

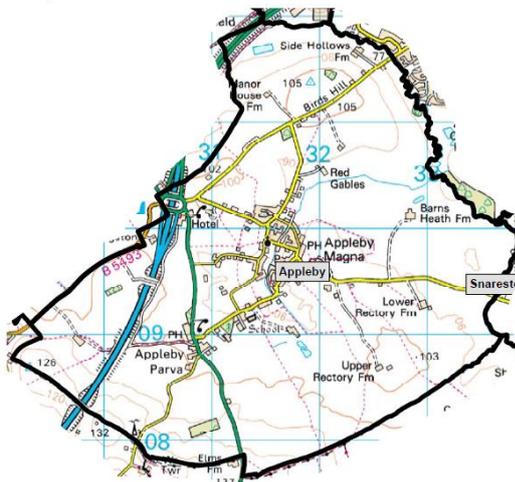
HS2 and Appleby Magna

Response by Appleby Magna Parish Council to the Draft Environmental Statement – December 2018

1. Appleby Magna and Parva – characteristics and facilities

HS2's Draft Environmental Statement provides accounts of Appleby's characteristics and facilities in a number of sections. The Parish Council has identified omissions, inaccuracies and limitations. Rather than detail these section by section we would like to start with our own description of Appleby Parish.

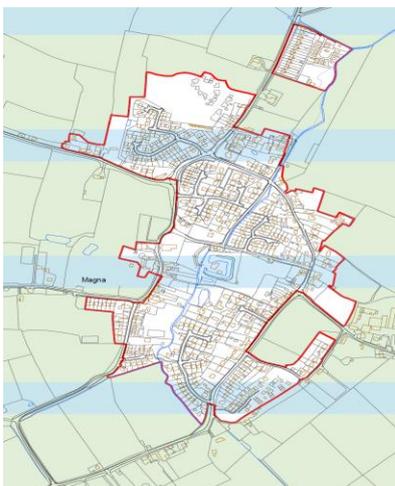
Appleby Parish Map



As can be seen from the map left the parish of Appleby includes both the village of Appleby Magna and the hamlet of Appleby Parva. The parish runs to the outskirts of Measham (at Birds Hill) and Snarestone village.

It is primarily a rural parish, including a number of farms. The M42 runs through the West of the parish. Housing in Appleby Parva is primarily on, or close to, the A444 towards Nuneaton. However, Appleby Magna is unusual in being close to, but not located on, any major road. This is important for its sense of place. The *Appleby Magna and Appleby Parva Village Design Statement* (which was the result of extensive public consultation and participation and became adopted as supplementary planning guidance) identified four elements of village character which development should seek to conserve: community spirit, rural nature, heritage, and quality and diversity of design (guideline 1). The minor village roads connecting the village to the major road network also attract significant numbers of cyclists and horse riders.

Appleby Magna has been subject to significant housing growth in the last couple of years. However, the limits to development (shown as red lines on the map left) in the recently adopted NWLDC Local Plan (2017) still preserve a clear separation between the village and the main road network.



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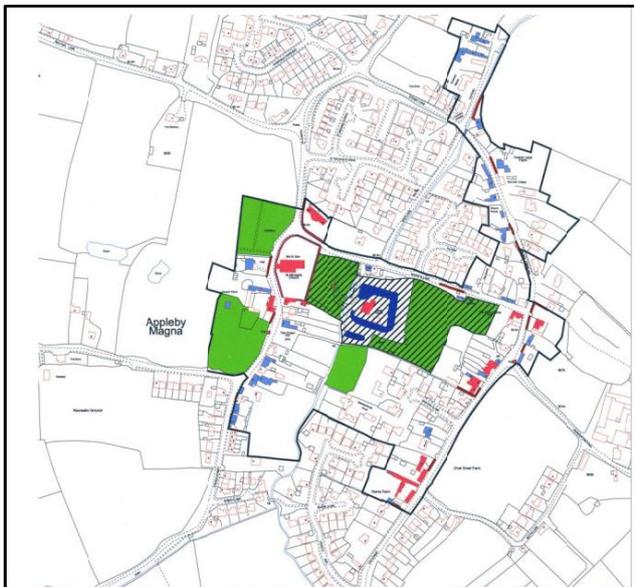
In addition to farms, there are a number of businesses operating from within the Parish. These include those located on business parks on farms between Appleby Village and Snarestone (as detailed in the MAPA response to HS2's 2013 Measham re-route consultation), offices at the Sir John Moore Foundation, and professionals operating from residential properties.

