

HS2 Phase 2b: Route Refinement and Property Consultation 2016

Response of Leicestershire County Council

March 2017

Background

1. This document details Leicestershire County Council's (LCC) response to the Phase 2b Route Refinement Consultation 2016 and Phase 2b Property Consultation 2016.
2. The County Council's Cabinet considered this matter at their meeting of 10th February 2017. The reports and minutes of this meeting are part of the Council's formal position on HS2 Phase 2b and can be accessed here: <http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4858&Ver=4> (item 526).
3. The County Council supports in principle, a HS2 route through Leicestershire to Toton. This support in principle is contingent upon:
 - a. That the adverse impacts of the HS2 route through Leicestershire previously highlighted and those that will be highlighted in our detailed response to the current consultation are minimised;
 - b. That the HS2 proposals provide the necessary rail connectivity and track/station capacity to allow for the operation of direct, 'classic compatible' rail services from Leicestershire stations, via Toton to/from destinations in Northern England;
 - c. The prompt delivery of improvements to the Midland Main Line (MML) railway to achieve sub-60 minute journey time to London, including:
 - to improve line-speed (including track straightening at Market Harborough);
 - to improve line capacity; and
 - to complete electrification through Leicestershire at the earliest possible opportunity;
 - d. That there is no diminution of rail services to London on the MML post opening of HS2, in terms of journey time, frequency of services and general standard of rolling stock.
 - e. That there is no diminution of rail services to London on the WCML post opening of HS2, in terms of journey time, frequency of services and general standard of rolling stock.

4. Whilst the County Council supports the principle of a route through Leicestershire, this does not mean it supports the currently proposed route over any other potential route through Leicestershire. In respect of the specific routing of the line, the County Council believes it is a matter for the Government and HS2 Ltd. to decide, informed by the outcome of the latest consultations, on the revised route.
5. Our response details the impacts of the Government's, and HS2 Ltd.'s choice of route and as a Council we expect Government and HS2 Ltd. to minimise these impacts through maximum mitigation. The form of mitigation will be for HS2 Ltd. and the Government to determine.
6. The County Council would wish to be given the opportunity to consider and to provide a formal response to any further route revisions and assessment work that the Government and HS2 Ltd. might consider to be necessary to achieve maximum mitigation; this might include (should HS2 Ltd. so choose) the revisiting of any of the previously published alternative route options.
7. Our support in principle for HS2 is based on the economic benefits it can bring to Leicester and Leicestershire and the fact that, as Toton has been confirmed as the East Midlands Hub Station, the route will have to pass through Leicestershire. These economic benefits are only realised should classic compatible links between HS2 and the Midland Mainline be delivered. Therefore we would expect route choices through Long Eaton to allow for this link and for HS2 to deliver it.
8. Two of the seven route refinements being consulted upon as part of the Route Refinement Consultation fall within Leicestershire. These two refinements are:
 - a. The route around Measham (HSL06- [Drawing: C321-MMD-DPL-110-580601 Rev:PV02])
 - b. Route along A42 around East Midlands Airport (HSL09 – [Drawing: C321-MMD-RT-DPL-110-580901 Rev: PV02])
9. The County Council's Cabinet previously considered the HS2 Phase 2b 2013 alignment on 15th January 2014. The minutes of this meeting and LCC's response to the Phase 2b consultation can be accessed here:
<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=3986&Ver=4>
10. Should the Government revert to the 2013 alignment in either the Measham or East Midlands Airport areas, the response to the previous consultation still stands.
11. Should the government wish to consider other alternative alignments the County Council will consider and respond to these in accordance with Government's timelines.

Structure of Response

12. Read alongside the 10 February 2017 Cabinet report, **Part A** of this document sets out Leicestershire County Council's position on the High Speed Two

Phase 2b Property Consultation 2016. **Part B** of this document sets out Leicestershire County Council's position on the High Speed Two Phase 2b Route Refinement Consultation. This includes the formal position of Leicestershire County Council as a local authority, reflecting the range and roles of its various statutory (or otherwise) responsibilities that are relevant to the HS2 proposal, as well as noting comments received by the County Council in its role as a representative of local residents, communities and businesses.

13. The response does not identify potential mitigation or solutions. However the County Council welcomes any opportunity to work with HS2 Ltd. as part of the hybrid bill development process in order to ensure that impact is minimised through appropriate mitigation.

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PART A

Leicestershire County Council's response to the High Speed Two Phase 2b Property Consultation.

14. The Government is proposing that throughout Leicestershire, rural classification should be applied in regard to property compensation. The County Council supports this proposed classification within the Rural Support Zone (RSZ) and would not wish to see the current proposed zones reduced.
15. The proposed route requires the demolition of a number of industrial, commercial, agricultural and residential properties. The County Council seeks to ensure that in addition to owners and occupiers receiving compensation in accordance with statutory provision, procedures are agreed with them to ensure minimum disruption to their activities during any consequential relocation of their premises.
16. The County Council expects HS2 Ltd. to ensure that businesses are relocated elsewhere within the local area and at no cost to the business with appropriate compensation for loss of trade. Appropriate arrangements should also be put in place to ensure that businesses can continue trading throughout the process of relocating business.
17. It is suggested that HS2 Ltd. liaise with those residents most affected at the earliest opportunity, and where appropriate, offer to make early property purchases. This will allow these residents to make choices to suit their situation, and avoid prolonged uncertainty.
18. Our expectation is that there will be comprehensive support available from HS2 Ltd. or their appointed agents so that those affected can claim compensation quickly and efficiently. We would also expect that there will be an effective appeals and arbitration scheme put in place to manage where there is any question about amount of compensation or entitlement to it.
19. Early discussions on the compensation scheme are essential as the proposed route refinements have placed a large number of people into potentially affected zones.

PART B

Leicestershire County Council's response to the High Speed Two Phase 2b Route Refinement Consultation.

Overview

20. **PART B** of this response identifies where the proposed line interacts with various communities, community facilities, public infrastructure and other assets within the County of Leicestershire. For completeness, the response notes the interactions across the entire proposed HS2 route through Leicestershire, not just where the route has been refined.
21. Issues are split into the following areas:
 - a. Leicestershire County Council's Cabinet Response on HS2
 - b. HS2 Links to Leicestershire's Strategic Transport Network
 - c. HS2 Operational Impacts
 - d. HS2 Construction Impacts
 - e. Specific Impacts by Settlement
 - f. Conclusions.
22. The County Council recognises that detailed design of the line and associated works has not commenced and therefore look forward to engaging with HS2 Ltd. to ensure the adverse impacts of the line in Leicestershire are minimised both during construction and operation.
23. Detailed identification of the interactions along the proposed line can be found in the Appendices of this response. These are:
 - a. **APPENDIX A:** Highways (excluding Public Rights of Way)
 - b. **APPENDIX B:** Public Rights of Way
 - c. **APPENDIX C:** Planning, Development and Regeneration
 - d. **APPENDIX D:** Property
 - e. **APPENDIX E:** Environmental/Minerals/Waste
 - f. **APPENDIX F:** Education Provision and Community Facilities
 - g. **APPENDIX G:** Heritage.

a.

