

# **High Speed Two Phase 2b: Crewe to Manchester & West Midlands to Leeds Route Refinement Consultation 2016, a summary of consultation responses**

July 2017

A report to HS2 Ltd and the Department for Transport

Prepared by Dialogue by Design

Client	HS2 Ltd
Company	Dialogue by Design
Title	High Speed Two Phase 2b: Crewe to Manchester & West Midlands to Leeds Route Refinement Consultation 2016
Dates	last revised 14/07/2017
Status	Released
Classification	Open
Project Code	HST10
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## Executive summary

This report provides a summary of the responses to the Government's HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds Route Refinement consultation. The consultation began on 15 November 2016 and ran for 16 weeks.

The purpose of the consultation was to inform the Secretary of State's decision on the preferred route for Phase 2b, based on the views of those individuals and organisations who express their opinions on the refinements to the route.

### Consultation process

The HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds Route Refinement consultation was managed by HS2 Ltd on behalf of the Department for Transport (DfT). Dialogue by Design was commissioned to receive, collate, analyse and report on responses to the consultation made via the webform, email or the Freepost address set up for this consultation.

### Consultation responses

A total of 6,920 responses were received. Of these, 392 were from organisations and elected representatives, the remainder were submitted by members of the public.

Responses to the parallel Property consultation are summarised in a separate report.

### Relocation of western leg Rolling Stock Depot

A total of 697 respondents provide feedback on the proposed relocation of the western leg rolling stock depot (RSD) to a site north of Crewe instead of the previously proposed site north of Golborne.

Some respondents express support for the proposal. Their reasons include the proximity of the proposed site to existing transport links, the potential for the development to bring economic benefits to the area, and the potential for reducing potential impacts on environment and heritage.

A greater number of respondents express opposition to the proposal. Their reasons include potential impacts on local communities from construction and operation of the proposed rolling stock depot, and the use of green belt land for the depot. Respondents argue the proposals would increase noise and traffic in the area, as well as potentially affecting local schools. Some respondents suggest potential alternative sites for the rolling stock depot, with many emphasising a preference for a brownfield site.

## Route between Middlewich and Pickmere

A total of 730 respondents provide feedback on the proposed realignment of the route between Middlewich and Pickmere.

A relatively small number of respondents express support for the proposal. A few of them say that they support the proposal because it would reduce the risk of subsidence relative to the previous proposals.

Many respondents express opposition to the proposal, citing concerns about perceived local impacts associated with the proposed route. These concerns focus on potential noise, visual and property impact, as well as potential impacts on local amenities and infrastructure. Some respondents believe the proposed route would not alleviate the potential risk of subsidence, which they say would give rise to safety issues during construction and operation of the proposed line.

## Approach to Manchester Piccadilly

A total of 560 respondents provide feedback on the proposed realignment of the route on the approach to Manchester Piccadilly.

A relatively small number of respondents express support for the proposal. Their reasons include the potential improved connectivity of the proposed approach, the possible reduced disruption to the local community and West Coast Main Line, potentially reduced impacts on property and on the station itself.

A larger number of respondents express opposition to the proposal. Respondents express concern about perceived local impacts associated with the proposed route, such as potential noise and potential impacts on local properties, businesses and infrastructure.

## Route around Measham, Leicestershire

A total of 991 respondents provide feedback on the proposed realignment which moves the route to the east of Measham.

Some respondents express support for the proposal. Their most frequently cited reason is a perceived reduction of impacts on Measham village (including local businesses and industrial developments) compared with the previous proposal. Some respondents believe that the proposed route refinement would lead to less disruption to residential areas, thanks to reduced noise and traffic impacts.

Many more respondents express opposition to the proposal. Their reasons include perceived negative impacts on the villages of Measham, Appleby Parva and Appleby Magna. Some respondents believe that these villages could become enclosed between motorway and the proposed route. These potential impacts are seen to affect local businesses and jobs, properties and heritage sites. Additionally, many respondents express concern that the

proposals would lead to increased visual and noise impacts, air pollution, congestion on the local road network and the potential loss of farmland.

### **Route along A42 around East Midlands Airport**

A total of 661 respondents provide feedback on the proposal to realign the route in the area around East Midlands Airport.

Some respondents express support for the proposal, arguing that as it would follow an existing transport corridor, it would cause less disruption to local communities and the environment compared with the previously proposed route, along with the belief that it would cost less than the previous proposals.

A larger number of respondents express opposition to the proposal. Many argue that the proposed route would disrupt local communities with little apparent benefit to the local area. Respondents' concerns centre on potential noise, visual impacts, construction traffic, air pollution and other environmental impacts, as well as potential impacts on properties.

### **Changes to East Midlands Hub approach through Long Eaton**

A total of 757 respondents provide feedback on two options for the alignment of the proposed route as it passes through Long Eaton: a high level viaduct or a low level retained embankment.

Relatively small numbers of respondents express support for either or both of the proposed options, with the high level option receiving slightly more support than the low level option. Respondents who support the high level viaduct option mention the potential for reduced impacts on traffic and the local community. Those who express support for the low level embankment argue that it would have a lesser visual impact.

Many respondents express general opposition to both options, citing reasons such as: the potential impacts on the local community, landscape and environment, as well as increased traffic and noise. For those who specifically oppose the high level viaduct option, the most commonly cited reason is the potential increased visual impact. Respondents who express specific opposition to the low level embankment option mention perceived effects on local roads and properties.