The Parish has limited services for the community. Most important of these are St Michael and All Angels' church with church hall facility; Sir John Moore Primary School (Church of England aided); Happy Hedgehogs pre-school and nursery (also located at the Sir John Moore Foundation); Sir John Moore Foundation Heritage Centre (accredited museum) and venue facilities; Recreation Ground (Church St / Bowley's Lane); Allotments (Rectory Lane); and the Scout Hut (behind Measham Rd). A range of community groups use these facilities including football and cricket clubs, scouts, guides and brownies, allotment group and societies such as the Women's Institute.

There are two public houses within Appleby Magna village (the *Crown* and the *Black Horse*) and one at Appleby Parva (the *Appleby Inn*). The *Appleby Inn* has wide opening hours and food available at both lunchtime and evenings. The village pubs have more limited opening hours and food offerings. **In Autumn 2018 the Post Office and only village shop in Appleby closed.**

There is a small area of woodland known as Georgina's Wood, which is a publicly accessible open space, as is the recreation ground on Bowley's Lane. However, the main sense of being a rural community comes from the network of footpaths within and beyond the village. Within the village there are footways which cut between roads and a dense network of footpaths, particularly behind the Church Hall, which connect the length of the village from the Old Rectory (Grade II listed) to Sir John Moore Foundation (Christopher Wren designed, Grade 1 listed).

The centre of the village is a Conservation Area, centred on the Grade II* listed Moat House with its well preserved late 15th Century gatehouse. It also includes a collection of listed 17th Century houses



on Top Street and other 18th & 19th Century buildings. Beyond the village there are historic footpaths connecting the parish in various directions to the villages of Stretton en le Field, No Man's Heath, and Norton-juxta-Twycross.

The new housing built in the last couple of years is 'executive' style with high car ownership and significant travel to work areas. This has not led to an increase in village services – indeed this period has seen the closure of the village-based GP surgery and of the village shop / post office.

In 2010, before these closures, Appleby Environment (a community group) carried out a village-wide survey which had responses from a third of all households. The questionnaire asked about shopping for food and other goods. **This showed that, even at this time, Appleby residents were heavily dependent on car travel and the**

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road network to access all goods and services. In response to a question asking where they did the majority of food shopping, 82% said a large supermarket whereas 2% said that they used the village shop. The village shop was used and valued by many, but for occasional purchases and post office use. The most common location for food shopping was Ashby, followed by Tamworth and then Swadlincote (with no-one mentioning Measham for a main food shop), and with Tamworth being the preferred location for non-food shopping (followed by Burton, Ashby and Birmingham).

Eighty-nine per cent said that they did this major food shop at least weekly (with a third of these saying two to three times per week). 70% of all households said that they drove alone or with other family members to carry out this shop. A further 7% shopped online and had it delivered. Less than 10% shared a car and even fewer took public transport. For non-food shopping 80% said that they drove alone or with another member of their household. This pattern of travelling to the shops was required because of very a very limited bus service. At the time of the survey there was a limited (2 hourly daytime) service to Ashby town centre. There was no bus to the out of town supermarket and other retailers on the far side of Ashby and no service at all to the other locations mentioned. Since then the bus service has deteriorated significantly. In 2015 the service terminated in Measham, with a wait of nearly an hour to connect with a bus to Ashby. More recently (June 2018) there has been another review of the route with the County Council website saying that the bus route through Appleby (No 7) was one of the routes “most likely to be affected” (www.leicestershire.gov.uk/sites/default/files/field/pdf/2018/3/30/passenger-transport-consultation-easy-read-lores_v3.pdf). Decisions are expected soon. **As such Appleby residents are heavily dependent on access to the local road network for private car travel for work, shopping and leisure activities, and are likely to be even more so in the near future.**