Leicestershire County Council's Cabinet Response on HS2

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24. The County Council supports in principle a HS2 route through Leicestershire. In respect of the specific routing of the line, the County Council believes it is a matter for the Government to decide, informed by the outcome of the latest consultations on the revised route.
25. In the context of the Leicester and Leicestershire Rail Strategy (February 2017), the County Council is broadly in favour of HS2 as a means to cement Leicestershire's position in the East Midlands economy, by opening up connectivity through both the high-speed network and as a result of capacity release on the classic network.
26. This support is however contingent on the following caveats:
 - a. That the adverse impacts of the HS2 route through Leicestershire previously highlighted and those that will be highlighted in our detailed response to the current consultation are minimised;
 - b. That the HS2 proposals provide the necessary rail connectivity and track/station capacity to allow for the operation of direct, 'classic compatible' rail services from Leicestershire stations, via Toton to/from destinations in northern England;
 - c. The prompt delivery of improvements to the Midland Main Line (MML) railway to achieve sub-60 minute journey time to London, including:
 - to improve line-speed (including track straightening at Market Harborough);
 - to improve line capacity; and
 - to complete electrification through Leicestershire at the earliest possible opportunity.
 - d. That there is no diminution of rail services to London on the MML post-opening of HS2, in terms of journey time, frequency of services and general standard of rolling stock;
 - e. That there is no diminution of rail services to London on the WCML post-opening of HS2, in terms of journey time, frequency of services and general standard of rolling stock.
27. Whilst the County Council has comments about the routing of HS2 through Leicestershire, which are detailed in this response, and is aware that other parties have commented and expressed concerns. Overall, the Authority remains supportive in principle of the project because:
 - a. There are clear economic benefits to the county, both during the construction period and when HS2 is brought into operation;

- b. It is viewing HS2 as an opportunity to improve connectivity to and from Leicester post-HS2, when slots on the classic network become available for passenger services. This is vital for our economic development;
- c. The county needs to capitalise on improved connectivity which results from improved links to and from HS2, such as any fixed links;
- d. A connection between HS2 and the classic network at Toton is an integral part of improving connectivity to the county.

b.

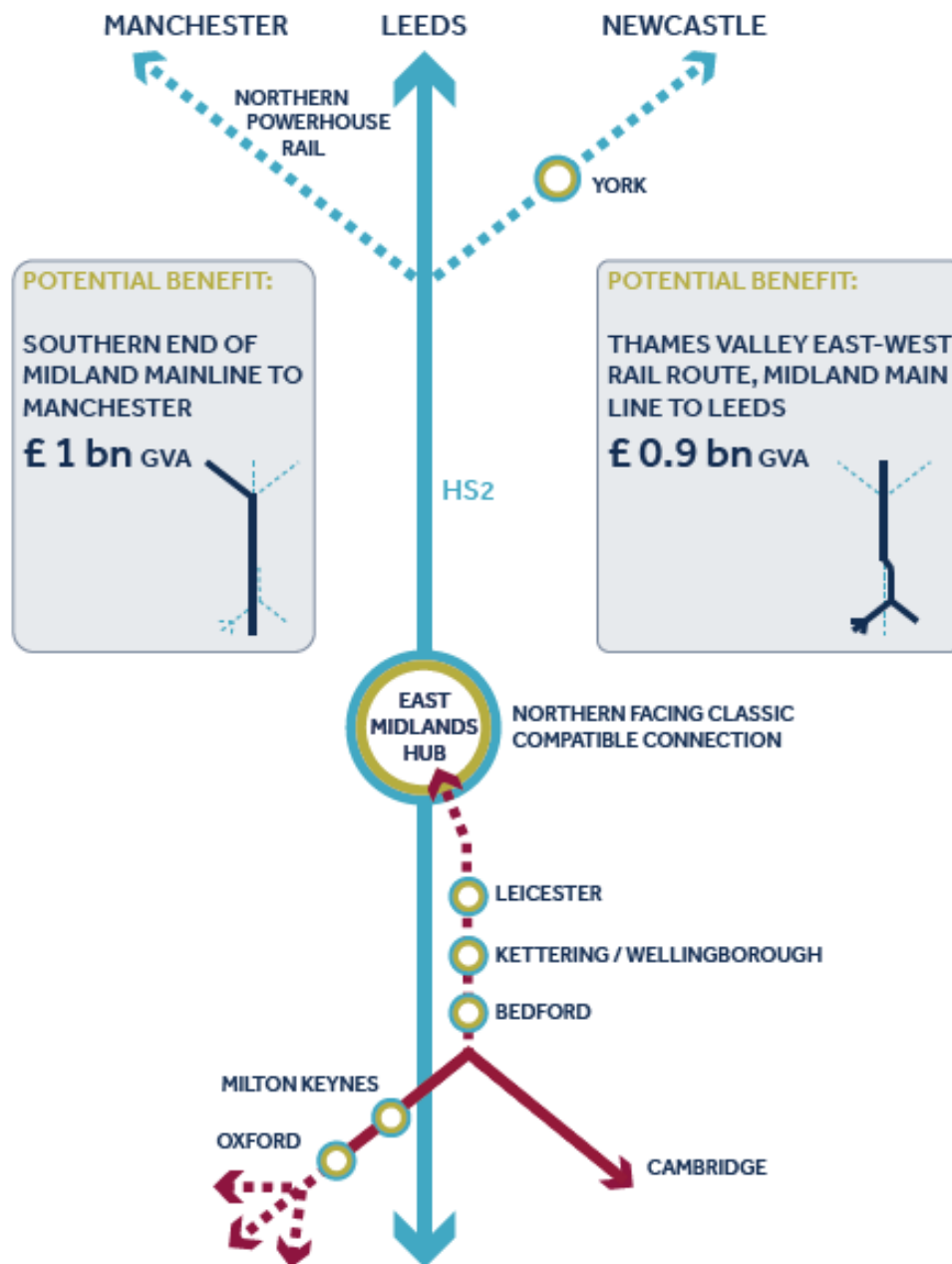
HS2 Links to Leicestershire's Strategic Transport Network

Rail

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28. Leicestershire County Council, Leicester City Council and the Leicester and Leicestershire Enterprise Partnership have produced a rail strategy for Leicester and Leicestershire. The Leicester and Leicestershire Rail Strategy (February 2017), was adopted by Leicestershire County Council on 10 February 2017.
29. Leicester and Leicestershire Rail Strategy is included in the County Council Cabinet meeting papers of 10th February 2017, available online at the following internet link:
<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4858&Ver=4>
(item 526, Appendix B) The Rail Strategy contains five priorities which are set out below:
 - a. To maximise the benefit from the Midland Main Line services (**Figure 1**) – plans have recently been announced for phased electrification through Leicestershire in the period 2019-23, bringing the following benefits:
 - The opportunity to use electrification to increase capacity. (This includes 4-tracking between Syston and Wigston, additional platforms at Leicester, and grade separation of North-South and East-West traffic flows through the Leicester area);
 - Securing journey time improvements to achieve a sub-60 minute journey time between Leicester and London on non-stop services;
 - Ensuring that electric services use new rolling stock of appropriate quality;
 - Ensuring sufficient capacity for strategic freight services to support the region's logistics industry.
 - b. To achieve the best result from the implementation of HS2 Phase 2, which means:
 - Protecting journey times between Leicestershire and London. Existing Midland Main Line trains are projected to lose nearly half of their passengers to HS2, but forecast passenger growth will mean demands are exceeded, even with HS2. We are looking for assurances from the Secretary of State on this.
 - Securing classic compatible direct services from Leicester to northbound destinations via HS2. While Leicester and Leicestershire's economic case alone is not strong enough, forming a "string of pearls" from key economic development areas in the South Midlands and Thames Valley, particularly in alliance with other LEPs and Local Authorities, including Transport for the North, would support this.

