areas of landscaping;
- would run alongside Tamworth Road which needs to be avoided in particular due to speeds of traffic on Tamworth Road and proximity to junction with J11, resulting in dangers for users of the route, so separation from road required; existing footway very narrow;
- dangers for users of the route due to conflict between diverted PRoW and new access to Manor House Farm, Appleby Magna North Satellite Compound and balancing pond;
- concerns regarding timing of diversion being brought into place, due to timings of works to divert Tamworth Road, along with works to form the line, could mean route is temporarily closed with no diversion in place;

FP P81/1 – why does this need to be diverted other than at its southern end as its current route crosses field to south of construction zone and isn't shown to be closed; surely annotation should say diversion of FP75/5 and FP811? Diversion to FP75 on eastern side of line is not annotated on the map.

FP P75/5 and 6 and FP P67/5

- long diversion – about 1.4km compared to current route of FP 75/5 of around 200m. Not clear why once line operational a route over the line and the A42 for both PRoWs cannot be reinstated along the existing route of FP 75/5. to provide destination point for visitors to view line and A42 next to each other. These routes are the second and third highest used PRoWs based on the survey of PRoWs undertaken by HS2;
- dangers for users of the diversion route due to conflict with traffic using access to River Mease Viaduct North Satellite Compound which would cross this diversion. Also dangers for users due to narrow width of footway along Burton Road/Measham Road, as significant increase in use of this route due to diversions and already used for access along Burton Road/Measham Road as well as for those walking the Ivanhoe Way and NCN Route 63;

FP P1/1 and BW P8/1

- long diversion route - why is there no option to provide an over or underbridge for P1 and P8 at narrower part of line to south of Willesley Wood Side Cutting near to Fiveways Wood using an existing track, rather than proposed diversion route which is much longer than the existing route;

- would run alongside Measham Road which needs to be avoided in particular due to speeds of traffic on Measham Road and proximity to junction with J12. Also construction works proposed to Measham Road to form overbridge. Existing footway is narrow. Would result in dangers for users of the route, so separation from road required;
- dangers for users of the diversion route due to conflict with traffic using access and access road to the temporary materials stockpile of the B4116;
- not suitable for horses due to impacts from traffic along Measham Road and sharing road with a high volume of traffic or sharing the narrow footway with pedestrians which runs alongside the carriageway. This route would share access with an access road that serves temporary materials stockpile, and would run between line and the A42, which is not suitable for horses.
- movement through the stockpile and along the access road would need to be managed to minimise any conflict with construction vehicles and to provide safe routes for users;
- concerns regarding timing of diversion being brought into place, due to timings of works to form Measham Road overbridge, along with works to form the line, could mean route is temporarily closed with no diversion in place;

FP O68/4

- long diversion route - why is there no option to provide an underbridge rather than proposed diversion route which is much longer than the existing route;
- would run alongside Measham Road, where currently only footway in place is on western side of the road, requiring users to cross a busy road that would also be a construction route, which needs to be avoided in particular due to speeds of traffic on Measham Road, limited visibility to south due to bend in road and proximity to J12. Also construction works proposed to Measham Road to form overbridge. Would result in dangers for users of the route, so separation from road required;
- dangers for users of the diversion route due to conflict with traffic using access and access road to the B4116 Main Compound and the temporary materials stockpile;
- O68/4 would now be a pointless route on the western side of the line as it would continue to the western side of the line and terminate - will it be clear to users that it is a dead end route? There could be an opportunity to provide a short circular route once construction works are complete by connecting this remaining part of O68/4 with the access road that would serve the auto-transformer station;
- concerns regarding timing of diversion being brought into place, due to timings of works to form Measham Road overbridge, along with works to form the line, could mean route is temporarily closed with no diversion in place;

BW O70/1 and 2 – forms part of the National Forest Way – most used route in the surveys of PRowS undertaken by HS2

