

Appendix F

Impact of HS2 and mitigation required

Highways

All highway works to be designed to satisfaction of Leicestershire County Council (and Highways Agency as appropriate) in accordance with The Design Manual for Roads and Bridges unless otherwise agreed.

Location	Chainage	Impact	Mitigation required
HSL06			
Appleby Magna	10+900	Indicative proposals published indicate need for vertical and horizontal realignment of M42 junction with A444, B5493 and Rectory Lane.	
Measham	13+400 to 15+600	The proposed rail line and diversion of A42 affects woodland screening (13+800 to 14+400), crossings of Repton Road, Burton Road and New Street, and the line of the proposed canal regeneration	The canal crossings of HS2 and the re-aligned A42 should be designed to the satisfaction of LCC/NWLDC to maintain canal level throughout in accordance with the Canal and River Trust requirements for a broad canal.
Packington	16+400	A road overbridge is proposed on B4116 Measham Road	Provision for access between A42/ Willesley Park and Measham/ Packington should be maintained throughout construction
Packington	18+400	A road overbridge is proposed on Ashby Road, Packington.	Provision for access between Ashby and Packington should be maintained throughout construction
Ashby	19+250	A road overbridge is proposed on Leicester Road, Ashby	Provision for access to property off Leicester Road should be maintained throughout

			construction
Ashby	20+400	Road overbridges of the A511 and A512 are proposed requiring highway realignment	Design should allow for future economic growth at the junction and ensure the development of the Former UK Coal Lounge Disposal Point, Ashby Road access is not compromised. Highway access to be maintained throughout construction.
Worthington	23+500	A road overbridge is proposed on Melbourne Road, Newbold, requiring highway and access realignments	The indicative proposal for the realignment of the access to the HGV depot is not acceptable due to vertical and horizontal alignment deficiencies. Provision for access to property off Melbourne Road should be maintained throughout construction
Worthington	24+900	A road overbridge is proposed on Longhedge Lane, Worthington, requiring highway realignment.	Provision for access to property off Longhedge Lane should be maintained throughout construction
Worthington	25+800	A road overbridge is proposed on Breedon Lane, Worthington	Provision for access to property off Breedon Lane should be maintained throughout construction
Breedon on the Hill	26+750	A rail overbridge is proposed on Stocking Lane, Breedon on the Hill, requiring highway realignment.	Provision for access to property off Stocking Lane should be maintained throughout construction
Breedon on the Hill	27+000 to 27+400	A rail viaduct is proposed over the floodplain and A42 trunk road	Works to be designed to satisfaction of Highways Agency(M42) and Environment Agency.
Tonge	28+243	A rail overbridge is proposed on A453, Tonge.	Highway access to be maintained throughout construction

HSL09			
Diseworth	3+100	The road between Green Lane (Diseworth) and the A453 is proposed to be realigned and join A453 approx 125m south east of the existing junction. This avoids the need for separate rail crossings of Donington Road and A453	Provision for access to property off Diseworth road should be maintained throughout construction
Diseworth	3+200	A453 crosses the rail line above a section of proposed cut and cover tunnel	Highway access to be maintained throughout construction
Kegworth	7+100 to 7+ 600	The rail line crosses the line of the proposed A50 – M1 (South) link on viaduct approx. 10m above existing ground level.	Works to be designed to satisfaction of Highways Agency(A50/ M1) to improvements proposed to M1 J24 and J24a in connection the Strategic Rail Freight Interchange (or any other potential improvements) are not compromised

Public Rights of Way

Location	Chainage	Impact	Mitigation required
HSL06			
Various	8+750	The proposed route crosses Byway Q4a	Preliminary proposals of all crossing points, diversions and closure to be subject to discussions as early as practicable and then agreed with LCC to provide suitable alternatives. These will then be subject to statutory procedures
	9+400	The proposed route crosses Bridleway Q19	
	11+500	The proposed route crosses Footpath Q3	
	13+600 to 14+000	The proposed route crosses Restricted Byway and Footpath P67 and Footpath P75	
	15+500	The proposed route severs a track	
	15+700	The proposed route crosses Footpath P1	
	16+000	The proposed route crosses Bridleway P8 (Willesley	

		Woodside) and adjoining covered reservoir	
	17+000	The proposed route crosses Footpath O68	
	17+700	The proposed route crosses Bridleway O70 (Vicarage Lane)	
	18+000	The proposed route crosses Footpaths O71/O74	
	18+400 to 19+200	The proposed route crosses Bridleway P20	
	20+730	The proposed cutting crosses part of Footpath M60	
	20+900 to 21+750	The proposed route crosses Footpath M30	
	22+550	The proposed route crosses a track	
	23+150	The proposed route crosses a track	
	24+150	The proposed route crosses Footpath M56	
	25+200	The proposed route crosses Footpath M35	
	26+100	The proposed route crosses Footpath M21	
	27+500	The proposed route crosses Footpath M16	
HSL09			
Various	0+450	The proposed route crosses Footpath L96	Preliminary proposals of all crossing points, diversions and closure to be subject to discussions as early as practicable and then agreed with LCC to provide suitable alternatives. These will then be subject to statutory procedures
	0+850	The proposed route crosses Footpath L98	

	1+700	The proposed route crosses Footpath L89
	2+500	The proposed route crosses Footpath L89a
	5+250 and 5+750	The proposed route crosses Bridleway L103 and Footpath L57 in assumed extension of EMA tunnel
	8+250 and 9+050	The proposed route crosses Footpaths L60, L61 and L63 on viaduct

Planning, Development and Regeneration

Location	Chainage	Impact	Mitigation required
HSL06			
Measham	13+500 to 14+000	Traverses proposed residential development of 450 houses and associated regeneration of canal and wharf	Realignment of A42 and rail line to minimise encroachment into development site. Also provision for canal crossing of both HS2 and re-aligned A42
HSL09			
Castle Donington	3+050 to 6+800	Tunnels beneath proposed Strategic Rail Freight Interchange, emerging to cross over A453 and M1. Details of tunnel mouth and ventilation shaft(s) not known	Details of tunnel mouth and ventilation shaft locations to be agreed together with details of associated construction site, access and haul routes.