Figure 1. Source: East Midlands HS2 Growth Strategy

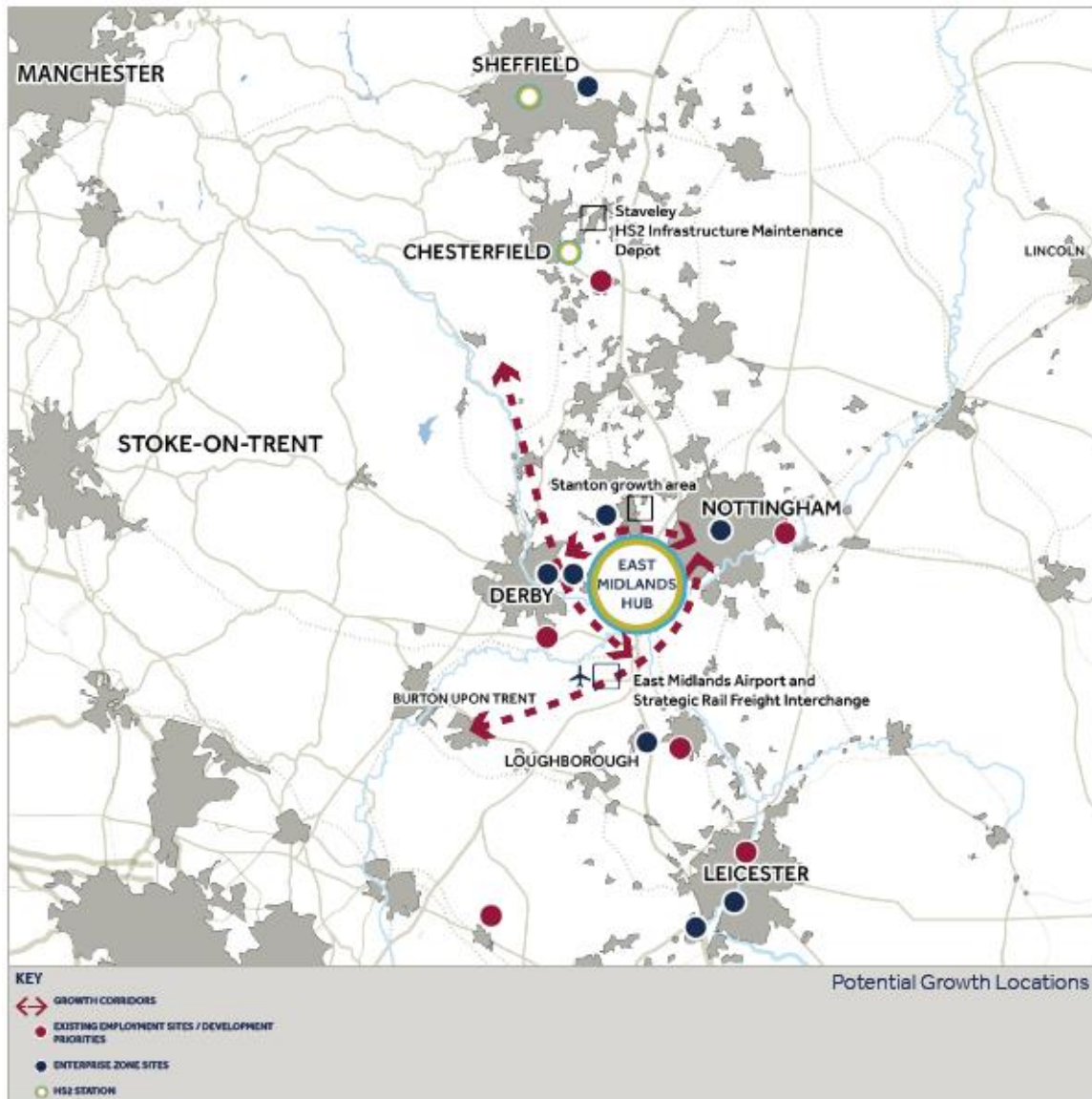


- c. To radically improve direct fast connectivity to key regional and national destinations:
 - Faster journeys to London and Birmingham;
 - New direct services to Coventry (which would help to deliver more frequent services to South Wigston, Narborough and Hinckley), the Thames Valley, Manchester and West Yorkshire;
 - Reduced east-west journey times to Stansted Airport.
- d. Improving local rail connectivity for residents and businesses in the South West of the County to destinations in the West Midlands would also help

to provide improved access to longer distance services on the West Coast Main Line and the HS2 western leg.

- e. To ensure that rail access and economic development are planned together - Leicester and Leicestershire's Strategic Growth Plan will seek to identify where future growth (**Figure 2**) will be accommodated and what infrastructure is required to support it. The importance of rail will increase, particularly with the arrival of HS2 and access to the network will become correspondingly more important, with the following issues to be prioritised:
- Better spatial and transport planning around stations and increases in car parking where feasible;
 - Planning new development with access to the rail network as a key consideration;
 - Identifying potential new strategic access points to the rail network, which could involve long term consideration of "Parkway" sites.

Figure 2. Source: East Midlands HS2 Growth Strategy



- f. To support modal shift from cars to sustainable transport – the county is seeking to support a reduction of 6% from travel by car to public transport, walking or cycling, enabling residents to make modal shifts where possible. The Carbon Reduction Strategy for Leicestershire (2013-2020) outlines the need to reduce the county's carbon footprint overall. The specific measures relevant to this document are:

- Rail electrification (including HS2);
- Shifting demand from one mode to another (increase in the number of short trips made by walking and cycling; increase in mode share for bus and rail trips; shift from road freight to rail freight).

30. In more detail, the key economic benefits arise from these following strategic rail priorities:

- a. **Better journey times to London and the North of England:**
Projections show that there will be appreciable time savings from the county on journeys to London, Leeds, Newcastle or Manchester. This is significant and will allow for much improved business links between these cities. A northern facing 'classic compatible' connection at Toton would allow some high speed trains to serve locations to the south on the Midland Main Line (in particular Leicester), transfer on to the HS2 line, and then access key urban centres in the north of England which are currently very difficult to serve via the classic rail network – such as Leeds and Manchester. **Economic benefits** have been estimated at **£1.9bn**.
 - b. **Opportunities for more economic development around the East Midlands Airport site:** Construction work on the East Midlands Gateway project commenced in early in 2017 and is due for completion in 2023. This new enterprise will bring up to 7,000 new jobs, a bus interchange and associated road improvements. This could develop further through business expansions encouraged by HS2.
 - c. **Improved connectivity:** there are a number of possibilities for better connectivity across the county, including improved bus services linking Ashby, Coalville and East Midlands Airport (EMA), East Midlands Parkway, Toton and fixed links to Toton/EMA. These will benefit local residents and travellers from outside the county.
31. Leicestershire is expected to grow by some 117,000 additional homes over the next twenty years, a significant expansion. The associated larger population will require employment and access to travel. Using current patterns of population movement for both work and leisure, indicates that there will be a need to continue to encourage our residents to make the best use possible of public transport to relieve pressure on the road systems. It is recognised that the openings that HS2 will release on the classic rail network will give increased opportunities for both local and longer distance travel from the district and the wider county. There is potential for the increased population to tap into the improved journey times that HS2 will offer, provided suitable public transport provision is made.
 32. Whilst the County Council wishes to see the significant economic potential that much improved strategic rail connectivity can unlock for Leicester, Leicestershire and the Country more widely, its support in principle for HS2 Phase 2b remains contingent on the caveats set out in its various Cabinet Reports – as referenced in this response – and to the satisfactory resolution of matters raised in this response.