- not clear why the current route cannot remain open during construction other than for construction of the viaduct itself, when a diversion would be needed. O71/3 at the northern end of the viaduct is shown to remain open during construction and operation;
- would result in longer diversion over the new Vicarage Lane overbridge – not clear why route cannot be provided under the new viaduct once the line is operational along the line of the existing PRow to connect the existing overbridge over the A42.
- dangers for users of the PRow due to conflict with construction traffic using Vicarage Lane, due to Vicarage Lane being single track, no footway and no streetlighting, and conflict with construction traffic making difficult manoeuvres into Vicarage Lane from Measham Road;

- concerns regarding timing of diversion being brought into place, due to timings of works to form Vicarage Lane overbridge, along with works to form the line and viaduct, could mean route is temporarily closed with no diversion in place;

FP O71/2 and 3, O74/1 and 2 and O75/1 and 2 –

- can't see suitable alternative diversion during construction to one proposed to O71 but alternative diversion for O74 during construction and operation could be made via keeping O74/1 open then following O75/1 and the diversion for O71/2 rather than using access road to Gilwiskaw Brook Satellite Compound;
- would run alongside Ashby Road, which would result in dangers for users of the route as footway narrow and immediately adjacent to carriageway so separation from road required;
- dangers for users of the diversion route due to conflict with traffic using access and access road to compound;
- part of O71 on western side of line would now be a short circular route on the western side of the line as it would continue to the western side of the line and then terminate or continue on a short loop back to O71/3 - will this be made clear to users?

FP O72/1 – would only need to be diverted once works commence to form Ashby Road overbridge and proposed pond; why no access through new planting rather than indirect route next to balancing pond?

BW P20/1 – consider suitability for horses as will be adjacent to train line – provide appropriate screening; needs to be balanced against diversion running parallel with existing route.

New PRow/permisive paths - The WDES contains very limited information on potential enhancements to the PRow network, e.g. the creation of new paths. This should be considered as an opportunity to improve the existing network where possible, e.g. permisive paths/routes between existing and new areas of woodland and links to National Forest planting, e.g. from New Street, Ashby Road and Willesley Wood Side into Fiveways Wood and Parkers Wood.

LA04

Impact on Road Network

Parts of the road network suffer from peak hour queuing which impacts on the wider highway network, in particular:

- the M1 (J22-25 north and south bound);
- the A42 where it joins the M1 at J23A;
- the A453 in both directions where it meets J24 of the M1;
- the A50 where it meets the M1 at J24 (recently re-designed as part of the current works to the M1);
- the A6 where it meets J24 of the M1;
- the A511 where it meets the M1 (J22) and A42 (J12); and
- the road into Castle Donington from the A453 (C8214).

Roads within and into Kegworth and Castle Donington, around East Midlands Airport and Donington Park and the A42, A453 and M1 are also susceptible to queuing and high volumes of traffic (not always at peak times) when there are delays on the M1, as well as when events are taking place at the race track, e.g. races, the Download Festival.

These roads have also suffered from significant impacts in terms of queuing and high volumes of traffic from roadworks that have recently and are currently taking place in connection with the upgrade of the A453 from J24 of the M1 to Nottingham and the works between J23A and J25 in relation to the installation of a smart motorway, the Kegworth Bypass and access to the East Midlands Strategic Rail Freight Interchange. This has resulted in significant impacts on local residents in terms of road safety, congestion, increased travel times, noise and air quality, as well as on the local economy from delays. The impacts of construction works, both to the railway line and the road network, on the road network and residents in this area from construction of HS2, should not be downplayed and is of significant concern to NWLDC.

Similar impacts on the M1, A42 and A453 from these recent and current roadworks also causes delays which causes impacts on the national, regional and local economy.

Therefore the impact of HS2 on existing queuing and traffic volumes on these parts of the road network needs to be subject to assessment. Appropriate mitigation will be required on the strategic and local highway network where appropriate if excessive delays are identified as a result of constructing and operating HS2, and impacts minimised on the road network around Castle Donington, Kegworth, East Midlands Airport and Donington Park given the impacts that have previously and are currently being experienced by residents and businesses in this part of the District.