### **Derbyshire to West Yorkshire (M18/Eastern alignment)**

A total of 5,479 respondents provide feedback on the proposed realignment of the proposed route through Derbyshire, South Yorkshire and West Yorkshire, known as the M18/Eastern alignment.

While some respondents express support for the proposed M18/Eastern alignment between Derbyshire and West Yorkshire, a large number of respondents express opposition to the

proposals. A substantial proportion of those who disagree with the proposed alignment express a preference for the route proposed in the 2013 consultation, commonly referred to as the 'Meadowhall route'.

Respondents who are supportive of the M18/Eastern alignment highlight its potential to realise economic benefits for Sheffield through bringing high speed rail services into its city centre, capitalising on the existing hub status of Sheffield Midland station. Respondents assert that the proposed route could contribute to a network of fast city to city connections in northern England, stimulating regional growth. A few say the proposals would improve access to high speed rail travel for Sheffield and Chesterfield, which they believe would meet existing or potential demand. Some respondents welcome the proposed route because they perceive it to have fewer detrimental impacts on communities, environment or heritage, particularly the Chesterfield Canal.

Respondents who are opposed to the M18/Eastern alignment question whether the proposals would deliver value for money, especially in comparison to previous proposals. They argue that the proposed route would benefit fewer people in South Yorkshire and dispute the cost savings HS2 Ltd claims the proposals would realise, which they say omit costs associated with electrification of existing rail, the realisation of a northern junction, and the construction of a new parkway station. Respondents also argue that former mining activity could affect the construction and operation of the proposed route.

Many respondents express concern about perceived local impacts associated with the proposed route. These concerns often focus on noise, air pollution and visual impact, as well as impacts on local infrastructure. Respondents argue that the proposed route would disrupt local communities, disadvantage local businesses, and result in the demolition of properties in Mexborough, Bramley and surrounding areas. Respondents also voice concern about impacts on nature and heritage, including various designated sites.

Several respondents suggest alternatives for the proposed route or parts of it. Common suggestions include the use of tunnels to minimise disruption to local communities and the environment and the use of existing rail connections, such as the Erewash Valley line.

Some comments on the proposals are specific to the Sheffield spur, which proponents consider to be essential to the objectives of the HS2 network. However, most respondents who comment on the spur are critical, arguing that its routing over existing rail into a station with limited capacity would undermine the purpose of a high speed rail network.

Respondents argue that while the proposed spur would favour (parts of) Sheffield and Chesterfield, it would be of little benefit to people travelling from locations elsewhere in South Yorkshire, as their journeys into Sheffield Midland would cancel out time gains from high speed rail travel. Respondents question whether benefits associated with the proposed Sheffield spur would warrant the cost and the perceived disruption to communities, such as Newton and Blackwell.

Many respondents would prefer a high speed rail station at Meadowhall, which they say would be easier to access and better integrated in the network than the proposed station at Sheffield

Midland. Respondents argue that the latter would impose limitations on the frequency and capacity of high speed train services for Sheffield.

The consultation specifically asked respondents for comments on the potential inclusion of a northern junction near Clayton. This proposal is welcomed by some, with those in support mostly citing connectivity benefits. However, many more express opposition, often in conjunction with their overall opposition to the proposed route. Respondents argue that the proposed junction would not be needed if the previous proposals were reinstated. Some express concern about the impact the proposed junction would have on the village of Clayton and its surroundings.

Respondents who comment on the proposed rolling stock depot at New Crofton are unanimously critical. They argue that the village of Crofton would be surrounded by HS2 infrastructure and express concern about the potential impacts of road closures, noise and light pollution, which they argue would disrupt the community during construction as well as operation. Respondents believe that the proposed depot would cause residents visual blight and negatively impact property values in Crofton. Some respondents highlight that the proposed site for the depot would complicate construction due to former mining activity. Respondents argue that an alternative location for the proposed depot should be sought, citing preference for an urban or brownfield location.

Some respondents question the reasons for the perceived substantial deviation from the 2013 consultation proposal for the Derbyshire to West Yorkshire route. They argue that the current proposals seem to embrace a route option that HS2 Ltd dismissed earlier, without presenting credible justification. Some suggest that lobbying efforts from Sheffield-based stakeholders have had undue influence on the current proposals.

## Other comments

A total of 3,651 respondents make additional comments, mostly in relation to the HS2 project as a whole or the consultation process. Some respondents also comment on proposed changes to the route which are not part of the current consultation.

Many respondents express opinions on HS2 in general. Of those who do, most express opposition, with many questioning the business case and criticising the cost and potential local disruption, compared with perceived benefits.

Many respondents criticise the decision-making process behind the proposed route refinements or express criticism on the consultation process, with some expressing concern that the consultation would have little influence on HS2 Ltd's plans. A large number of respondents, including key stakeholders, request that HS2 Ltd provides further information on the potential impacts of the proposed route refinements. Some argue that the information provided in the consultation document and at consultation events is inadequate.

Of those respondents who comment on proposed changes to the route which are not currently subject to consultation, many express concerns about their potential local impacts.

These views are summarised in the section titled 'Comments on changes to the route not subject to consultation' (12.9).