Strategic Road Network links

33. Whilst good access to Toton by classic rail connecting services will be essential, the nature of the Toton site means a significant proportion of connecting journeys are likely to be made by road. Those working on HS2 Phase 2b, e.g. at the Station, or in the employment areas that it is intended will be created around it, will also add to travel demand. It is noted that HS2 Ltd. recognise the need for capacity improvements to the A52 in the vicinity of

Toton, whilst a number of improvement schemes will be delivered on the Strategic Road Network as part of RIS1 and mitigation for the East Midlands Gateway site.

34. However, these measures are unlikely to cater for the demand generated by the Toton HS2 station. Therefore detailed traffic modelling and assessment work is required to understand the impact of HS2 on the Strategic Road Network and wider regional highway network. Leicestershire County Council would welcome the opportunity to engage with HS2 Ltd., alongside Highways England and neighbouring Local Highway Authorities, in contributing to this assessment work.

C.

HS2 Operational Impacts

Public Transport

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35. In addition to improvements to the Strategic and Local Road Networks, the County Council seeks improvements to Public Transport and Walking and Cycling networks between Leicestershire communities and the Toton site; to ensure maximum transport opportunities are available to Leicestershire residents and limit the demand on the road network.

Public Highways

36. The proposed line interacts with a significant number of highways and Public Rights of Way (PROW) across Leicestershire. The majority of which Leicestershire County Council is responsible for, as Local Highway Authority.
37. As a matter of principle, the County Council would seek to maintain the integrity of its network and would not support significant closure of parts of its network to facilitate HS2. It would expect the mitigation provided by HS2 to be in the form of over/under bridges and where diversions are considered, these should be kept to an absolute minimum length.
38. The highway interactions are detailed in **Appendix A**. All highway works required as a result of HS2 should be designed to appropriate standards, to the satisfaction of the County Council. Where highway works are required to accommodate HS2, the County Council may seek a solution above the standards of the current situation, where it is necessary for the safe and satisfactory operation of the highway. An example might be where a road at present has sub-standard visibility over the brow of a hill. If it is necessary to bridge the road over HS2, the County Council might seek the bridge to be built to provide visibility to current standards relevant to the vehicle speeds on the road.
39. In addition, there may be cases where the County Council might seek opportunities to achieve betterment and/or future proofing. An example might be to seek a section of road to be rebuilt with a wider carriageway and/or the provision of footways.
40. Where highway works are required to accommodate HS2, the County Council would be keen to ensure the final scheme provides sufficient capacity for any permitted development; to future proof the highway network and minimise the likelihood of future works at the location. Further, the County Council would seek to ensure potential future improvement schemes are not prejudiced by the HS2 works.
41. If any new infrastructure required as part of, or in mitigation of HS2 becomes the liability of the County Council once complete, we would welcome

discussions on how these future maintenance costs are covered including the provision of commuted sums.

42. Where PROW are affected (**Appendix B**), the County Council will seek to minimise the dislocation of the wider network. The authority will seek to discuss preliminary proposals for all crossing points, diversions and closures as early as possible with HS2 Ltd.

Planning, Development and Regeneration

43. This response only considers developments that have a direct impact on the County Council, or on the Local Highway Network. Detailed impacts are identified in **Appendix C**. North West Leicestershire District Council (NWLDC) are the Local Planning Authority and are therefore responsible for the majority of planning applications in the area.
44. The proposed route significantly impacts on the planned Ashby Canal restoration to the east of Measham. Mitigation that involved significant locking up or down of the canal would not be acceptable. The County Council welcomes the opportunity to work with HS2 Ltd. during the hybrid bill preparation stage, to develop an acceptable resolution, which may involve a rerouting of the canal and a modification of the County Council's Transport and Works Act Order (TWAo) at HS2 Ltd.'s cost.
45. If as a result of consultation, a decision is taken to return to the previously published route, then the County Council would expect HS2 Ltd. to cover the costs associated with the restoration of Ashby Canal that have been agreed with Measham Land Company, as part of the Measham Wharf Development, which may be compromised as a result.
46. The proposed route crosses the line of the soon to be constructed Kegworth bypass, which is expected to be complete by May 2019 as part of the East Midlands Gateway development. The County Council has commenced discussions with HS2 Ltd., regarding the possibility of extending the proposed tunnel in this area to accommodate the bypass, which will be in place ahead of HS2 construction.
47. The County Council would not wish to see the Kegworth Bypass closed to facilitate the construction of HS2. We would encourage HS2 Ltd. to liaise with Roxhill developments to consider providing the necessary infrastructure for HS2, when the Kegworth bypass is constructed. Alternatively for HS2 Ltd. to devise a method of working, which maintains the bypass open to traffic during construction of HS2.
48. The proposed route impacts a number of sites with current planning permission as well as potential development sites identified as part of North West Leicestershire's SHLAA process. The County Council would encourage HS2 Ltd. to engage with NWLDC as Local Planning Authority, to ensure minimal impact on the delivery of housing in North West Leicestershire.

Property

49. The proposed line crosses a number of pieces of land owned by the County Council in the Measham area. These, along with other properties which fall within the safe guarded areas, are highlighted in **Appendix D**.
50. The proposed route requires the demolition of a number of industrial, commercial, agricultural and residential properties. The County Council seeks to ensure that in addition to owners and occupiers receiving compensation in accordance with statutory provision, procedures are agreed with them to ensure minimum disruption to their activities, during any consequential relocation of their premises.
51. The proposed route will inevitably form a barrier to movement between parcels of land on either side of the HS2 rail line, with implications for efficient agricultural and forestry activities. The County Council would encourage HS2 Ltd. to agree, as soon as possible in the design process, details of access and rail crossing points with the land owners concerned.

Environmental/Waste & Minerals

52. Leicestershire County Council is already working with HS2 Ltd. to provide various environmental datasets in order to inform the Environmental Impact Assessment required for the route and therefore this response does not provide a detailed identification of these issues. However, **Appendix E** identifies a number of environmental, mineral or waste sites that the proposed line will impact. Measures to mitigate the impact of the railway on these sites should be agreed with the property owners, Natural England and the Environment Agency in consultation with the District and County Councils.

Noise/Vibration

53. It is noted that work undertaken as part of the Sustainability Statement suggests that the revised route around Measham is likely to lead to an increase in households potentially experiencing a noticeable noise increase despite indicative mitigation. The settlements most affected are Appleby Parva, Appleby Magna, Measham and Packington. There are however, benefits for Oakthorpe, where the route change reduces those potentially affected by noise.
54. The Sustainability Statement suggests that the revised route along the A42 and around East Midlands Airport will mean that households in Breedon on the Hill, Tonge and Lockington will benefit from the route change, whilst parts of Long Whatton and an increased number of properties in Kegworth, will now experience a noticeable noise increase as a result of the route adjustment.
55. Whilst HS2 have produced large amounts of information on the impact of train noise, there remains a concern about the likely effect of noise from the proposed line on the daily lives of our communities. This is a particularly sensitive issue for those close to the line in rural areas, such as the Measham route amendment.

56. A further concern that has been raised, particularly for those affected by the Measham route amendment, is the cumulative impact of road and rail noise. Measham, Appleby Parva and Appleby Magna are effectively “islanded” by HS2 and the A42, and the course of the railway now moves closer to Packington, causing concern over the effects of aggregated road and rail noise for these villages.
57. In regard to vibration, concerns have been raised by residents and property owners of listed buildings over the impact of vibration on the structural integrity of buildings.
58. Leicestershire County Council would seek reassurances that HS2 Ltd. will do all it can to minimise the households and business premises affected by noise and vibration through the use of appropriate mitigation measures. The County Council welcomes further discussions during the detailed design phase to ensure appropriate mitigation measures are included in the Hybrid Bill.