Noise and Visual Intrusion

Location	Chainage	Impact	Mitigation required
HSL06			
Appleby Parva	9+050 to 9+650	600 m embankment max height 7.8 m within 500m of Appleby Parva, 40m of Dingle Farm (at 9+150 across M42),	Soft landscaping and screening to attenuate noise and visual intrusion
Appleby Magna	10+200 to 10+600	400m embankment max height 3 m within 500m of Greycroft Farm (at 10+500) and 1000m of Appleby Magna	Soft landscaping and screening to attenuate noise and visual intrusion

Measham, Oakthorpe,	12+500 to 13+500	1000m embankment max height 19.4 m incorporating 110m bridge, 17 m high over R Mease adj Measham Westminster Industrial Park and Dyson Close, Measham	Soft landscaping and screening to attenuate noise and visual intrusion
Packington	17+700 to 18+000	300m embankment max height 3.4m incorporating 130m viaduct 6.6m high over R. Mease SCA and floodplain, within 300m of properties on Mill St, Packington(conservation area)	Soft landscaping and screening to attenuate noise and visual intrusion
Worthington	25+000 to 25+500	500 m embankment up to 7m high within 500m of village	Soft landscaping and screening to attenuate noise and visual intrusion
Breedon and Tonge	HSL06 26+600 to HSL09 0+100	1750m embankment incorporating viaduct max height 15.3 m within 800m of Breedon, 300m of Tonge and 200m of Mill House Farm (listed building)	Soft landscaping and screening to attenuate noise and visual intrusion
HSL09			
Diseworth	1+600 to 2+800	1200m embankment max height 5.3m within 200m of Woodhouse Farm, Diseworth, 450m of Wartoft Grange, Diseworth,450m of High Barn Farm	Soft landscaping and screening to attenuate noise and visual intrusion
Lockington, Kegworth	7+100 to 9+250	900m embankment/ 2250m viaduct across floodplain into Notts CC area near Ratcliffe ranging from 9m to 14m high within 400m of Lockington, 1000m of Kegworth, and 400m of Long Lane farm	Sound barrier on viaduct to attenuate noise generated from wheel/ rail interface

Existing Properties Directly Affected

Location	Chainage	Impact	Mitigation required
HSL06			
Appleby Magna	10+600	Various properties adj to M42/A444 junction to be demolished	To be agreed with owner/ occupier
Measham	12+200	Manor House Farm to be demolished	To be agreed with owner/ occupier
Measham	13+200 to 13+600	Demolition of Plastic Omnium specialist motor manufacturer supplier on Westminster Industrial Estate ; consequent direct loss to area of 425 jobs and 360 jobs elsewhere dependent on Measham operations	Realignment of A42 and rail line to minimise impact on Westminster industrial estate and/ or compensatory relocation within the area to LCC/NWLDC and owner/ occupier satisfaction
Ashby	19+300	Works and mast to be demolished	To be agreed with owner/ occupier
Worthington	25+700	Structure to be demolished	To be agreed with owner/ occupier
Breedon	26+850	Structure to be demolished	To be agreed with owner/ occupier
HSL09			
Tonge	0+700	Windy Ridge Farm to be demolished	To be agreed with owner/ occupier

Lockington	7+000	Hilton Hotel to be demolished	To be agreed with owner/ occupier
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Agriculture and Land Management

Location	Chainage	Impact	Mitigation required
Various	Throughout	Proposed rail line will create areas of land isolated between M/A42 and railway. These will require road and/ or rail crossing access points to be provided	Details of access points to be agreed with LCC/NWLDC and land owners concerned

Heritage and Conservation

Location	Chainage	Impact	Mitigation required
HSL06			
Appleby Magna	10+950	Affects setting of listed building The Old Rectory within 150m	Mitigation measures to be agreed with English Heritage, property owners, LCC and NWLDC
Measham	13+000	Affects setting of listed building Hollows Farm within 300m of R Mease viaduct	Mitigation measures to be agreed with English Heritage, property owners, LCC and NWLDC
Packington	16+200	Affects setting of listed building Park Farm within 100m	Mitigation measures to be agreed with English Heritage, property owners, LCC and NWLDC
Coleorton	21+700	Affects setting of listed building Hall Farm within 300m	Mitigation measures to be agreed with English Heritage, property owners, LCC and NWLDC
Worthington	26+000	Affects setting of listed building Mill House Farm within 200m	Mitigation measures to be agreed with English Heritage, property owners, LCC and NWLDC
HSL09			
Isley cum Langley	1+200	Affects setting of listed building Langley Priory (remains of) within 400m	Mitigation measures to be agreed with English Heritage, property owners, LCC and NWLDC
Kegworth	8+700	Affects setting of ancient settlement (scheduled monument and conservation area) within 500m	Mitigation measures to be agreed with English Heritage, property owners, LCC and NWLDC
Measham	13+000	Rail crossing of R Mease impacts on biodiversity within	Detailed design of river and flood plain

		SCA and SSSI	crossings should be developed in conjunction with Nature England and the Environment Agency, and to satisfaction of LCC/NWLDC
Various		Areas of woodland lost to road/ rail construction	Lost areas of Woodland to be replaced on a like for like, or better, basis to the satisfaction of land owners, LCC/ NWLDC on the principle of "infilling" between adjacent woodland areas.