# Chapter 1: About the consultation

## 1.1 Background

- 1.1.1 High Speed Two (HS2) Ltd is the organisation responsible for developing and delivering the High Speed Two (HS2) project. HS2 Ltd is owned by the Department for Transport (DfT).
- 1.1.2 In November 2016 the Government announced the preferred route for the proposed HS2 railway from Crewe to Manchester and West Midlands to Leeds – known as Phase 2b. As part of this announcement, the Government launched two consultations on:
- the seven substantial changes being proposed to the previously consulted route; and
  - the property compensation and assistance schemes being proposed for people affected by the plans.
- 1.1.3 Further information about the consultation can be found in Appendix B.

## Chapter 2: Participation

2.1.1 This chapter provides an overview of participation in the consultation. It covers response types and a breakdown of respondent sectors.

### 2.2 Response channels

2.2.1 There were three ways to submit a response to this consultation, all of which were advertised in consultation materials and on the government publications website ([www.gov.uk](http://www.gov.uk)). The three response channels – a Freepost address, an email address and an online response form – were free for respondents to use. The online response form and the email address (subject to the respondent’s account settings) provided confirmation messages explaining that a response had been successfully received by Dialogue by Design.

### 2.3 Response types

2.3.1 A total of 6,920 responses were received, in a number of different formats. Table 2 describes these in more detail.

2.3.2 Some responses were categorised as null responses, including: identical responses from a single respondent, blank responses and requests for specific information. Enquiries received through the response channels were redirected to the HS2 Enquiries team.

**Table 1 Responses by type**

Response type	Count
<b>Online response form</b> Responses submitted via the response form on the consultation website	1,694
<b>Offline response form</b> Completed response forms submitted via freepost or email	3,037
<b>Letter or email</b> Individual responses submitted via freepost or email	2,189
<b>Total</b>	6,920

### 2.4 Responses by sector

2.4.1 Respondents that used the response form or the consultation website to respond to the consultation were asked to indicate the sector that most appropriately described them. Other responses received from organisations, with no sector indication given, were categorised based on information from the response or through publicly available information about the responding organisation. This was done through an iterative process between Dialogue by Design and HS2 Ltd. A list of responding organisations per sector is included in Appendix A.

