



Department
for Transport

High Speed Two: From Crewe to Manchester, West Midlands to Leeds and beyond

Phase 2b Route Decision

Moving Britain Ahead

July 2017



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Presented to Parliament
by the Secretary of State for Transport
by Command of Her Majesty

July 2017

2.4 Route around Measham, Leicestershire

What the Government proposed in 2013

- 2.4.1 The route that was consulted on in July 2013 passed north of Birchmoor and followed the corridor of the M42/A42 on its south-eastern side. The route crossed the River Mease Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) and passed through the north western side of the town of Measham before continuing to follow the A42 towards Tonge.

Summary of issues from the 2013 Consultation

- 2.4.2 Issues raised during the 2013 Consultation included concerns about the impacts on both local businesses (including Plastic Omnium Automotive Limited, a key supplier for Jaguar Land Rover) and a local housing development site (Measham Wharf), as well as concerns about the impacts on the broader area. Highways England were concerned about the proposed realignment of the A42 that would be required. An additional feature in this area is the River Mease SAC, which is subject to a European-level environmental designation.

Alternative options that were considered

- 2.4.3 As a result of the feedback from the 2013 consultation, HS2 Ltd reconsidered the line of route in this area. A number of options were considered which sought to reduce the impact on local communities, businesses and housing development sites.
- 2.4.4 Options which involved tunnelling were not progressed due to the significant cost implications and sustainability impacts.
- 2.4.5 Two options which lowered the alignment so that the line is in a cutting as it passes Austrey were considered which broadly followed the same corridor along the eastern side of the M42/A42:
- The first of these still impacted on a number of businesses and Measham Wharf major development site
 - The second reduced impacts on some of the businesses, maintaining their access, however it still impacted on others and would increase the impacts on the Measham Wharf major development site and move the route slightly closer to the communities in Measham

What the Secretary of State proposed in 2016

- 2.4.6 In the 2016 consultation, the Secretary of State proposed the re-alignment of the route to the east of Measham away from the A42 corridor to avoid some of the significant impacts on the town, businesses and Measham Wharf major development site.
- 2.4.7 This option avoids direct impacts on the manufacturing businesses and the development site. However, the crossing point over the River Mease, an area protected by a number of environmental designations, would need to be moved. The crossing of the River Mease on a viaduct would also pass through a brickworks quarry and be

adjacent to an historic landfill site. This alignment would also increase impacts to Appleby Parva, Appleby Magna and the eastern side of Measham.

Consultation question:

‘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.’

What you said in response to the 2016 consultation

- 2.4.8 A total of 50 respondents supported the proposed route at Measham, with a further 13 expressing caveated support. In contrast, 588 respondents opposed the refined route. A further 247 respondents stated that they had no comment or opinion on the matter, and other respondents commented without expressing clear support or opposition. A few respondents disagree with both the 2013 route and the currently proposed route. More information on this can be found on the DbyD report⁹.
- 2.4.9 Concerns were expressed by a number of respondents about the impact on employment locally, recognising the route would remove the impact on a key local employer but could impact more jobs at other smaller businesses affected by the 2016 route.
- 2.4.10 Concerns were raised over the visual, noise, dust and pollution impacts to the communities of Measham, Appleby Parva and Appleby Magna. There were also concerns raised about the potential impact on the River Mease SAC and SSSI with Natural England identifying concerns about the proximity of the route to two landfill sites which could result in contamination of the River Mease. There were concerns about the height of the route along this area, particularly the high embankments and viaducts which are close to villages. This led to concerns about the potential noise and visual impact to these local communities.
- 2.4.11 While some respondents raised concerns about disruption to some roads and potential impacts on other transport services in the area, others were in favour of the proposal, expressing the view that the revised route will have lower noise and traffic impacts. However, concerns were raised about the local land condition with subsidence prevalent in some areas; the realignment and crossing of the A444 to the south of Appleby Parva; and the risk of flooding as a result of the impact on the sewage works.
- 2.4.12 There were concerns raised around the potential “islanding” of Austrey, Appleby Parva, Appleby Magna and Measham, between the A42 and the HS2 line.
- 2.4.13 Respondents who supported the 2016 preferred route expressed as their main reasons that reduces impacts around Measham, including in relation to the manufacturing sites, Measham Wharf development, and the extent of re-alignment of the A42.
- 2.4.14 Several respondents suggested the route deviated from the principle of following existing transport corridors and questioned why this principle was not being followed in this area. Some respondents noted that the proposed route would avoid impact on the proposed Measham Wharf housing development site but pointed to effects on a housing site near completion on the eastern side of Measham. North West Leicestershire Council’s response indicated that should the Measham Wharf site be