The route for HS2 through our parish has undergone a number of changes. The original route proposed in 2013 was close to the M42 at Junction 11. This was superseded by a substantial amendment in November 2016 which moved the line to the eastern side of Appleby Parva, Appleby Magna and Measham, and created many new, significant negative impacts. The route announced in July 2017 was nearer to the 2013 route and was welcomed by the Parish Council. However, accommodating a small change in Measham seems to have resulted in the line moving closer to, and threatening, one of our important listed buildings – The Old Rectory – which is a major concern (see Section 9 below).

Our aim in our response to this consultation is to ensure that HS2 Ltd address our concerns by modifying their proposals or by providing appropriate mitigation. We have identified our top priorities as:

- Preventing the demolition of the Old Rectory
- Reversing the planned permanent closure of Dingle Land
- Encouraging HS2 to adopt a different realignment of the Tamworth Road
- Minimising the loss of allotments on the Rectory Lane site, and ensuring access for users throughout the construction period (only necessary if the current road alignment is followed)
- Ensuring that the planned landscaping to the West of Appleby Parva is above the overhead wire support gantries to both reduce intrusion but also to reduce the pantograph noise. Also, that the landscaping is of a suitable shape and planting to not only deliver the intended

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mitigation, but also provide, as far as possible, an embankment that fits in with the landscape character

- Ensuring as far as possible that the design of ‘balancing ponds’ fits within the landscape
- Minimising disruption to J11 of the M42 and surrounding roads
- Ensuring that disruption during construction of the line and road realignment, including associated access for construction and staff, do not result in increased traffic through the village
- Reducing as far as possible the impact of the planned construction compounds and ensuring the land they occupy is properly reinstated at the end of construction
- Ensuring the planned auto transformer feeder station is suitably designed and its visual impact mitigated.

We are aware that there is a degree of uncertainty around the route through Measham, but until there is a firm decision from the Department for Transport, we can only comment on HS2’s route as it stands. However, we believe that the majority of the issues we raise here will continue to be relevant whatever the decision.

The route will pass through our parish and minimising the impacts of HS2 is extremely important to us. This is particularly the case since HS2 brings us no direct benefits.

2. Agricultural, forestry, soils and land use

Our parish is predominantly rural, and as a result of this one of our main concerns is the change in land use that will result from the construction and operation of HS2 within the parish. The plans show extensive land take to create a construction zone. Current land use includes agriculture, housing, allotments, countryside, roads, bridleways and footpaths and associated activities.

HS2 plans show our parish is expected to host 4 satellite compounds and 1 main compound. We accept that Junction 11 roads will require extensive work, but this still seems an excessive and risks creating a relatively long term – albeit temporary – degradation to the environment. Such built development further risks creating a precedent for industrialisation of land close to the junction (where there have been past and current applications). We would welcome further discussions to understand better why HS2 feels this scale of compounds is necessary – and consideration of reducing the number (for example by removing the Appleby Magna South Satellite Compound).

When we consulted with parish residents about these compounds there was a high level of concern about noise, dust, pollution and visual impact including questions about levels of lighting and hours of operation. Residents asked for reassurance over hours of working, whether the compounds could be visually shielded, and how long they would be in place. We would further require commitments as to the reinstatement of the land used for such compounds to their pre-existing state immediately after the earthworks stage and ensuring they are not retained through the tracklaying and commissioning stages of the project.