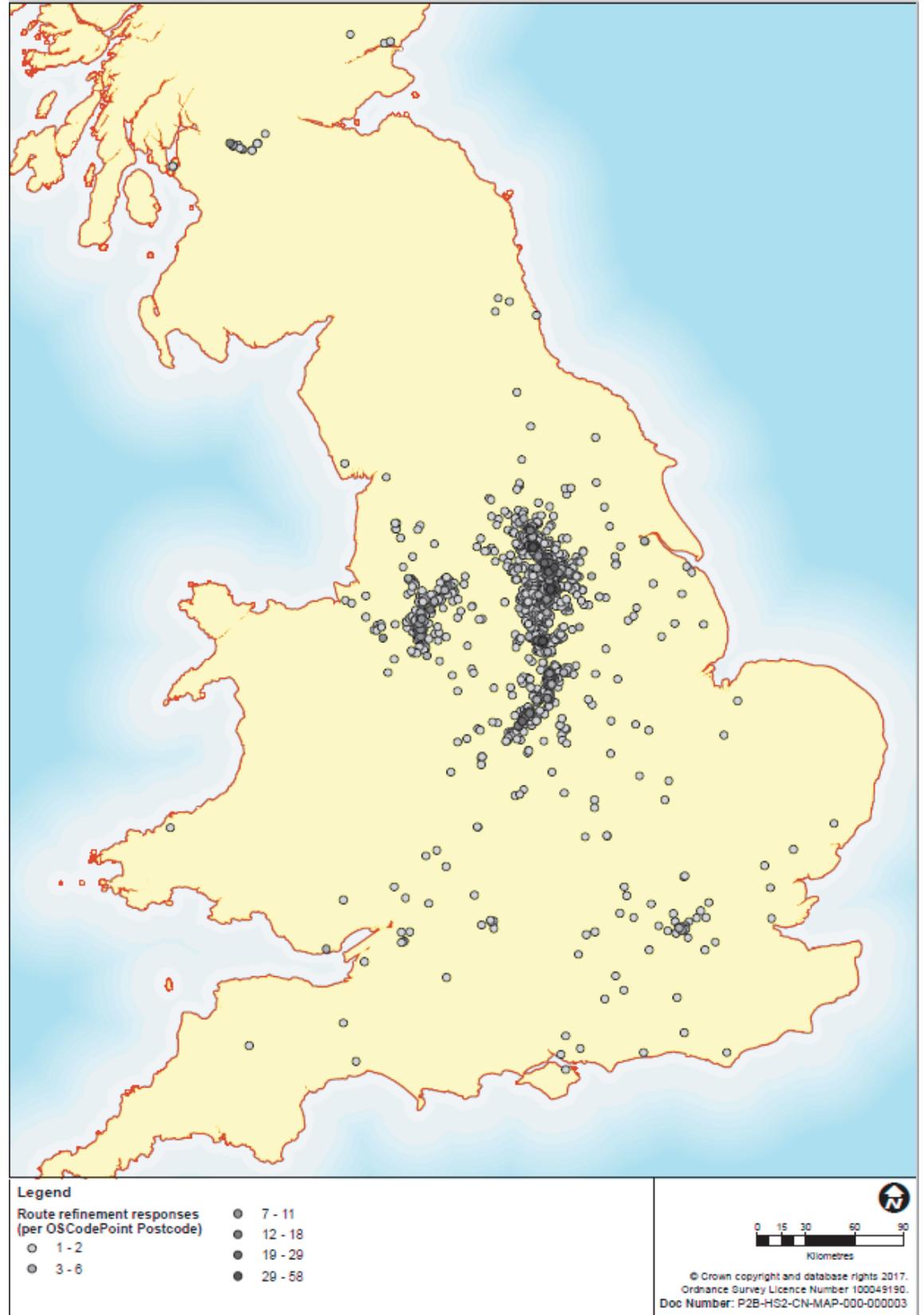
**Table 4 Responses by sector**

<b>Sector</b>	<b>Count</b>
<b>Members of the public</b>	6,528
<b>Action groups</b> (includes interest groups campaigning on various aspects of the HS2 proposals)	45
<b>Businesses</b> (local, regional, national or international)	90
<b>Elected representatives</b> (includes MPs, MEPs, and local councillors)	18
<b>Environment, heritage, amenity or community groups</b> (includes environmental groups, schools, church groups, residents' associations, recreation groups, rail user groups and other community interest organisations)	72
<b>Local government</b> (includes county councils, district councils, parish and town councils and local partnerships)	106
<b>Real estate, housing associations or property-related organisations</b>	32
<b>Statutory agencies</b>	17
<b>Transport, infrastructure or utility organisations</b>	12
<b>Total</b>	<b>6,920</b>

## 2.5 Responses by location

2.5.1 Fig 1 below shows a visual representation of response frequency by respondent postcode.

Fig 1: Response frequency by postcode



## Chapter 3: Methodology

### 3.1 Introduction

- 3.1.1 This chapter gives a brief overview of how responses were received and analysed. More details about the methodology can be found in Appendix B.

### 3.2 Response processing and analysis

- 3.2.1 Dialogue by Design received the consultation responses, via multiple response channels and processed them consistently. There were four stages to processing and analysing the consultation responses:

1. **Data receipt and digitisation of all submissions:** to a consistent digital format, with supervision and quality checking of the transcription process to ensure accuracy.
2. **The development of an analytical framework:** to enable a team of analysts to categorise all responses according to the issues they raise.
3. **The application of the analytical framework:** a systematic process of applying the analytical framework to all responses, with quality checking to ensure accuracy.
4. **Reporting:** the translation of the analysed data into this summary report.

- 3.2.2 This report is the output of the process. It presents a summary of the issues raised in consultation responses, but it does not:
- make recommendations or seek to draw conclusions from responses;
  - attempt to respond to comments made by respondents; or
  - seek to verify or pass judgement on the accuracy of comments made by respondents.

Its purpose is to organise, analyse and report on the responses received and provide results in a format that is as accessible as possible for the general public, stakeholders and for decision makers in Government.

## Chapter 4: Reading the report

### 4.1 About the report

- 4.1.1 This report summarises the responses to the High Speed Two Phase 2b: Crewe to Manchester and West Midlands to Leeds Route Refinement Consultation 2016. The report summarises the issues raised by respondents, and indicates the proportion of respondents who share specific views.

### 4.2 Numbers in the report

- 4.2.1 Numbers are used in this report to provide the reader with an indication of the balance of views expressed by respondents. It is important to note that this consultation was an open and qualitative process, rather than an exercise to establish dominant views across a representative cross-section of the public. Therefore, no conclusions can be reliably drawn about any population's views beyond those who responded to the consultation. Dialogue by Design's intention is to accurately reflect the issues raised, rather than attributing any weight to the number of respondents raising them.
- 4.2.2 Where appropriate and possible, and by way of context only, numbers have been used to illustrate whether a particular point of view was expressed by a greater or smaller number of respondents.
- 4.2.3 Throughout the report, respondents' views are summarised using quantifiers such as 'many', 'some' and 'a few', to ensure the narrative remains readable. These are not based on a rigorous metric for use of quantifiers in the report – reporters have exercised their editorial judgement over what quantifiers to employ. To aid readers in interpreting the scope of such quantifiers, each sub-section begins with an indication of how many respondents have commented on the topic of the sub-section. The quantifiers used in each section are relative to this number – so 'many' and 'some' should be read as 'many of the respondents who commented on this issue' and 'some of the respondents who commented on this issue'.
- 4.2.4 Some responses were made partly or entirely without reference to specific consultation questions. The points made in these responses have been integrated into the chapters which cover the relevant themes identified.
- 4.2.5 In this report, specific views or issues are frequently presented without presenting a number of how many responses were made containing this view or issue. This helps to provide a balance between qualitative findings and the numbers of respondents raising specific points. For a more detailed, quantitative breakdown of the number of respondents commenting on each issue, the reader can refer to Appendix C.

## 4.3 Structure of the report

- 4.3.1 This summary report follows the structure of the consultation questionnaire and addresses each of the seven route refinements in turn, before addressing overall comments made about HS2. Questions 7, 8 and 9 of the consultation questionnaire address a set of options on the proposed route between Derbyshire and West Yorkshire – these are reported together in chapter 11.