Education Provision and Community Facilities

59. The proposed line is in close proximity to a number of schools and community facilities which are detailed in **Appendix F**.
60. The proposed line passes within 15 metres of Measham Cemetery, which includes a special area reserved for children and a war memorial. This will have a significant effect in terms of noise and visual impact on the setting potentially compromising the ambience and dignity of the site.
61. The proposed line will be within 500 metres of the following schools:
 - a. Packington Primary School
 - b. Sir John Moore C of E Primary School, Appleby Magna
 - c. Measham C of E Primary School
 - d. St Charles Catholic Primary School, Measham
62. There is concern that these schools will be adversely impacted by the construction and subsequent operation of HS2 such that it might impact adversely on the quality of teaching and learning.
63. The County Council would wish to emphasise the concerns expressed by the staff, governors and trustees of a number of schools in the area, including:-
 - a. The environmental impact of construction and subsequent operational noise on teaching and learning, particularly in relation to outdoor activities, or when windows and doors may be opened in summer months, to improve ventilation.
 - b. The environmental impact of dust from construction work on the health of pupils.
 - c. The environmental impact of dust from construction on the fabric of the building and an associated increase in premises’ maintenance costs.

- d. The disruption to the journeys of staff, pupils and parents accessing and leaving the schools.
 - e. The proximity of HS2 to small village schools, which may fundamentally impact on their character and ethos, such that this might discourage parents/pupils from seeking a place and the longer term impact to the sustainability of the school.
64. In the case of the Sir John Moore C E Primary School, the building is Grade 1 listed, being originally designed by Sir Christopher Wren and Sir William Wilson. It is therefore of concern that any measures taken to mitigate the impact of HS2 i.e. dust, noise, should be fully funded as part of the HS2 project. If such measures were acceptable to planners and feasible in construction terms, these would need to be sympathetic to the character of both buildings.

Heritage

65. Leicestershire County Council is already working with HS2 Ltd. to provide various heritage datasets in order to inform the Environmental Impact Assessment required for the route and therefore this response does not provide a detailed identification of these issues.
66. However, the proposed line affects the setting of a number of listed buildings and conservation areas, detailed in **Appendix G**. Measures to mitigate the impact of the railway on these sites should be developed in consultation with the property owners, Historic England, the County Council and the District Council.
67. Concerns have been expressed to the County Council over the impact of noise and vibration on listed buildings and conservation areas within close proximity to the line and that mitigation measures may not be appropriate due to the listed status of these buildings. The County Council would encourage HS2 Ltd. to develop appropriate mitigation in consultation with relevant parties at the earliest opportunity.
68. Reviewing the available historic environment data drawn from the Leicestershire and Rutland Historic Environment Record (HER), the proposed amended line impacts upon a number of previously unaffected heritage assets, both designated and non-designated. The most significant of which appear to include the section of the proposed route running through open countryside to the south-east of Appleby Magna and Appleby Parva, close to the Grade I listed Sir John Moore's School (National Heritage List for England (NHLE) ref.: 1177850; HER re.: MLE10942), and secondly, the potential direct and setting impacts to the non-designated moated site and deer park at Breedon Lodge (HER ref.: MLE4416-7), south east of Breedon on the Hill. The route also impinges upon the settings of the historic settlements of Packington, Measham and Kegworth.
69. In each instance the scheme should seek to avoid direct impacts, whilst giving careful consideration to the impact of the proposals upon the setting of the relevant heritage assets and designations. Appendix G provides more detail of

the above and other potentially significant heritage assets along the immediate route corridor.

70. It is important for the limitations of the data to be recognised. The designated and non-designated resource, as listed on the HER, represents an unknown fraction of the total archaeological and historic environment resource. It is anticipated that HS2 Ltd. will undertake a constructive and proactive approach to the further assessment and investigation of the historic environment. This should include commissioning and delivering in a timely manner, a thorough assessment of the route and its surrounding corridor in order to build a robust but proportionate understanding of the issues involved, to inform both the on-going design process and subsequently the determination and appropriate mitigation of development impacts.

d.

HS2 Construction Impacts

Public Highways

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71. The construction of HS2 will be a major civil engineering project requiring extensive earthworks, many new structures and substantial highway works. In addition, large areas of land are likely to be required for temporary construction sites.
72. Furthermore, the works will require a considerable labour force, construction plant and materials, all of which will need to be transported to the construction sites. This is likely to generate a substantial volume of traffic which will have an impact on the Strategic Road Network and Local Road Network.
73. The County Council will expect HS2 Ltd. to undertake transport assessments to assess the impact of construction sites and the need for improvements to the existing road network, to accommodate the additional vehicle movements both in terms of geometry and construction.
74. The County Council would also expect the assessments to identify mitigating measures that seek to reduce the amount of materials brought in by road, for example by exploring rail freight options which might involve the upgrading of existing rail lines to an appropriate standard.
75. Routing for HGV's connected with the works, including measures to monitor and enforce agreed routes, will need to be agreed by the County Council to minimise the impact of HGV traffic on local communities and ensure that HGVs use appropriate routes to access construction sites. Where appropriate, the County 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 our network.
76. It is recognised that temporary closures or restrictions may be required on the road network to facilitate construction of the line. The County Council is keen to work with HS2 Ltd., to ensure appropriate road space booking and to agree solutions which minimise the impact of closures or restrictions on local communities and businesses, as well as the safe operation of the road network.
77. Where temporary closures are necessary for the construction of HS2, the County Council would encourage HS2 Ltd. to engage with the County Council and commercial bus operators as early as possible, in the planning stages of the works, to ensure that suitable temporary diversions or replacement services are provided. Where replacement services are required as a result of HS2, the County Council will seek to recover any costs associated with the provision of these services from HS2 Ltd.

78. It is anticipated that there will be a need for the extensive coordination of HS2 Phase 2b works with other works and activities both on the strategic and local road networks. The County Council look forward to working with HS2 Ltd. and Highways England to facilitate this.
79. The County Council would expect HS2 Ltd. to fund the appropriate additional resources.

Sourcing Of Materials

80. The County Council seeks to engage with HS2 Ltd. in regard to the matters relating to the quantity, type and sourcing of materials, whether they are to be drawn locally and whether there would be a need to create “borrow pits” or the need to dispose of material beyond the project boundary.

Impact on Leicestershire Residents and Businesses

81. As with any major development project, construction working practices will have an impact on occupiers of buildings and premises adjacent to the HS2 construction sites. Matters such as working hours, construction methods and dust control must be agreed by NWLDC, in consultation with LCC, prior to works commencing to minimise the impact on Leicestershire residents.
82. It is envisaged that there will be significant disruption caused during the construction period, including road closures, noise, visual and dust pollution. This will have an impact on local businesses affected by the construction works through a potentially reduced footfall and turnover. The County Council would like to see a scheme which compensated local businesses for loss of trade during construction as per the precedents already set for the construction of Tram schemes in urban areas e.g. NET in Nottingham.
83. Wherever possible, the County Council would wish to see the sourcing of local plant, labour and materials to provide maximum benefit to the local construction industry and Leicestershire SMEs.

e.