In general, we are concerned that land take for construction is reduced to a minimum and that activities of businesses and residents are disrupted for as short a period as possible. This includes disruption to bridleways and footpaths. For land currently used for agriculture we expect that access arrangements both during and post construction will be maintained which are acceptable to the farmers involved and that any land used will be reinstated to the same grade of land. Loss of

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business and any permanent loss of land needs to be appropriately compensated. Similar issues apply to the businesses close to J11 which find themselves within the construction zone.

Issues relating to footpaths and landscaping post construction are discussed in sections 11 & 15 below.

We are particularly concerned that the land taken for construction requires the destruction of a number of buildings on Rectory Lane, including the Old Rectory. This is discussed further in section 9 below where we further detail an alternative solution.

Once completed, the HS2 track, its associated infrastructure, the road and footpath changes and the proposed landscaping and balancing ponds will cumulatively lead to a significant adverse, permanent change in our landscape (as accepted in Table 28 of the DES) and land use within the Parish. We are concerned that mitigating measures are of the highest standard.

We would like further information on the intended design and visual screening of the auto transformer feeder that is planned for Appleby Magna. We are also concerned about the designs of the multiple balancing ponds that appear close to the village of Appleby Magna. Our experience of such ponds associated with recent housing developments has shown that they often appear as very artificial elements in the landscape. We would like reassurance that more sympathetic landscape features can be created including screening planting to hide the features which will be largely dormant receptors for the majority of the time.

3. Air quality

Appleby Magna is not one of the District's air quality monitoring areas. However, we will expect that appropriate air quality monitoring is undertaken by contractors with results reported to the Parish and the District. We do have concerns about dust contamination of the Rectory Lane allotments and effects on Georgina's Wood and would like to see HS2's plans to address problems if they arise.

We are pleased to note that HS2 Ltd are expecting high speed rail travel to improve air quality resulting from fewer cars on major roads. However, we anticipate that this will, at best, only be true at the national level, rather than having any impact locally since there are mainline stations closer than the stations HS2 is creating.

4. Climate change

We are aware that HS2 are aiming to be the "greenest major infrastructure project ever" and will be delighted if there are beneficial effects in the future. The Parish Council works hard to find ways of reducing the community's carbon footprint and we take a positive view on organisations which strive to improve our environment, for us and for future generations. We look forward to seeing how these aspirations are built into construction plans, operation and monitoring arrangements.

5. Community

We are concerned about the impact of HS2 construction and operation on our community's links with neighbouring communities and our 'internal' sense of place and community cohesion.

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Appleby Magna and Parva are heavily dependent on our links with other communities for services and employment. As detailed in the introduction, Appleby Magna has 2 village pubs, with another larger pub and restaurant at Appleby Parva, and a primary school, recreation ground and church, but no shops. **The nearest place for Appleby residents to access a GP, indoor leisure facilities, a post office and basic shopping is Measham. The nearest supermarkets are Ashby, Tamworth and Swadlincote. The nearest railway stations are Nuneaton and Tamworth. Many residents work in the major Midlands towns of Birmingham, Nottingham, Derby or Leicester. In the light of poor public transport links, and the nearby motorway, virtually all these journeys are made by private car. Secondary school children have to travel to Ashby or Ibstock (on dedicated buses). Appleby pubs, the primary school and playgroup, and the recreation clubs are also dependent, for their sustainability, on those from nearby villages being able to get to Appleby to use the facilities there.**

- As such a major concern is the level of disruption to the roads leading into / out of the village and to the functioning of Junction 11 on the M42.

We welcome what we understand is the commitment from HS2 to construct road diversions before closing existing roads and we look forward to receiving detailed – and hopefully phased – plans for these works. It is essential this commitment is maintained through the primary construction stage of the route.