**Table 2 Report structure**

Chapter	Route refinement
5	Relocating the western leg rolling stock depot
6	Route between Middlewich and Pickmere
7	Manchester Piccadilly approach
8	Route around Measham, Leicestershire
9	Route along A42 around East Midlands Airport
10	Changes to East Midlands Hub approach through Long Eaton
11	Derbyshire to West Yorkshire (M18/Eastern route)
12	Overall comments on the project and the proposed route

- 4.3.1 Comments are discussed under different thematic sub-headings such as ‘the case for change’ or ‘perceived benefits’. Where a significant number of comments have been raised in relation to one of these themes, the sections may be further subdivided into ‘Perceived impacts on local communities’, ‘Perceived impacts on the environment’, or ‘Other perceived impacts’.
- 4.3.2 Quotations from responses have been included in the following chapters to illustrate views discussed in the narrative. The quotations are taken from a mix of responses including organisations, elected representatives and members of the public. Quotations have been attributed where they are taken from a response by an organisation or an elected representative. Quotations have not been attributed to private individuals other than indicating that they are from an individual’s response. No quotations have been included from confidential responses.
- 4.3.3 Quotations are taken directly from responses and any typos within are the respondents’ own. This report reflects what respondents say without judgement or interpretation.

## 4.4 Appendices

### 4.4.1 This report has seven appendices:

- a list of organisations and elected representatives that responded to the consultation (Appendix A);
- a description of the consultation process and a detailed methodology explaining how responses were received, processed and analysed (Appendix B);
- a table listing all codes in the analysis framework and the frequency of codes used in the analysis of responses (Appendix C);
- a glossary of terms (Appendix D);
- the results of a simultaneous equality and diversity monitoring exercise (Appendix E) and the form used in this monitoring exercise (Appendix F); and
- a copy of the consultation questionnaire (Appendix G).

## Chapter 8: Route around Measham, Leicestershire (question 4)

### 8.1 Introduction

8.1.1 The proposed re-alignment moves the route to the east of Measham to mitigate impacts on the town, local businesses and a development site with 450 dwellings.

8.1.2 The question asked respondents:

8.1.3 *'Do you support the proposal to re-align the route to the east of Measham? Please indicate whether or not you support the proposal together with your reasons.'*

8.1.4 A total number of 991 responses were received in relation to this route refinement. This includes responses to question 4 as well as any other responses referring to this issue.<sup>14</sup>

8.1.5 This chapter provides a qualitative summary of the issues respondents raise in response to question 4. This is broken down into the following themes:

- Overall support and opposition (section 8.2);
- Comments on the case for change (section 8.3);
- Comments on design and route (section 8.4);
- Perceived benefits (section 8.5);
- Perceived impacts (section 8.6):
  - on local communities;
  - on the environment;
  - other; and
- Alternative suggestions (section 8.7).

### 8.2 Overall support and opposition

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<sup>14</sup> Not all respondents addressed the route refinement described in the question. This means that the total number of responses to a given question is not the same as the total number of respondents who addressed that particular route refinement.

8.2.1 Overall 50 respondents support the proposed route at Measham, with a further 13 expressing caveated support. In contrast, 588 respondents oppose the refined route and many more respondents comment on this route without expressing clear support or opposition. A further 247 people express no opinion on this route refinement. A few respondents disagree with both the 2013 route and the currently proposed route.

### 8.3 Comments on the case for change

8.3.1 A few respondents welcome the proposed route at Measham, primarily citing reduced business impacts as a potential benefit.

8.3.2 Most respondents argue that the proposed route has no advantages over the previously proposed route. One respondent says that the proposed route had already been rejected in a previous review by HS2 Ltd. Some respondents express concern that the proposed route would have similar or greater perceived impacts than the route proposed in 2013.

*"I do not believe the proposed route meets the objectives of limiting disruption to residents or businesses in the area"* Individual response

8.3.3 Respondents give a range of reasons for their preference of the previously proposed route. A few respondents suggest that the proposed route deviates from the policy of following existing transport corridors, and many argue that potential noise and environmental impacts would be lower had the route followed the M42 /A42 corridor more closely.

8.3.4 Many respondents prefer the previous proposals because they are perceived to have less of an impact on housing, which respondents argue is of more importance than businesses and planned development sites, such as the proposed development of Measham Wharf. Some specify that the proposed route would affect a current housing development almost at completion, leading to a greater negative impact than the previously proposed route.

8.3.5 A few respondents prefer the 2013 route proposals because these were seen to have fewer environmental, noise, community and business impacts, as well as using brownfield sites. Some believe that the previously proposed route would have been cheaper to construct. One respondent suggests that the previous proposals should be adhered to because compensation has already been paid to some of the parties that would have been affected.

*"I feel that in fact, the proposed new eastern route will have an even more adverse affect on businesses, schools, residents, nature and visiting tourists, than if the original proposed western route were adopted."* Individual response

- 8.3.6 Many respondents criticise the citing of business interests as a reason for the proposed route refinement, saying that the preservation of residential estates should be more important, as businesses would more easily adapt to a change of location. A few respondents feel that the potential impact on businesses of the 2013 proposals would be less severe than claimed.
- 8.3.7 A few respondents think that business interests have been prioritised at the expense of local citizens. Many speculate about reasons for the proposed route refinement, with some expressing concern about local political influence.
- 8.3.8 Many respondents express concern that they would not be able to enjoy the benefits of HS2, while the project would affect their circumstances. Respondents say that the lack of a nearby HS2 station would mean that local residents would not benefit from journey time savings. Some comment that they would be deprived of any of the economic benefits that the project is supposed to generate.