Impact on Public Transport Services

Paragraph 14.3.10 of CAR LA04 is incorrect regarding impacts on bus services, as it does not include:

- the No. 29 service serving Ashby on its route from Burton on Trent to Coalville, crosses the A42 at J13 and travels along the A512 towards Coleorton;
- the No. 129 service runs from Ashby to Loughborough along the B587 then along Melbourne Road into Newbold Coleorton;
- the No. 155 service runs from Coalville to East Midlands Airport and serves Worthington and Breedon running along Breedon Lane.

Paragraph 14.4.19 of CAR LA04 states that there are no temporary road closures that would significantly affect bus services/stops. However bus stops in Coleorton, Swannington, Coalville, on Melbourne Road, within Worthington and Breedon and on The Green at Diseworth and Long Whatton and within Kegworth would be affected either directly or indirectly by the temporary closure of roads.

The temporary closure of the A511 and A512 and the potential proposed railhead at Ashby would also significantly impact on the provision of a diverted bus route between Ashby and Coleorton/Coalville.

No detail of length of temporary closures so can't consider whether impacts would be significant or not.

Road Closures/Diversions and Road Re-Alignments

The A511/A512/J13 off the A42 – refer to comments above made on section LA03 of the route.

Melbourne Road, Newbold Coleorton – significant impacts on this key route which provides local access into the centre of the District around Coleorton and surrounding settlements, and provides link to the B587 and A512 and onto Coalville and northern parts of the District, as well as links west to Melbourne. Provides link to strategic highway network for the TNT Distribution Centre off Melbourne Road. Timings of closure needs to be carefully considered to ensure route always maintained along this route.

Long Hedge Lane – provides link to Worthington from B587; also provides access to two Lodge Farms, Worthington Fields Farm (as farm track from latter farm to B587 affected by construction works) and farmland so route needs to be maintained for access for agricultural traffic. Timings of closure needs to be carefully considered alongside that of Melbourne Road and Breedon Lane to ensure route out of Worthington to B587.

Breedon Lane - provides link to Worthington and Breedon; also provides access to White House Fields Farm, Mill House Farm, farmland and Severn Trent Water treatment works, so route needs to be maintained for access for agricultural traffic and the treatment works. Timings of closure needs to be carefully considered alongside that of Melbourne Road and Long Hedge Lane to ensure route out of Worthington.

Stocking Lane – provides link from Breedon into central and northern parts of the District; also provides access to Cloud Hill Quarry from the strategic highway network, and also to Breedon Lodge Farm, Cloud Hills Pastures, Charity Farm and farmland, so route needs to be maintained for access for agricultural traffic and the quarry.

J14 of M42 /Top Brand/Gelscoe Lane/Mill Lane (western branch) – provides access onto and off A42 at J14 for northern and central parts of the District, as well as access to Cloud Hill Quarry and Gelscoe Lodge Farm (if not demolished in full). Also used for access to Donington Park and Download Festival and to East Midlands Airport. Impacts from traffic volumes and turning traffic accessing the Top Brand Main Compound and the temporary materials stockpiles in particular as close to the J14 roundabout.

Mill Lane (eastern branch) – provides link between Belton and Diseworth and local access to airport and onto strategic highway network at A453; also provides access to Gelscoe Motorsports and Scaftacre Farm, Top Merrill Livery Yard and other farms and farmland in the area, so route needs to be maintained for access for agricultural traffic and these businesses.

Long Mere Lane – only access to Long Mere Farm only so access needs to be available at all times.

West End/The Green (between Diseworth and Long Whatton) – provides link between Long Whatton and Diseworth and local access to airport and onto strategic highway network at A453 from Long Whatton; also provides access to Wood Nook Farm and farmland in the area. Extent of closure/works not clear as no change to road but viaduct installed above. Timings of any closure needs to be carefully considered to ensure route out between settlements always available.