We would also like to see detailed traffic plans covering the routes to be taken by construction workers, materials and equipment to the 5 construction compounds and to construction areas relating to the line and road diversions. We are concerned about its impact on Junction 11 since our experience of its current operation, and of the M42, is that it is already heavily congested at peak times. When the M42 has been closed due to accidents we also have experience of severe delays on alternative routes – particularly the road through Measham to Ashby. In our recent consultation with Appleby residents (to support this response), concern was expressed about the extent to which such plans and impact assessment were including other existing and possible developments. Considerable housing development is being created on the edge of Tamworth on the road to junction 11 which may well add to traffic. There is also, yet to be completed, house building on the Measham Rd in Appleby. However, potentially much more significant, is a current application for a warehousing site on the segment of land abutting J11 and the roads to Burton and Tamworth. The Parish Council is opposed to this development, which is yet to be determined by the District Council, but if it does go ahead it will lead to a very significant increase in traffic which will impact on HS2's plans.

There is also considerable concern from Appleby residents about the impact on the sense of place of living on the fringes of a major construction zone. As described in the introduction, Appleby is currently an attractive rural village. Recent significant house building has brought in many new families. Residents are concerned that all the things that they value about living in Appleby – tranquillity, countryside and other aspects of living in a village - will be undermined. They worry that this will change both the experience of life in a village that they anticipated and will undermine the investment that they have made in coming to Appleby. We are also concerned that a downgrading of the village environment, in addition to problems with road access, could impact on the viability of services and facilities including the primary school, play group and pubs which rely on users outside

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the village as well as within it. As such, in addition to road and traffic management, we are seeking reassurance that the time taken for construction is kept to a minimum (compatible with work taking place during acceptable hours) and that attention is given to the visual impact of construction facilities and work.

Linked to this is concern about whether there will be an increase in transient residents in the village associated with the construction, who have no long-term commitment to the village. What assumptions has HS2 made about where construction workers will be accommodated?

Within the village we are concerned about the disruption to residents and their activities, particularly on Rectory Lane. Three properties on Rectory Lane are scheduled for demolition in addition to The Old Rectory. There is also significant disruption to the allotments which are well used by Appleby residents. HS2's DES states that access to the allotments will be closed for 18 months and states that there are other allotments in Measham. **This plan clearly not acceptable.** While people might consider shopping in one place rather than another for a temporary period this is not applicable to running an allotment where people make years of investment in managing the soil and developing plantings. We now understand informally that HS2 believe that pedestrian access can be maintained. While this is an improvement, we are still concerned about vehicle access and parking (needed to transport materials) and to levels of noise and dust during construction. We feel that an alternative to the road rerouting which we detail in Section 15.3 would be a better solution and we ask HS2 to give it favourable consideration.

We need to ensure that Appleby Magna retains its character when construction is completed. This is dependent on minimising the damage done to village roads during construction (see Section 15.1 below) and to the maintenance of footpaths (Section 15.4 below) and the viability of village services as discussed above. For Appleby Parva the design of the A444 reroute and the style and planting of the proposed embankment (discussed in Section 11 below) will also be important.

6. Ecology

The principal areas of concern for us ecologically are:

- Where roads and Public Rights of Way are temporarily severed during the construction period, or permanently severed/diverted by the route of the railway, we would expect that appropriate measures are taken to protect other wildlife, such as tunnels and green bridges.
- Ensuring Georgina's Wood and the Appleby allotments are appropriately protected during the construction period.
- Ensuring that reinstatement redresses any damage done and where possible leads to improved diversity.
- We are particularly concerned that when footpaths are diverted or reconstructed that a 'natural' and diverse environment is created rather than a 'sterile' route from one place to another.
- In relation to the point above we would welcome further discussion on the plans for very extensive Salt Street realignment that looks likely to radically alter the current path.

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We welcome the extensive landscaping and planting behind Appleby Parva (discussed further in Section 11). In order to gain the maximum protection from this and ecological benefit we would like earthworks to be completed in one summer season with landscaping and planting following on immediately in order to ensure some benefits are obtained when the line opens, rather than years later. For the detail of planting we expect HS2 to follow best practice to ensure wildlife and ecological diversity.