*“No benefit to Measham - The nearest station is Toton, this is some 21 miles in distance from Measham. Anyone wishing to utilise HS2 will find any time benefit of HS2 negated by the amount of time needed to travel to the station. HS2 will only benefit commuters in London or towns that have stations/hubs.”* Individual response

- 8.3.9 Several respondents express the view that the proposed route would be an inappropriate use of public funds, with a few respondents citing the proposed use of viaducts and cuttings as increasing the cost of the proposed route compared to the previous proposals. One respondent comments that HS2 Ltd has already spent money on route planning and compensation and that revising the route would further increase costs. A few respondents think that the proposed route would result in a greater number of properties being affected and thus a greater compensation pay-out by HS2, further increasing costs.
- 8.3.10 A few respondents argue that the proposals are inappropriate and would prefer the money to be invested in other local transport improvements, such as east-west rail connections, or improvements to local main roads.

## 8.4 Comments on design and route

- 8.4.1 A total of 245 respondents make comments about the proposed design of the route around Measham.<sup>15</sup>

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<sup>15</sup> Where the following paragraphs refer to ‘many’, ‘some’, or ‘a few’ respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

- 8.4.2 Several respondents criticise the proposed use of viaducts on the route, claiming the line would be too high, meaning unnecessary visual and noise impacts.
- 8.4.3 A few respondents believe that the proposed curvature of the track would not allow for a full speed service, extending journey times. One respondent suggests straightening the proposed route past Measham to save journey times. Another respondent raises concerns about the proposed A444 crossing, claiming that the route would be neither straight nor level and therefore would not be compatible with high speed trains.
- 8.4.4 Several respondents criticise the proximity of the proposed route to residential areas, which they say poses a potential safety threat were there to be a derailment. Safety concerns also include the issues around line crossings and potential threats to the integrity of local buildings.
- 8.4.5 Some respondents emphasise that the proximity of the proposed route to a coal mining area would make it unsuitable, raising concerns that vibrations could lead to subsidence. They also highlight that the proposed route would pass closely to a local landfill site and directly over a clay quarry. A few respondents say that the impacts from coal mining have caused local properties to subside, expressing concern that vibrations from HS2 would exacerbate this.

*“Measham is in the heart of a mining area and the houses along our road and in other areas affected have suffered in the past from subsidence. Whilst the re-route of HS2 on a map may look like a good idea, the reality of dealing with the actual geology and legacy of the mining may be very different.”* Individual response

- 8.4.6 Many respondents note that the proposed route would pass over various rivers and canals, including the River Mease. Some respondents mention the Ashby Canal, suggesting that the proposed regeneration would mean the proposed line would need to be higher than described. Another respondent expresses concern, claiming that HS2 Ltd has not yet undertaken groundwork investigations for rivers, streams and ancient mines crossed by the proposed route, suggesting that this might increase the cost of construction.
- 8.4.7 A few respondents comment that the potential impact of the proposed route on local sewerage works could increase the risk of flooding in an area that they say is already sensitive.
- 8.4.8 Other areas for which flood risk is raised include Mill Street, Measham Road, Austrey and Packington. The Anker Valley Project comments that the Anker Valley is also susceptible to flooding and that the proposed route should avoid flood plains in order to maximise freedom of movement for local wildlife.

## 8.5 Perceived benefits

- 8.5.1 A total of 31 respondents comment on potential benefits of the proposed route around Measham.<sup>16</sup>
- 8.5.2 Respondents who support the proposed route suggest that it would have reduced impacts on residential areas relative to the previously proposed route. Some respondents suggest that the proposed route would have lower noise impacts.
- 8.5.3 A few respondents think the proposed route would have lower traffic impacts. One respondent says that the proposed route would no longer necessitate a perceived disruptive realignment of the A42/M42. Another mentions that the proposed route might reduce road disruption thanks to being further away from the A42/M42.
- 8.5.4 Most respondents who support the proposed route comment on the perceived reduction in impact on Measham, including local businesses and industrial developments. A few respondents mention environmental sites which they say would be avoided by the proposed route. They mention SAC and SSSI sites, a wooded area north-east of Measham and the Ashby Canal.

## 8.6 Perceived impacts

- 8.6.1 A total of 571 respondents comment on potential impacts associated with the proposed route around Measham.<sup>17</sup> There are 111 respondents who mention mitigation.
- 8.6.2 **Perceived impacts on local communities**
- 8.6.3 Many respondents who oppose the proposed route argue that it would have a greater impact on Measham and surrounding villages than the previously proposed route.
- 8.6.4 Some respondents argue that the proposed route would cut off communities like Appleby Magna, Appleby Parva and Measham, which they say would be contrary to HS2 Ltd policy. Some of these respondents say that the area enclosed by the motorway and the proposed route would be like an island surrounded by infrastructure. Several respondents comment that construction and operation of the line would disrupt local communities and affect their rural character.

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<sup>16</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

<sup>17</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

*“The impact on my village of Appleby Magna will be significant. The village would be enclosed by the A42/M42 on one side and the rail route on the other. Walls of noise will surround the village. This is what the established principle of keeping the new rail route in the A42 /M42 corridor was meant to avoid.”* Individual response