J23A of the M1/A42 – possible impacts from closure and works to install viaduct over M1 road and other construction works, e.g. Diseworth North Embankment to east of M1 and A42

Kegworth Bypass/A453/Ashby Road – significant impacts on new bypass (A6), A453 and Ashby Road which provide key route to strategic rail hub, airport, service station, hotels, other airport related

businesses, Donington Park, Loughborough and northern parts of Leicestershire from strategic highway network; area already susceptible to congestion especially at peak times; new roundabout on A453 to serve strategic rail freight site not shown on plans but completed and in operation; route of Kegworth Bypass not fully shown on plans but known and under construction;

J24/Derby Road/A453 – potential for impacts on Derby Road and J24 and strategic highway network but this could be limited as will no longer form the A6 and will be open for local traffic as new bypass now open; provides access to Refresco;

Stopped up roads - clarification on who would retain ownership and responsibility for maintaining severed sections of road which are stopped up but still have a right of access or where access is needed for farm land, businesses or to residential properties, i.e southern end of A512, current access to TNT Distribution Centre, farm track to Worthington Field Farm. Concerns also over street cleaning, minimising fly tipping and surface maintenance in these areas.

Construction routes

The construction of HS2 will also increase pressures on parts of the transport network, as a consequence of additional construction traffic movements. NWLDC has significant concerns regarding possible construction routes that may present safety or access issues during the construction period.

CAR LA04 at paragraph 14.4.11 states that use of the local road network would be limited but does not recognise that the local road network will be used as construction traffic routes to serve construction compounds. Indeed a number of local roads are listed in the list of main construction routes at at paragraph 14.4.11.

The proposed construction route to reach Long Hedge Lane, Long Hedge Lane Overbridge Satellite Compound, Long Lane and Ratcliffe Rd are also not shown on the maps. Therefore it could be assumed that a construction route either the B587 or through Worthington and via Long Lane itself may be proposed by HS2 to serve these roads and compound.

A number of the currently proposed construction routes and assumed construction routes are not suitable for use by construction traffic. Weight restrictions are in place on almost all of these routes:

- The B587 (Nottingham Road) would pass a number of residential properties and pass through the village of Lount;
- Routes through village of Worthington pass through the main part of the village running past numerous residential properties, Worthington Primary School and the churches and close to Packington Primary School on Mill Street. NWLDC therefore requests that alternative options are considered, in particular use of the track bed, so that these routes are not used for construction traffic access.
- Breedon Lane – narrow in places and no footways or streetlighting; difficulties for turning into and out of the access to the construction compound due to width and design of the road; also used by cyclists accessing NCN Route 6;
- Stocking Lane and Top Brand – already used as HGV route to access Cloud Hill Quarry;
- Long Mere Lane – narrow single-track rural track and used by walkers as provides links to rights of way network, which is considered in detail below. no footways or streetlighting. Turn into compound would be difficult due to width and design of lane.

- The Green, Diseworth – not clear how this route would be accessed from the strategic/primary highway network as no information on plans, but will pass through Diseworth past numerous houses;
- Long Lane/Ratcliffe Lane – access route to Slack and Parr, STW treatment works, Long Lane Farm and Willow Farm and to other land to north of A453 so access needs to be available at all times. Also narrow road with no streetlighting and no footways. Used by walkers and cyclists so potential for conflict with construction traffic.

A number of the construction traffic routes are not fully shown on the maps, including to Breedon Lane and Stocking Lane, Top Brand, Mill Lane (eastern branch to north), Long Mere Lane, The Green (between Diseworth and Long Whatton), Sideley at Kegworth, Ashby Rd, Kegworth and the Kegworth Bypass. Therefore it is not clear what parts of the construction zone these routes would be serving, why they are proposed and the exact details of their route, which does not allow full consideration to be given to the suitability of these routes.

It is also not clear why a construction route is shown along Sideley at Kegworth.

It is also not clear how construction traffic would access the stretches of the line in the Long Hedge Lane area, the area around the Kegworth Bypass and where the line crosses the A453 and whether these stretches would be reached by road, service roads to some of the compounds or via the track bed. The maps do not show routes for construction traffic to these areas from the highway network or from the nearby compounds. Therefore NWLDC cannot consider in detail the impacts of access to these stretches of the line, although it would prefer use of the track bed to access these and other more remote parts of the line rather than the use of unsuitable roads by construction vehicles.