7. Electromagnetic interference

Radio signals, Wi-Fi and mobile phone could all be affected.

As we understand it, there are two aspects to the electromagnetic compatibility issues generated by an HS2 train. The first is interference generated by onboard traction motor systems, air conditioning, WiFi and other internal systems. Secondly, there is the change in reflectivity of all types of radio signals, including Wifi, that are caused by a fast-moving metal object, e.g. HS2 train.

We expect that the new rolling stock will be designed and tested to meet the latest regulatory requirements on electromagnetic compatibility (EMC), but it is not clear at this stage what post-Brexit regulations are likely to be.

Examples of issues that may need to be considered are:

- Overloading of local mobile phone networks by passing trains
- High usage of WiFi causing drop-out of signal for local users

However, we do note that information from www.powerwatch.org.uk states that electromagnetic fields are reduced to background levels 30-50m from the overhead line equipment, although there is no shielding which would protect individuals closer to the line. We would expect that regular monitoring is carried out according to environmental requirements.

8. Health

Main health effects identified are:

- sleep disturbances from noise, vibration and light pollution, particularly during the construction period.
- Effects of particulate contamination from construction

There are wider concerns about noise and disruption causing stress and upset to residents who feel that their experience of a village environment is being undermined.

9. Historic environment

As detailed in the introduction Appleby Magna has a rich history in terms of its built environment. This not only applies to specific listed buildings and structures (of which there are 26 in Appleby Magna and Parva), but also to the Conservation Area, the remnants of sunken lanes with grass verges and the wider network of footpaths to neighbouring villages. Outside the Conservation Area there are

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significant listed buildings at Appleby Parva and on the outskirts of Appleby Magna. Those in Appleby Magna are primarily the Old Rectory and associated Coach House and Stables (all Grade II) and the Sir John Moore Foundation (Grade I listed, Christopher Wren designed). These buildings are not part of the core residential area but are nevertheless very much part of the village.

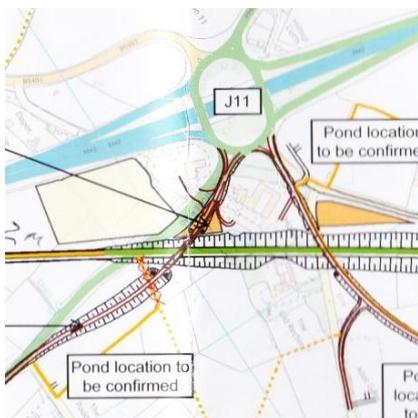
The official listing (1074330) of the Old Rectory draws on Nichols History of Leicestershire 1795 – 1811 and says:

House of 1807. Red brick with hipped roof of plain c1960 tiles. 2 storeys of 5 windows: 6/6 sashes with gauged brick lintels. White painted stone string course and cornice. 2 ridge stacks symmetrically placed. Later brick plinth. Pedimented porch with 2 unfluted Doric columns to front and pilaster responds. Fanlight above later door. Right hand front of 2 6/6 sashes on both storeys. Similar string course and cornice. Left hand front of 1 6/6 sash upper left and brick string course. To rear a hipped roof projection with 6/6 sash on each storey on right front and lower extension with side stack on left. Adjoining rear a lower contemporary service wing, L plan, 2 storey, 3 ridge stacks. 5 windows: 1 6/6 sash, otherwise casements and door with C20 surround.

The Coach House and Stables are separately listed (1361264), and their description says:

Coach house range, 1807. Red brick with slate roof. Symmetrical composition of tall centre and low wings. Centre gable with brick dentilled eaves. Recessed giant arch containing clock in circular opening with below wide cambered arch. Side ranges with brick dentilled eaves and originally 3 arch composition. 2 doorways with fanlight and one fanlight over blocked door to right. 2 blocked arches with C20 garage doors and 1 curved headed window to left. Recessed giant arch on right end. Attached at left end a low range slate roofed and higher plain tile roofed barn with cambered lintelled door.