- 8.6.5 Many respondents express concern about the potential cumulative impact of the proposed route as well as the A42/M42 and overhead aircraft from East Midlands Airport, which would affect Measham, Appleby Parva, Appleby Magna and Packington, adding to existing noise and visual pollution.
- 8.6.6 Many respondents express concern about the potential visual impact of construction and the proposed viaducts. Some express the belief that the proposed route would cause the A444 to be realigned and speculate that it would be raised 10 metres above the existing level, which would add to the visual impacts of the proposed route. A few respondents think that potential light pollution during night-time construction work would also disrupt local communities.
- 8.6.7 Several respondents feel that the anticipated frequency of trains (which they argue would be running once every three minutes in either direction) would cause a significant and consistent noise disturbance. Some respondents suggest that the elevation of the track would increase the severity of potential noise impacts if no mitigation measures were put in place. Several respondents suggest HS2 Ltd should use cuttings and embankments along the proposed route to mitigate noise pollution and visual blight. A small number of respondents express the view that potential noise disturbance from the proposed route would exceed World Health Organisation guidelines on excessive noise.
- 8.6.8 Several respondents comment on the proximity of the proposed route to two local primary schools and are concerned about the potential impact of noise and air pollution on the health and learning capacity of children. A few respondents express concern that the children would no longer be able to use outdoor facilities at the schools.
- 8.6.9 Many respondents are concerned that the proposed route would affect more properties than the route proposed in 2013. Some respondents acknowledge that while the route was revised to avoid a proposed planned development west of Measham, it would instead affect a housing estate near completion on the eastern side. Peveril Homes Limited say they delayed construction of local housing due to the uncertainty brought about by the proposed route refinement.

- 8.6.10** Many respondents think that property prices would be adversely affected by the proposed route and that compensation payments would be insufficient to cover the loss in value and quality of life. A few respondents say that they have recently purchased property on a housing estate to the east of Measham that would be affected by the proposed route, expressing concern about their ability to re-sell. Some express concerns about the impact on the route on the new Nursey Fields housing development in the south of Measham. Several respondents argue that the potential loss of housing associated with the proposed route would counter government housing policy. Some respondents comment that although their properties would not fall in the compensation area, they would still be blighted by the new route.

*“Although there will be compensation for some houses close to the line it is likely that all house prices in the village will fall and houses could well be difficult to sell. This could affect us if we wish to sell and downsize.”* Individual response

- 8.6.11** Many respondents are concerned about the perceived impact of the proposed route on agricultural land, potentially putting farmers out of business. Several respondents mention farm-based business parks, with one suggesting that up to 14 businesses and 200 jobs would be at risk.
- 8.6.12** Many respondents suggest that the proposed route to the east of Measham would have a significant impact on local businesses and jobs, even though the proposed route refinement was designed to avoid areas of business interest. Several respondents suggest that the relocation of businesses affected by the previously proposed route would be preferable to pursuing the current proposals. Some respondents argue that the proposed route would lead to the same number of job losses as the previous proposals, if not more.
- 8.6.13** Several respondents list specific businesses that would be affected by the proposed route, ranging from the Junction 10 motorway services to local clay pits and brickworks, and a local scout group. Some respondents make general points about the proposals potentially limiting investment in the area, and a few suggest compensation for businesses or employers.
- 8.6.14** Several respondents raise concerns about the potential impacts on amenities such as the Austrey playing field and pavilion, parish allotments, local footpaths, churches, and country parks.
- 8.6.15** Many respondents comment that the proposed route would pass Measham Cemetery and are concerned about potential impacts, given the sensitivity of the site. Measham, Appleby, Packington & Austrey HS2 Action Group provide detailed comments on the cemetery, also commenting on Packington burial ground.

- 8.6.16 A few respondents express concern about access to local services due to potential disruption caused by the construction and operation of the proposed route. A response from the residents of Packington says that the proposed route would negatively impact on a village community orchard.
- 8.6.17 Some respondents request mitigation for access to amenities such as national forests, playing fields and footpaths. Polesworth & District Action Group specifically request that the designated area between Tamworth and Polesworth be protected to preserve the heritage of these towns. A small number of responses comment that the mitigation measures put forward by HS2 Ltd so far are inadequate.
- 8.6.18 Many respondents express concern about the potential impact of the proposed route on the health of residents. This includes the perceived impact of dust and pollution which they believe could cause respiratory problems for children and adversely affect residents with asthma. Potential noise levels and increased stress are also seen as threatening the physical and mental health of residents.

*“The impact on residents’ physical health during construction and once the line is operational will be increased due to dust and pollution.”* Individual response

- 8.6.19 A few respondents comment that increased commuting times might impact on their health. One respondent expresses concern about the perceived impact of being close to electrical structures which they say might emit electromagnetic radiation.
- 8.6.20 **Perceived impacts on the environment**
- 8.6.21 The National Forest Company finds that the perceived impacts of the proposed route on woodlands would be less than those associated with the 2013 route. However, it suggests that the proposed route would damage ecological connectivity across the forest to a greater extent than the previously proposed route. The Woodland Trust welcomes that the proposed route would not pass through any areas of ancient woodland. The National Forest Company emphasises the need for replacement planting to create a green corridor along the proposed route and connect existing woodlands.

8.6.22 Many respondents express concern that the planned regeneration of the Ashby Canal would be put at risk by the proposed route because there would be no contingency for the canal to cross the proposed railway line. A few respondents say that the proximity of the proposed route to the canal would make the canal less attractive to visitors, affecting local tourism and recreation. The Ashby Canal Trust suggests that canal routes should not be blocked, there should be minimal disruption to navigation during construction, and that mitigation should be undertaken before construction wherever possible. The Trust suggests diverting the canal during construction.