Specific Impacts by Settlement

Overview

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84. Key impacts for each settlement affected by the route amendments are listed here. These have been informed by correspondence the County Council has received from members of the public, Parish Councils and stakeholders.
85. Whilst the County Council supports the principle of HS2, there are significant concerns locally over the potential isolation / islanding of communities such as Appleby Parva, Appleby Magna and Measham between the M42/A42 and proposed HS2 line. The design of the proposed line should seek to minimise the segregation of these communities.
86. A number of small businesses will require demolition and relocation. A local survey suggests that the Measham amendment will affect 635 existing jobs and 131 planned jobs. The County Council would expect HS2 Ltd. to ensure that businesses are relocated elsewhere, within the local area and at no cost to the business with appropriate compensation for loss of trade. Appropriate arrangements should also be put in place to ensure that businesses can continue trading through the process of relocating business to minimise the impact of job losses and on the local economy.
87. The Measham route amendment significantly impacts on the planned Ashby Canal restoration to the east of Measham. Mitigation that involved significant locking up or down of the canal would not be acceptable. The County Council welcomes the opportunity to work with HS2 Ltd. during the Hybrid Bill preparation stage, to develop an acceptable resolution, which may involve a rerouting of the canal and a modification of the County Council's TWAO at HS2 Ltd.'s cost. The County Council will work with HS2 Ltd. to develop an acceptable solution and would expect HS2 to engage with other stakeholders in the canal restoration project.
88. Various comments have been received by the County Council in regard to concerns over blight. The County Council encourage HS2 Ltd. to progress the preferred option as soon as possible to remove uncertainty for those affected by the proposals.
89. The County Council appreciates the need to make financial savings where feasible and taking the route out of a tunnel underneath East Midlands Airport will make a substantial difference to the costs of HS2. In addition, moving the route into the A42 corridor reduces the visual impact and helps to minimise the overall footprint of the railway in this area. However, in proposing the Measham route amendment, Government and HS2 Ltd. seem to have gone away from the principle of trying to align the rail corridor with the existing road (A42) corridor to minimise the impacts.

Appleby Parva and Appleby Magna

- 90. There are significant concerns in regard to the noise and visual impacts on both villages due to the height of the proposed line.
- 91. Both villages will be 'islanded' between the M42/A42 and the HS2 line.
- 92. The line is within close proximity of listed buildings in both villages and a conservation area and Scheduled Monument in Appleby Magna. This includes the Grade I listed Sir John Moore building which houses Appleby Magna's Primary School and various community facilities. The building is Grade 1 listed being originally designed by Sir Christopher Wren and Sir William Wilson.
- 93. The proposed line requires the demolition of two farm based business parks with a number of small businesses providing over 270 jobs.

Measham

- 94. There are significant concerns in regard to the noise and visual impacts caused by the proposed line, particularly as a result of the viaduct over the River Mease.
- 95. Concerns have been expressed about the potential impact of the new alignment on the ecology of the River Mease (Special Area of Conservation (SAC)).
- 96. The proposed line is within 15 metres of and runs parallel to Measham Cemetery. The cemetery is still in use and the County Council shares the concerns that have been expressed about the impact the proposed line will have on the setting and character of the cemetery.
- 97. Measham will be 'islanded' between the A42 and HS2 line. There are concerns that this will impact on business investment and will isolate the village from other communities.
- 98. The proposed line impacts a number of businesses in Measham. A survey conducted by a local campaign group has suggested that up to 368 existing and 27 planned jobs could be affected in Measham.
- 99. The proposed line impacts on plans for the Ashby Canal restoration as mentioned above.

Packington

- 100. The proposed line is within close proximity of listed buildings and the conservation area in Packington. A number of concerns have been expressed to the County Council on the detrimental impact the line will have.

101. Concerns have been expressed to the County Council over the impact of the line on Packington Primary School, both during construction and operation.
102. Concerns have been raised to the County Council in regard to the noise and visual impacts caused by the proposed line, particularly as it is now closer to Packington than the route previously consulted upon. There are also concerns that HS2 Ltd. have failed to assess the cumulative noise impact.

HSL09: (HSL09 – [Drawing: C321-MMD-RT-DPL-110-580901 Rev: PV02])

Kegworth

103. The proposed line impacts on two sites on the west of Kegworth which have current planning permission. This affects the viability of these sites and the associated community facilities that these developments were due to provide.
104. Concerns have been expressed to the County Council in regard to noise impacts, particularly cumulative noise impact due to noise from aircraft and M1/A42.

f.

Conclusions

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105. The County Council supports in principle, a HS2 route through Leicestershire to Toton. This support in principle is contingent upon:
- a. That the adverse impacts of the HS2 route through Leicestershire previously highlighted and those that will be highlighted in our detailed response to the current consultation are minimised;
 - b. That the HS2 proposals provide the necessary rail connectivity and track/station capacity to allow for the operation of direct, 'classic compatible' rail services from Leicestershire stations, via Toton to/from destinations in northern England;
 - c. The prompt delivery of improvements to the Midland Main Line (MML) railway to achieve sub-60 minute journey time to London, including:
 - to improve line-speed (including track straightening at Market Harborough);
 - to improve line capacity; and
 - to complete electrification through Leicestershire at the earliest possible opportunity.
 - d. That there is no diminution of rail services to London on the MML post opening of HS2, in terms of journey time, frequency of services and general standard of rolling stock.
 - e. That there is no diminution of rail services to London on the WCML post opening of HS2, in terms of journey time, frequency of services and general standard of rolling stock.
106. The County Council will work with partners to lobby Government and HS2 Ltd. to ensure that caveats are accepted and delivered.
107. The key adverse impacts for Kegworth HSL09: (HSL09 – [Drawing: C321-MMD-RT-DPL-110-580901 Rev: PV02]) are:
- a. The line is now significantly closer to the village and impacts on two sites on the west of Kegworth, which have current planning permission.
 - b. There is concern regarding the cumulative noise impacts from HS2, M1 and East Midlands Airport.
 - c. The route impacts Kegworth bypass being constructed as part of East Midlands Gateway Strategic Rail Freight Interchange.
108. The view of the County Council is that these impacts in this area can be minimised through appropriate mitigation and the County Council would like to work with Government and HS2 Ltd. to ensure appropriate mitigation is included in the Hybrid Bill.

109. The impacts for Appleby Parva, Appleby Magna, Measham and Packington (HSL06: (HSL06- [Drawing: C321-MMD-DPL-110-580601 Rev:PV02]) are:
- a. Severance of Appleby Parva, Appleby Magna and Measham caused by “islanding” the communities between the A42 and proposed HS2 route;
 - b. Significant visual impact particularly due to the height at which HS2 will pass these communities;
 - c. Impact of noise and vibration due to number of properties in close proximity and specifically on a number of listed buildings, 4 schools and a cemetery;
 - d. Economic impact with business relocation impacting 635 existing jobs and 131 planned jobs;
 - e. Prevents planned restoration of the Ashby Canal project;
 - f. Impacts during construction including severance and disruption to local, strategic, public transport and public rights of way networks as well as additional construction traffic.
110. For this element of the amended route the County Council are of the view that the impacts are considerable and it is questionable that satisfactory levels mitigation can be viably achieved by Government and HS2 Ltd.
111. The County Council therefore requests that Government and HS2 Ltd. consider the outcome of the current consultation and the outcome of the previous route consultation and reconsider options in this area, as both options have significant impacts in this area which are difficult to mitigate.
112. The County Council would wish to be given the opportunity to consider and to provide a formal response to any further route revisions and assessment work that the Government and HS2 Ltd. might consider to be necessary, to achieve maximum mitigation. This might include, should HS2 Ltd. so choose, the revisiting of any of the previously published alternative route options.
113. Any assessment should be publically available and compare the impacts of each route with the aim of identifying the route which has the least impact on Leicestershire communities. Such an assessment should include analysis of:
- a. The number of properties, businesses and schools impacted;
 - b. The number of people employed in the business impacted;
 - c. The length of line at grade, on embankment and on viaduct;
 - d. The number and type of heritage assets and listed buildings impacted;
 - e. The number of environmental, conservation and ancient woodland sites affected;
 - f. Environmental and noise impact assessments;
 - g. An environmental impact assessment of the options to allow communities and stakeholders to understand the scale of the environmental impacts of the different options;

- h. An assessment of the community severance detailing the roads and rights of way affected.
114. The County Council requests that Government and HS2 Ltd. proactively works with local authorities, stakeholders and partners throughout the process, to ensure the route through Leicestershire is one that minimises significantly the impact on the communities it passes through.