Diversions of public rights of way

Ivanhoe Way - (35-mile circular walk around District including National Forest, former canal route and existing stretches of canal) – follows FP M25/1 from Staunton Harold area under A42 onto M35/1 past Worthington Fields Farm into Worthington.

National Cycle Network 6 – not clear how it would be affected during construction works, as passes under Boden Brook viaduct

National Cycle Network 15 – runs along Mill Lane from Belton to Diseworth – affected by construction works to Mill Lane for its re-alignment.

FP M60/2 and 3 and FP M30/1

- long diversion route – not clear why during operation of the line M60 cannot follow most of its existing route back to diverted A512, then join existing route of M30 at its southern end and then take new route through new woodland area to south east of railway line rather than following new convoluted route – opportunity to provide potential enhancements to the PRoW network and more direct permanent diversion;
- would run alongside existing A512 which needs to be avoided in particular due to speeds of traffic on this road. Would result in dangers for users of the route, so separation from road required;
- dangers for users of the diversion route due to conflict with traffic travelling at high speeds when crossing existing and re-aligned A512; current route passes under the A512;

- concerns regarding timing of diversion being brought into place, due to timings of works to form A512 re-alignment, along with works to form the line, could mean route is temporarily closed with no diversion in place;

FP M56/1

- long diversion route – once line is in operation route should follow existing route via underbridge to the line; diversion on western side of line appears to end in dead end when walking south as doesn't link to current starting point adjacent to Basildon Lodge/Melbourne Road or diversion on eastern side of line; part of the existing route on the eastern side of the line is shown to remain open which would then terminate at the line;
- would run alongside Melbourne Road and new access road for TNT depot which needs to be avoided in particular due to speeds of traffic on this road, use by large vehicles, narrow verge and lack of footway. Also works would be undertaken to Melbourne Road for its re-alignment. Would result in dangers for users of the route, so separation from road and access road required;
- concerns regarding timing of diversion being brought into place, due to timings of works to Melbourne Road and new access road to TNT, along with works to form the line, could mean route is temporarily closed with no diversion in place;

FP M35/1 – forms part of the Ivanhoe Way

- part of the existing route on the western side of the line is shown to remain open which would then terminate at the line;
- would run alongside Long Hedge Lane so separation from road required;
- dangers for users of the diversion route due to conflict construction of new overbridge;

FP M21/6

- long diversion route – part of the existing route on the western side of the line is shown to remain open which would then terminate at the line;
- would run alongside Breedon Lane which needs to be avoided due to narrow verge and lack of footway. Also works would be undertaken to Breedon Road for its re-alignment. Would result in dangers for users of the route, so separation from road and access road required;
- concerns regarding timing of diversion being brought into place, due to timings of works to Breedon Road, along with works to form the line, could mean route is temporarily closed with no diversion in place;
- diversion route not clearly shown, presume is along Breedon Lane?

FP M17/1 and FP M16/5

- long diversion route - why is there no option to provide an overbridge for M17 once line operational so route can follow its existing route. Would run alongside line which should be avoided;
- would run alongside Top Brand which needs to be avoided in particular due to speeds of traffic on this road, used by HGVs to provide access to Cloud Hill Quarry and proximity to junctions with J14, Gelscoe Lane and Mill Lane. Also construction works proposed to Top Brand to form overbridge. No footway and verge is narrow and no streetlighting. Would result in dangers for users of the route, so separation from road required;
- dangers for users of the diversion route due to conflict with traffic using access and access road to the Top Brand Main Compound and the temporary materials stockpile;

- movement through the compound and stockpile and along the access road would need to be managed to minimise any conflict with construction vehicles and to provide safe routes for users;
- concerns regarding timing of diversion being brought into place, due to timings of works to form Top Brand overbridge, along with works to form the line, could mean route is temporarily closed with no diversion in place;