*“Our optimal solution, if the route is, against all disadvantages, confirmed, is for HS2 to divert the canal to the north east until the level of the land allows sufficient clearance under the railway line, and thence return to its established route.”* The Ashby Canal Trust

8.6.23 A few respondents feel that the proposed route would have a greater impact on the River Mease SAC/SSSI, as a viaduct is proposed further away from the existing A42/M42 crossing. Respondents raise concerns about potential impacts on local wildlife and wildlife sites such as Gilwiskaw Brook (SAC/SSSI). A few suggest the need to mitigate the potential negative effects of construction on these locations.

8.6.24 A few respondents are concerned about the potential impact of pollution on Measham, Appleby Parva and Appleby Magna, which they argue would be enclosed between two transport corridors. Many respondents comment that the construction and operation of the proposed railway would increase dust and air pollution, particularly on local schools.

8.6.25 Several respondents raise concerns that the proposed route might impact on local wildlife. Natural England comments that the proposed route’s proximity to two landfill sites could result in contamination to the River Mease SAC.

*“This not only impacts the environment that is promised by the development of the National Forest in terms of its beauty but it will also impact on birds and other wildlife who have made those forest areas their home. Any new planting will of course go some way to address this but will set the area back 25 years in its development.”* Individual response

8.6.26 Many respondents express concern about the potential impact of the proposed route on local heritage sites, in particular the Grade I listed Sir John Moore School in Appleby Magna. Respondents comment that the school could suffer damage to its foundations due to the proximity of the proposed route. Several respondents argue that the location of the proposed route through a conservation area would damage local heritage. A few express concerns about potential impacts on the historical village of Packington and its Grade II historical church. Some respondents express concern about perceived impacts on the historical Salt Street.

### 8.6.27 **Other perceived impacts**

8.6.28 Many respondents express concerns about the potential impact of the proposed route on local roads and traffic. Some respondents suggest particular roads that would be affected (including Atherstone Road, Bosworth Road, Leicester Road, Appleby Hill), while others mention potential impacts like cutting off access, increased commuting times, or pollution. Some respondents go on to link traffic to potential economic impacts.

8.6.29 Some respondents are concerned about the potential for disruption to other transport services like bus services. Many of those who comment on traffic impacts ask for mitigation to be provided by HS2 Ltd.

8.6.30 Some respondents argue that local traffic would be exacerbated by residents driving to Toton or Birmingham to use HS2 because there are no proposals for a station in this area.

## 8.7 **Alternative suggestions**

8.7.1 A total of 155 respondents comment on alternatives to the proposed route around Measham.<sup>18</sup>

8.7.2 Many respondents would favour moving the route further east to avoid Appleby Magna, Appleby Parva, Measham, Packington and Ashby de la Zouch altogether. Respondents note that this route is referred to as the third route (HSL08) in an earlier consultation. Several refer to this alternative route as the route east of the B4166.

8.7.3 Respondents provide several reasons for supporting this alternative route, typically arguing that it would avoid impacts associated with the route proposed by HS2 Ltd. Some respondents make general comments about the potential of reduced impacts on property, businesses or environment, while others suggest specific sites which would not be affected by the alternative route (many of which are described above).

*“There was a third route proposed and we want to state that we think that it should be chosen because far fewer people, significantly fewer listed buildings and no Conservation Areas will be affected. It will also reduce the amount of compensation payable to homeowners.”* Individual response

<sup>18</sup> Where the following paragraphs refer to ‘many’, ‘some’, or ‘a few’ respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

- 8.7.4 Respondents suggest that the route to the east of B4166 would reduce impact on the River Mease, address mining-related subsidence concerns, and avoid homes, businesses, listed buildings and local schools. A few respondents describe this route as more direct, and therefore more efficient to build and able to operate at higher speeds. Others argue that the construction would be easier, with less disruption, or that the land which would need to be acquired for this route would be less expensive. A few respondents feel this alternative would be safer, as it would divert the line away from local schools and housing.
- 8.7.5 A few respondents suggest measures for mitigation if this alternative alignment were to be adopted, including mitigating noise and visual impacts by using more cuttings and tunnels and fewer embankments.
- 8.7.6 Twycross Parish Council supports the proposed re-alignment but expresses its concern that an alternative route further to the east may be chosen instead, which it says would impact negatively upon Twycross and nearby villages, as well as Twycross Zoo.
- 8.7.7 North West Leicestershire District Council suggests an amended version of the 2013 route that would take the HS2 line through the car park of the Plastic Omnium factory, while avoiding impacts on the factory itself. It requests that a comparison be provided of the potential impacts of the previously proposed route, the 'tweaked' version of this route, and the currently proposed route east of Measham.
- 8.7.8 Alternative design suggestions for the proposed route at Measham include using embankments rather than viaducts to mitigate visual impacts. One respondent says that the route should be built at the same level as the A42/M42 to minimise noise and visual impact, whilst several others suggest placing the route in a bored tunnel to avoid community and visual impacts. Several respondents suggest lowering the line to minimise impacts and some think planting trees alongside the route would provide sufficient mitigation.

*"I cannot see why the HS2 rail line has to be this side of the M42. With villages being disrupted and in some cases destroyed, I can't see why HS2 couldn't go the other-side of the M42, as there is open farmland area with no villages having to be pulled apart and decimated!"* Individual response

- 8.7.9 Many respondents state a preference for an alternative route with fewer community, SAC and SSSI impacts. Some suggest that the route should pass west of the M42 and use agricultural land away from residents. Other alternative routes include one suggestion to direct the route through the National Forest to avoid communities, and another suggestion to follow the M1 corridor and go to Leicester instead.