



HS2 UPDATE

SUBMISSION FROM MR.S. D. SHEAHAN CC AND MS. H. WORMAN CC

1. It is important to note that there are 2 sections of re-route being proposed by HS2:

(i) The section affecting Austrey to Packington (described as the route around Measham)

(ii) The section around East Midlands Airport.

These are two independent modifications (with a section of the original route between). There is no reason for the Council to consider them as one re-route. There are separate consultation questions on these two sections so the Council should consider them separately. Comments below refer to the Measham Re-route section.

2. Para 8 of the committee report says it is a comparison of two routes. We have the following additional comments:

- it is not clear what areas the affected properties table comes from but HS2 figures (attached from their 2013 comparison of the routes) show a greater noise impact from the new route which represents a 50% increase in people per km of route experiencing noise annoyance from the route.

- runs very close to the cemetery in Measham.

- will destroy large numbers of jobs based on 2 farm based business parks in Appleby Magna

- now runs in closer proximity to Austrey, Appleby Parva, Appleby Magna and Packington (for benefits which are only said to apply to Measham)

- traps Appleby Parva, Appleby Magna and Measham between the motorway / A42 and HS2 undermining their character as rural villages. The HS2 Sustainability Appraisal describes this as "fragmenting the open countryside".

- the new route affects the Conservation Areas in Appleby and in Packington (including the Grade II* listed Church of the Holyrood).

- runs above ground at about 300 m behind the Grade 1 Sir John Moore Foundation building. The committee report does not record that this building includes an outstanding primary school for 140 pupils.

3. Para 10 says on balance it is recommended that the revised route be supported in principle on the basis of the potential economic benefit. There is no basis for this assessment as all the detriments have not been explored or evaluated.

4. The report does not mention the Mease Special Area of Conservation. This is an international level designation (higher than SSSIs) and requires an environmental assessment to show that the least damaging route has been chosen. The previous route was the shortest one across the SAC so there is at the very least a question to be answered about how this longer route can be a better route.

5. HS2 will cross the intended route of the Ashby canal at almost the same height and at a point where the line of the canal is protected by an Act of Parliament. It is not clear how this problem can be resolved, but until it is the canal restoration, which the County Council supports, will be blighted resulting in potential investment in the canal being lost.

6. HS2 is shown to cross the River Mease on an 11m high, 880m long aqueduct. The noise and visual impact will be difficult if not impossible to mitigate for residents on Poets and Riverway Estates.

7. The new route to the East of Measham is not new. It was discarded in 2012/13 because in HS2's own opinion, it would impact more people due to noise. After consultation, HS2 concluded that its preferred route to the West of Measham was not acceptable. If after further consultation, the current Eastern route turns out to be even worse, for example if there are impacts which cannot be mitigated, then HS2 should surely reject that route as well. We believe the Council should endorse that point of view.

8. A local action group the Measham, Appleby, Packington & Austrey (MAPA) HS2 Action Group has been formed by local residents. Over 350 people attended a meeting in Measham in December and unanimously decided to work together against this reroute. This included people who were more negatively affected by the previous route.

9. We ask the Council not to decide on its stance on this part of the route without doing a proper assessment of its impact.

Comparison of 2013 Route past Measham and 2016 Measham Re-Route

These comparisons are taken from the HS2 documents which described the two routes in 2013 and covered the whole of the route from Birchmoor to Tonge (but below focuses on the Austrey to Packington area where possible).

	2013 Route (HSL06)	2016 Re-route (HSL07)
Noise	Noise from HS2 trains would result in annoyance for an estimated 578 people (equivalent to the occupants of some 245 dwellings). This would represent about 21 people per km of route. The results of the strategic noise appraisal have highlighted a number of settlements in close proximity that would require careful consideration ... Austrey, No Man's Heath, Appleby Magna / Parva, Measham, Oakthorpe, Packington, Ashby de la Zouch, Lount ...	Noise from HS2 trains would result in annoyance for an estimated 841 people (equivalent to the occupants of some 357 dwellings). This would represent about 31 people per km of route. The results of the strategic noise appraisal have highlighted a number of settlements in close proximity that would require careful consideration ... Austrey, Appleby Magna / Parva, Measham, Packington, Ashby de la Zouch, Lount ...
Dwellings	113 dwellings would be located with 100 m of the route and could be of greater risk of disturbance from construction activity	73 dwellings would be located with 100m of the route section that could be of greater risk of disturbance from construction activity (Note this does not take account of new houses since 2013).
Landscape, townscape and cultural heritage	Embankment or short viaduct close to Austrey, Measham and Packington would cause visual impact on residents at the edges of these villages. In general due to the route being in cutting and close to the road corridor, it would have limited landscape and visual impacts. The Grade II listed Meer Bridge could be directed affected. However the route section would be on viaduct	The route would continue through undulating land using high embankment and deep cutting, causing visual impact on nearby residents at Austrey, Appleby Parva, Measham and Packington and causing a minor effect on the setting of Packington Conservation Area. Where the route section diverges from the A42 corridor across open countryside, there would

	<p>and it is possible that any physical impact might be avoided. However its setting would certainly be affected.</p>	<p>be a landscape impact. There would be minor impacts on a Grade 1 listed structure, the Sir John Moore Church of England near Appleby Magna and on the Grade II* listed Church of the Holyrood (Packington). A further 34 Grade II listed structures would be near the route and subject to impacts on their setting. Nine of these in Appleby Magna Conservation Areas and six in Packington Conservation Area and would be subject to minor impacts on setting.</p>
<p>Biodiversity and wildlife</p>	<p>The route section would cross the River Mease SAC. The potential for significant effects at this site cannot be discounted at this stage. Further details are described in an HRA screening report, which acknowledges the need for more detailed analysis.</p>	<p>The route section would cross the River Mease SAC. The potential for significant effects at this site cannot be discounted at this stage. Further details are described in an HRA screening report, which acknowledges the need for more detailed analysis.</p>