APPENDIX A

Highways

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All highway works required as a result of HS2 should be designed to appropriate standards, to the satisfaction of the County Council.

The following roads have been identified as interacting with the proposed line:

HSL06				
Location (Parish)	Road	Chainage (approx.)	Comments	
Appleby Magna	Austrey Road	8+800	Whilst the proposed line crosses Austrey Road within Warwickshire, part of Austrey Road in Leicestershire is within the safeguarded area.	All highway works required as a result of HS2 should be designed to appropriate standards, to the satisfaction of the County Council.
Appleby Magna	A444, Atherstone Road	9+800	Indicative proposals suggest the realignment of A444 to cross over the line. The A444 is a key route linking to A5 and A42/M42, it also acts as the access to Twycross Zoo and is part of the County's Lorry Route Network.	
Appleby Magna	Snarestone Road	11+250		
Measham	Atherstone Road	13+200	Indicative proposals suggest the line will cross the River Mease and Atherstone Road on a viaduct.	
Measham	Bosworth Road	14+200		
Measham	Leicester Road	14+750		
Measham	B4116, Gallows Lane	15+350	The proposed line runs adjacent to the B4116 for approx. 500m before crossing the road at CH.15+350. The B4116 is a key route between the A444 at Twycross and the A42 J12.	

Ashby	Measham Road	16+600		All highway works required as a result of HS2 should be designed to appropriate standards, to the satisfaction of the County Council.
Ashby	Ashby Road	18+450	Named on NSG as "From Lower Packington Road to Ashby Road".	
Ashby	Leicester Road	19+250		
Ashby	Ashby Road, A511	20+400	<p>Indicative proposals suggest the realignment of the A511 and A512 will be required to cross over the line.</p> <p>The A511 is a key link between Ashby and Coalville but also between the A42 and M1.</p> <p>Named on NSG as "A511 From Roundabout at the Junction of A42, A511 and A512 to Ashby Road in Ravenstone with Snibston.</p>	
Ashby	Ashby Road, A512	20+600	<p>Indicative proposals suggest the realignment of the A511 and A512 will be required to cross over the line.</p> <p>The A512 links Ashby and Loughborough and also provides a link between the M1 and A42.</p>	
Worthington	Melbourne Road	23+550		
Worthington	Long Hedge Lane	24+800		
Worthington	Breedon Lane	26+050		
Breedon	Stocking Lane	26+900		
Breedon	Top Brand	28+200		

HSL09				
Breedon	From Gelscoe Lane to Mill Lane	0+150		All highway works required as a result of HS2 should be designed to appropriate standards, to the satisfaction of the County Council.
Breedon	From The Green to Unnamed at Top Merrill Grange	1+100		
Long Whatton & Diseworth	Long Mere Lane	2+350	The proposed line crosses at approx. CH.2+350 and then runs adjacent to Long Mere Lane for approx. 310m. Long Mere Lane leads to bridleway L31.	
Long Whatton & Diseworth	The Green	4+350	Indicative proposals suggest the line will cross The Green and Diseworth Brook on a viaduct.	
Long Whatton & Diseworth	M1	4+900	The M1 is vitally important to Leicestershire's logistics industry and to access to East Midlands Airport. The M1 is the responsibility of Highways England.	
Kegworth	Ashby Road	7+350		
Kegworth	A6, Derby Road	8+300	The A6 links Loughborough to the M1 at Junction 24.	
Kegworth	A453	9+200	The A453 is the responsibility of Highways England.	
Kegworth	Long Lane	9+800	The proposed line runs adjacent to Long Lane for approximately 470m.	
Kegworth	Ratcliffe Lane	10+200		

APPENDIX B

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Public Rights of Way

Any alterations to the rights of way network required as a result of HS2 should be considered in liaison with, County Council. and designed to appropriate standards.

The following rights of way have been identified as interacting with the proposed line:

HSL06					
Location (Parish)	Ref	Type	Chainage (approx.)	Comments	
Appleby Magna	Q4a	Restricted Byway	8+800	As this is a Restricted Byway it should be treated as carriageway.	Preliminary proposals of all crossing points, diversions and closures to be discussed with LCC as early as possible.
Appleby Magna	Q4	Footpath	10+400		
Appleby Magna	Q6	Footpath	10+700		
Appleby Magna	Q5	Footpath	11+000		
Appleby Magna	Q7	Footpath	11+300	Whilst the proposed line does not cross these PROWs, they are within the safeguarded area.	
Appleby Magna	Q25	Bridleway	11+700		
Measham	P87	Footpath	13+600		
Measham	P85	Footpath	13+900		
Measham	P83, Grassy Lane	Byway Open to all Traffic	14+750	As this is a BOTAT it should be treated as carriageway.	
Measham	O66	Footpath	15+500	Proposed line	

				crosses and runs adjacent to footpath for approx 570m.	Preliminary proposals of all crossing points, diversions and closures to be discussed with LCC as early as possible.
Packington	O68	Footpath	17+200		
Packington	O70, Vicarage Lane	Bridleway	17+700		
Packington	O71	Footpath	18+000		
Packington	O74	Footpath	18+000		
Ashby de la Zouch	P20	Footpath	18+450	Proposed line crosses and runs adjacent to line for approx 600m.	
Ashby de la Zouch	M60	Footpath	20+800		
Ashby de la Zouch	M30	Footpath	20+800, 21+400, 21+600	Line crosses footpath a number of times, line runs adjacent to footpath for approx 800m.	
Worthington	M56	Footpath	24+100		
Worthington	M35	Footpath	25+200		
Worthington	M21	Footpath	26+200		
Breedon	M17	Footpath	27+700		
HSL09					
Long Whatton and Diseworth	L32	Footpath	2+600		Preliminary proposals of all crossing points, diversions and closures to be discussed with
Long Whatton and Diseworth	L50	Footpath	2+800	Proposed line runs alongside L50 for approx. 510m.	

					<p>LCC as early as possible.</p> <p>Preliminary proposals of all crossing points, diversions and closures to be discussed with LCC as early as possible.</p>
Long Whatton and Diseworth	L48	Footpath	4+400		
Kegworth	L45a	Footpath		Subject to order linked to Kegworth bypass.	
Kegworth	L60	Footpath	9+200, 9+800	North and South of A453, proposed line runs adjacent to footpath for approx. 700m.	
Kegworth	L61	Footpath	10+200		
Kegworth	L101	Footpath	10+200		
Lockington Hemington	L63	Footpath	10+400		

APPENDIX C

Planning, Development and Regeneration

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Major development sites affected by the proposed route are identified below.