FP L32/1

- long diversion route - why is there no option to provide alternative route across fields to join Long Mere Lane. Would run alongside line which should be avoided.
- would run along Long Mere Lane which needs to be avoided as narrow and will form construction route within line. Also construction works proposed to the lane for re-alignment. No footway and narrow verges as well as single track. Would result in dangers for users of the route, so separation from lane required;
- dangers for users of the diversion route due to conflict with traffic using the lane and access to reach the Long Mere Lane Overbridge Satellite Compound and access road proposed to serve the pond;
- movement along the lane and access road to the pond would need to be managed to minimise any conflict with construction vehicles and to provide safe routes for users;
- concerns regarding timing of diversion being brought into place, due to timings of works to the re-alignment, along with works to form the line and access road to the pond, could mean route is temporarily closed with no diversion in place;

FP L50/4

- long diversion route - why is there no option to provide an overbridge or link to alternative diversion for L32/1 across fields to Long Mere Lane, rather than proposed diversion route which is much longer than the existing route;
- same concerns regarding dangers to users from use of Long Mere Lane and access road to pond and timing of diversion as raised in respect of FP L32/1
- part of route on western side of line is not shown closed so would remain open and be a dead-end route as would almost immediately terminate at the line;

FP L48/2 – goes straight through construction zone including the line when operational as would pass under Diseworth Brook Viaduct – is this correct? No diversion route shown.

FP L45a/1

- would run alongside new Kegworth bypass which needs to be avoided in particular due to speeds of traffic on this road, and proximity to junction with Ashby Road and new A453 roundabout. Also would need to cross bypass to access diversion route. Not clear whether there would be a footway and lighting along the bypass. Also construction works proposed to bypass to form overbridge. Would result in dangers for users of the route, so separation from road required;
- could better diversion be provided along Ashby Road and across fields to re-join route closer to Kegworth, although noted that this would also result in route alongside road so dangers to users could arise, although this would no longer be a primary route into Kegworth;
- dangers for users of the diversion route due to conflict with traffic using access and access road to A6 Kegworth Bypass Overbridge Satellite Compound – although access to this compound not shown on map;

- if any movement along the access road this would need to be managed to minimise any conflict with construction vehicles and to provide safe routes for users;
- concerns regarding timing of diversion being brought into place, due to timings of works to bypass and Ashby Road, along with works to form the line, could mean route is temporarily closed with no diversion in place;

FP L60 – crosses construction zone including River Soar Satellite Compound but no diversion shown on maps provided for LA04 section; whilst it is within section LA05 would be helpful for all information regarding diversions to be shown on maps for LA04; is correct legal route shown as different from line of route in NWLDC records;

FP L61 and BW L101/1 – whilst it is within section LA05 would be helpful for all information regarding diversions to be shown on all maps for LA04; diversion routes shown on LA05 maps seem to follow existing routes;

FPL63 – runs alongside and is not shown to be diverted during construction or operation, is this correct as would run underneath Ratcliffe on Soar Viaduct?