⁹ <https://www.gov.uk/government/consultations/hs2-crewe-to-manchester-west-midlands-to-leeds-route-refinement-consultation-2016>

impacted they were confident of alternative sites being available to enable them to meet their strategic housing allocation target for the area.

Government response

- 2.4.15 Having carefully considered all the points made by respondents, the Secretary of State has decided to not adopt the change proposed in November 2016. The Secretary of State has decided instead to confirm a modified version of the 2013 route, which would be moved approximately 80m to the east of the 2013 route and more closely follows the A42, a section of which would need to be realigned near Measham (see figure 6).
- 2.4.16 Having reviewed the feedback received from the consultation, HS2 Ltd did consider several alternative options for the route in this area. Tunnelling was discounted as this would greatly increase costs and have a detrimental impact on sustainability. A route further west was discounted because a longer section of the A42 would need to be realigned with more demolitions and a higher cost. A route much further east was also discounted as it would negatively impact on the environment, particularly the Ashby Canal SSSI, two ancient woodlands and a Biodiversity Action Plan habitat. With the alternative options discounted, HS2 Ltd revisited the 2013 Preferred Route and reviewed the objections raised in the 2013 Consultation and considered whether mitigations could be put in place to remedy these objections.
- 2.4.17 A consideration in making the 2016 proposal was to avoid the impacts on the manufacturing businesses based in the Westminster Industrial Estate in Measham and the Measham Wharf housing development. By moving the 2013 alignment approximately 80m to the east and adopting a longer viaduct over the River Mease, demolition of a major manufacturing business, and large local employer, can be avoided. The Government is of the view that it should be possible to satisfactorily manage impacts that may arise in constructing a route largely on viaduct through the industrial estate. The Secretary of State has also noted the view of North West Leicestershire District Council that alternative housing sites to Measham Wharf should be available if necessary.
- 2.4.18 HS2 Ltd have advised that the 2013 modified route has no impact on journey times and keeping the route more within the A42 transport corridor has benefits which include avoiding the “islanding” of Measham, Appleby Magna and Appleby Parva, and being further away from the villages of Austrey to the south and Packington to the north with a reduction for those communities in the associated noise and visual impact. HS2 Ltd also advised that the 2016 route could require the relocation of a sewage treatment works and operational brickworks which could add to costs and risk. Those effects, along with a potential requirement for higher demolitions as well as a higher risk on local jobs could be avoided. In addition, the condition of the habitat in the area of the crossing of the River Mease proposed in 2013 is generally more degraded than that to the east of Measham and so the 2016 proposal would need further design and mitigation work to ensure harm to the SAC is avoided and would involve a longer crossing with a complex landfill interface north or the river. The Secretary of State therefore, considers a revised version of the 2013 route represents a preferable balance of the various considerations.
- 2.4.19 The Government does acknowledge that there could be impacts on units in Westminster Industrial Estate. HS2 Ltd will continue to engage with the relevant businesses as the detailed design is developed; with Highways England on the A42 realignment; and with the Environment Agency over the crossing of the River Mease SAC.

Figure 6: Confirmed modified version of the 2013 Preferred Route