Location (Parish)	Chainage (approx.)	Comments
HSL06		
Measham	13+500	The proposed route significantly impacts on the planned Ashby Canal restoration to the east of Measham. The County Council has commenced discussions with HS2 Ltd. in regard an acceptable resolution.
HSL09		
Kegworth	7+100	The proposed route crosses the line of the soon to be delivered Kegworth bypass due to be delivered as part of the East Midlands Gateway Strategic Rail Freight Interchange development. The County Council has commenced discussions with HS2 Ltd. regarding the possibility of extending the cut and cover tunnel to accommodate the bypass.
Kegworth	7+300	The proposed route impacts on a site with planning permission for 110 dwellings to the west of Kegworth.
Kegworth	8+000	The proposed route impacts on a site with outline planning permission for up to 150 dwellings.

APPENDIX D

Property

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Identified below are the residential and business properties which fall within the safeguarded area for the proposed line. This table also identifies any land or property for which the County Council is landowner.

Location (Parish)	Chainage (approx.)	Comments
HSL06		
Appleby Magna	10+500	The proposed line requires the demolition of Redhill Farm, home to a variety of small businesses.
Appleby Magna	11+100	Properties at Blythe Park and Four Winds are within the safeguarded area for the line.
Appleby Magna	12+100	The proposed line requires the demolition of Barns Heath Farm, home to a variety of small businesses.
Measham	13+500	The County Council is land owner for a number of pieces of land in Measham acquired for the Ashby Canal restoration project. The proposed line crosses Stoneyflatts Wood and farmland off Bosworth Road both of which are owned by the County Council.
Measham	13+500	The proposed line impacts properties on the Nursery Fields development south of Measham.
Measham	14+300	The proposed line requires the demolition of buildings at Higher Horses Lane Farm.
Measham	15+000	The proposed line runs through Fields Farm, west of Gallows Lane. This land is owned by the County Council.
Packington	18+200	A number of buildings at Beech House Farm are within the safeguarded area.
Packington	19+300	The proposed line requires the demolition of WTI fastenings premises.
Lount	23+700	Buildings at Smoile Farm fall within the safeguarded area.
Worthington	24+800	Buildings at Lodge Farm fall within the safeguarded area.

Worthington	25+200	Buildings at The Old Farmhouse, off Nottingham Road, Worthington fall within the safeguarded area.
HSL09		
Worthington	0+700	The proposed line requires the demolition of buildings at Gelscoe Lodge Farm.
Kegworth	9+000	Dowell's Barn falls within the safeguarded area.

APPENDIX E

Environmental/Minerals/Waste

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As noted in the main consultation response, LCC are providing HS2 Ltd. with various environmental datasets to inform the Environmental Impact Assessment. However it is noted that the proposed line will impact the following:

Location	Chainage (approx.)	Comments
HSL06		
Appleby Magna	12+500	The proposed line crosses the River Mease, a Special Area of Conservation (SAC).
Measham	12+500	The proposed line impacts the Measham brick works site and associated clay reserves. This site also includes an active and disused landfill. Indicative proposals suggest the line will cross the River Mease and Atherstone road on a viaduct.
Packington	16+800	The proposed line impacts Packington Sewage Treatment works.
Ashby	21+000	The proposed line crosses Lounge Surface Mine, a former opencast coal mine.
Worthington	23+400	The proposed line is in close proximity to the Lount Meadows SSSI.
Breedon	26+000	The proposed line crosses the Cloud Hill Quarry site, in close proximity to a SSSI. The Cloud Hill Quarry site is a Regionally Important Geological Site (RIGS).
HSL09		
Lockington Hemington	9+500	The proposed line crosses the Lockington Quarry site.

APPENDIX F

Education Provision and Community Facilities

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Location	Chainage (approx.)	Comments
HSL06		
Appleby Magna	10+400	St John Moore Primary School is located within 300m of the proposed line. Concerns have been raised in regard to the impact that construction and operation of the line will have on the school.
Measham	14+300	Measham Cemetery, which is still an active burial site, is within 15m of the proposed line. Concern has been expressed in regard to the noise and visual impact the line will have on the cemetery site.
Measham	14+000	Measham C of E Primary School is within 500m of the proposed line. Concerns have been raised in regard to the impact that construction and operation of the line will have on the school.
Measham	14+200	St Charles Catholic Primary School is within 300m of the proposed line. Concerns have been raised in regard to the impact that construction and operation of the line will have on the school.
Packington	17+300	Packington Primary School is located within 350m of the proposed line. Concerns have been raised from the Governors and Headteacher of the school in regard to the impact that construction and operation of the line will have on the school.

APPENDIX G

Heritage

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Location	Chainage (approx.)	Comments
HSL06		
Appleby Magna	10+400	The Grade 1 listed building Sir John Moore Foundation which houses the village school and a range of community activities is within 300m of the proposed line. This has raised concerns about noise and visual impact and the limited mitigation options available due to its listed status. There are also concerns about the potential impact of vibration on the structure of the building.
Appleby Magna	10+500	The proposed line is within approximately 400m of a Conservation Area and 500m of a Scheduled Monument in Appleby Magna.
Appleby Magna	12+200	To the east of Appleby Magna, south east of Barns Heath Farm, cropmarks (MLE4257) have been variously interpreted as of Neolithic and/or later prehistoric date. This may indicate a wider presence of as yet unrecorded archaeological remains.
Measham	14+000	The proposed line is within approximately 500m of a Conservation Area in Measham.
Measham	14+000	To the north east of Measham, the line passes through an area of medieval and post-medieval coal workings (MLE4768), some of which survive as earthworks. It is likely the extent and character of these remains are poorly understood and of varying significance. Prehistoric and Anglo-Saxon archaeological remains have also been noted in the vicinity
Packington	17+400	The line passes approximately 150m to the north-west of Packington historic medieval and post-medieval settlement core (MLE10599) and designated Conservation Area. Packington Mill is a Grade II listed mill and cottage (NHLE ref.: 1361256) dating to the late 17th century and located on Mill Street, 200m to the south of the proposed line.
Packington	20+000	To the east of Ashby de la Zouch the route passes close to two sub-rectangular cropmark enclosures (MLE4279) are noted to the north east of Flagstaff Farm, , close to the A512. No archaeological investigation of these has been

		undertaken consequently their character and significance remains obscure.
Worthington	21+800	The proposed line is within approximately 600m of a Conservation Area, west of Rempstone Road, Coleorton.
Ashby de la Zouch	22+000	The line passes through Coleorton Park (MLE4507), which was held by John de Maureward in 1300. Historic documents record that it was enlarged in 1606 and dis-parked by 1641. There are various sections of park pale recorded in Spring Wood, Birch Coppice and Rough Park.
Worthington	25+000	To the south east of Breedon on the Hill, the line passes immediately to the south of a medieval and/or post-medieval moated site (MLE4416) at Breedon Lodge, situated within the former deer park (MLE4417). Cropmarks associated with the earthworks suggests the site was more extensive and directly affected by the proposed line.
HSL09		
Long Whatton and Diseworth	4+300	The proposed line is within approximately 600m of a Conservation Area in Long Whatton.
Long Whatton and Diseworth	4+000	To the east, at High Woods, Diseworth, a second possible rectangular moated site lies on the route (MLE4733). Once again the absence of detailed archaeological investigation of the site prevents a clear understanding the significance of the potentially affected asset.
Kegworth	7+000	West and north of Kegworth the route passes through the floodplain and confluence of the Trent and Soar rivers. The edge of this landscape, appears to have seen focus activity dating from the prehistoric into the Roman periods. Geophysical surveys of landscapes east and west of the M1 have demonstrated the presence of a number of significant archaeological assets (MLE22568). In addition evidence indicates the presence of significant archaeological and paleo-environmental remain sealed with the Holocene and possibly earlier Quaternary fluvial deposits.

ENDS.