Jenny Davies

Senior Planning Officer, North West Leicestershire District Council

November 2018



LCC Accident Blackspot Data

Cluster	Location	Easting	Northing	Total
4	A453 JCT 24 ROUNDABOUT KEGWORTH JW ASHBY ROAD.	447438	327527	17
17	A444 STRETTON EN LA FIELD. OUTSIDE ENTRANCE TO PARK FARM.	430165	311245	10
52	B5324 REMPSTONE ROAD COLEORTON JW ASHBY ROAD.	439388	317131	7
82	C7117 LEICESTER ROAD MEASHAM. APPROX 55M N/W GALLOWES LANE.	434315	312275	6
87	C7120 ASHBY ROAD MEASHAM JW PETROL STATION. APPROX 15M N/E NEW STREET.	433650	312555	6
96	C7122 MARKET STREET ASHBY DE LA ZOUCH OUTSIDE NUMBER 77	435900	316805	6
113	M1 SOUTHBOUND KEGWORTH. MARKER POST 184/8B.	447535	327135	5
126	B4116 MEASHAM ROAD ASHBY DE LA ZOUCH ROUNDABOUT JW A42 SOUTHBOUND ON SLIP.	434635	314326	5
129	B4116 MEASHAM ROAD ASHBY DE LA ZOUCH CROSSROADS JW MEASHAM ROAD.	434640	313825	5
145	A453 ASHBY ROAD LONG WHATTON & DISEWORTH JW PRIVATE ROAD TO SERVICES.	446910	325340	5
147	A511 ROUNDABOUT JCT 13 ASHBY DE LA ZOUCH JW A42 SLIP ROAD. EXACT LOCATION UNKNOWN.	437517	316997	5
156	C7122 MARKET STREET ASHBY DE LA ZOUCH JW NORTH STREET.	435990	316865	5
204	M1 NORTHBOUND KEGWORTH. MARKER POST 183/7A.	447265	326075	4
241	C7122 WOOD STREET ASHBY DE LA ZOUCH JW UPPER CHURCH STREET.	436098	316900	4
245	A453 LINK ROAD KEGWORTH JW A453.	447670	327670	4
255	M1 NORTHBOUND KEGWORTH MARKER POST 184/5A.	447480	326845	4
275	B5324 REMPSTONE RD LONG WATTON & DISEWORTH APPROX 110M E SHEPHERD FIELDS	446290	321315	4
287	C7122 DERBY ROAD ASHBY DE LA ZOUCH. APPROX 65M N MARKET STREET.	435644	316760	4
312	A453 WALTON HILL BREEDON ON THE HILL. APPROX 250M S THE WHITE HOUSE.	442080	324130	3
320	A511 ASHBY ROAD COLEORTON JW CORKSCREW LANE.	437800	316530	3
325	A511 ASHBY BY-PASS ASHBY DE LA ZOUCH JW DISCOVERY WAY.	436955	317785	3
327	A6 LONDON ROAD KEGWORTH JW CAR PARK TO THE OTTER P.H	449160	325425	3
331	C8212 NOTTINGHAM ROAD BREEDON ON THE HILL JW BURNEY LANE.	440035	322450	3
343	A50 NORTHBOUND KEGWORTH JW CHURCH STREET.	447275	327865	3
345	A42 SOUTHBOUND ASHBY AT MARKER 73/4.	437070	316520	3
356	A50 KEGWORTH. EXACT LOCATION UNKNOWN.	447323	327765	3
366	C8112 MEASHAM ROAD OAKTHORPE & DONISTHORPE. APPROX 25M W CORONATION LANE	431635	312605	3
386	A42 SOUTHBOUND BREEDON ON THE HILL. MARKER POST 80/0B.	440540	321925	3
387	A50 WESTBOUND LOCKINGTON & HEMINGTON JW MAIN STREET.	446980	328855	3
394	B5493 UN-NAMED ROAD TO NO MANS HEATH. APPROX 70M W A42 JCT 11.	430465	310225	3
421	NORTH STREET ASHBY DE LA ZOUCH. OPPOSITE MILL LANE.	435771	316870	3

435 A6 DERBY ROAD KEGWORTH JW PRIVATE DRIVE APPROX 150M S/E JCT 24.	447800	327475	3
442 A42 NORTHBOUND OFF SLIP ASHBY DE LA ZOUCH JW ROUNDABOUT J13.	437325	316995	3
505 C7116 ALTON HILL RAVENSTONE/SNIBSTON 600M W ALTON GRANGE.	438380	314935	3
544 M1 NORTHBOUND LONG WHATTON & DISEWORTH. MARKER POST 182/8A.	447005	325225	2
556 M1 NORTHBOUND KEGWORTH. MARKER POST 184/6A.	447495	326950	2
580 C7117 LEICESTER ROAD MEASHAM JW NK DRIVE OR ENTRANCE APPROX 200M W GREENFIELD. ROAD.	433896	312241	2
611 M1 NORTHBOUND LOCKINGTON & HEMINGTON. MARKER POST NO 185/5A	447270	328820	2
624 M1 SOUTHBOUND LOCKINGTON & HEMINGTON. MARKER POST 187/2B.	447063	329495	2
642 A511 ASHBY BY-PASS ASHBY DE LA ZOUCH ROUNDABOUT JW NOTTINGHAM ROAD.	437190	317295	2
655 A453 ASHBY ROAD KEGWORTH JW ASHBY ROAD.	447320	326435	2
669 C8112 ATHERSTONE ROAD MEASHAM. OUTSIDE BRICKWORKS.	433505	310785	2
683 A453 ASHBY ROAD LOUNG WHATTAON. OUTSIDE HOTEL ENTRANCE TO EMA SITE.	445785	325390	2
691 A42 SOUTHBOUND ASHBY DE LA ZOUCH. MARKER POST 69/5B	434150	313885	2
697 A453 MAIN STREET BREEDON ON THE HILL. NEAR MOOR LANE. EXACT LOCATION UNKNOWN.	442475	322805	2
714 UPPER PACKINGTON ROAD ASHBY DE LA ZOUCH. OUTSIDE BUILDING NO 53.	436158	315886	2
722 M1 SOUTHBOUND LOCKINGTON & HEMINGTON. MARKER POST 187/0B.	447121	329302	2
723 C7113 MEASHAM ROAD PACKINGTON (ASHBY PARISH) ON BEND NEAR SEWAGE WORKS.	435440	313985	2
727 C7120 TAMWORTH ROAD ASHBY DE LA ZOUCH. EXACT LOCATION UNKNOWN.	435347	316157	2
734 A42 NORTHBOUND WORTHINGTON. MARKER POST 78/0A	439357	320343	2
737 B4116 GALLOWS LANE MEASHAM. OUTSIDE MEASHAM FIELDS FARM.	434401	312430	2
755 A453 SOUTHBOUND KEGWORTH 300M N FINGER FARM ROUNDABOUT.	447055	325700	2
758 M1 NORTHBOUND KEGWORTH JW NORTHBOUND OFF SLIP.	447530	327249	2
767 A6 DERBY ROAD KEGWORTH JW SIDE LEY.	448148	327139	2
770 A42 SOUTHBOUND STRETEN EN LA FIELD. MARKER POST 65/5B.	431055	311540	2
798 C8108 CHURCH STREET OAKTHORPE & DONISTHORPE CROSSROADS JW MEASHAM ROAD.	432080	314115	2
807 WIGEON DRIVE MEASHAM JW ATHERSTONE ROAD.	433090	311785	2
840 C7117 SWEPSTONE ROAD MEASHAM. APPROX 140M S/E GALLOWS LANE.	434500	312075	2
849 A512 ASHBY ROAD COLEORTON. APPROX 45M N/W ENTRANCE TO HALL FARM.	438340	317285	2
864 A50 WARREN LANE ROUNDABOUT LOCKINGTON JW A50 SOUTHBOUND.	447080	328900	2
879 B5324 ASHBY ROAD LONG WHATTON & DISEWORTH JW SMITHY LANE.	447420	322090	2
903 M1 NORTHBOUND LONG WHATTON & DISEWORTH. MARKER POST 180/0A	447465	322555	2
918 A42 NORTHBOUND BREEDON ON THE HILL. MARKER POST 82/2A.	442550	322525	2
927 A42 NORTHBOUND ASHBY DE LA ZOUCH JW NORTHBOUND OFF SLIP.	434445	314235	2
968 M1 SOUTHBOUND LOCKINGTON. MARKER POST 186/9B.	447171	329171	2

996 C7122 BURTON ROAD ASHBY DE LA ZOUCH JW TRINITY COURT.	435487	316835	2
995 M1 NORTHBOUND LONG WHATTON & DISEWORTH. MARKER POST 181/8A.	446843	324219	2
1,016 C8113 HIGH STREET MEASHAM. APPROX 25M N/E BURTON ROAD JUNCTION.	433111	311885	2
1,017 MOOR LANE BREEDON ON THE HILL JW A453 MOOR LANE.	442086	323603	2
1,064 C8112 BURTON ROAD MEASHAM. APPROX 25M N/W THE CROFT.	432599	312131	2
1,065 A42 SOUTHBOUND STRETTON EN LE FIELD JW A42 SOUTHBOUND OFFSLIP.	430755	310867	2
1,070 A444 ROUNDABOUT APPLEBY MAGNA JW A42. EXACT LOCATION UNKNOWN	430684	310185	2