We are extremely concerned that the Old Rectory and its Coach House and Stables are scheduled for demolition in the Draft Environmental Statement. **By HS2's own assessment "the loss of the listed buildings would be a high adverse impact resulting in a major adverse effect" (para 9.4.10). In these circumstances we are astonished that no justification is given for the demolition.**



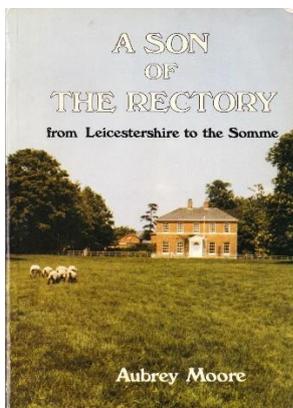
The 2013 route showed the line well clear of the Old Rectory. In July 2017 when the re-route was abandoned the new route came much closer to the Old Rectory. When this was queried, we were assured that damage could be avoided by having a steep cutting on this side. This was indeed what the HS2 map dated 25/05/18 and prepared for the June 2018 Engagement Events showed (extract left). **It is implicit from these details that a retaining wall was envisaged at this location to permit the Old Rectory to be retained. This option is still considered to be viable and the scheme should revert to this option.**

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However, this adaptation to the shape of the cutting is absent from the July 2018 maps that are included in the Working Draft Environmental Statement – with no explanation given for the change in design.

Apart from the buildings' intrinsic architectural merit as evidenced from their listing, these buildings are of wider significance to Appleby Parish. The building is highly visible with the front view providing a classic image of a country house from the A444 as one approaches J11, as well as from the network of footpaths that run across land this side of the building. In the Appleby Village Design Statement (adopted as SPG by NWLDC), Landscape and Setting Guideline 21 says "Uninterrupted views of landmark buildings in their settings should be retained. Of particular importance are views of the school, the Old Rectory, and several traditional old farmhouses ..." Clearly this will no longer be possible if HS2 persist in their plan to demolish the building.

Originally there was extensive farmland (glebe land) associated with the Rectory, reflecting both the status of the church in the 19th Century and connecting it directly to the village.



Furthermore Charles Moore (a descendent of the older brother of Sir John Moore the benefactor who was responsible for the School at Appleby), was rector of Appleby and lived in the Old Rectory from 1877 to the 1920s. It was this branch of the family who were responsible for overseeing the detail of the building work. From its opening in 1697 to the present-day members of this family have also been trustees of the Foundation, overseeing its running. Aubrey Moore (1893 – 1992), the son of Charles, wrote an account of life in Appleby village as it was around 1900, when he was a child living in the Old Rectory. This includes an account of a walk around the village starting from the Old Rectory describing buildings and characters as they were at that time.

In the light of the importance of The Old Rectory to Appleby's built and social heritage we ask HS2 to revisit their plans and reverse plans for its demolition. Section 9.4 of HS2's DES describes their commitment to avoidance and mitigation measures to control damage to heritage assets. We do not feel that plans to demolish this building meet this commitment and ask HS2 to re-examine their plans and consider the following:

- Moving the line slightly closer to J11 to avoid encroaching on the Old Rectory and its associated (also listed) Coach House and Stables
- Reinstating the retaining wall on the Old Rectory side of the line
- Removing the Old Rectory from land shown as potentially required during construction (as has been done for the hotel and the service station which are shown in white albeit surrounding by land shown as required during construction).

We would welcome further discussions after these options have been assessed.

Our wider concerns about the preservation of our Parish's historic environment centre on the potential for increased traffic during the construction period. This is discussed in Section 15.1 below.

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10. Land quality

There are no known mining or landfill sites in the parish although there are various historic clay pits.

As stated in Section 2 above we are concerned that agricultural land which is temporarily affected by construction works is reinstated to its existing grade.

11. Landscape

We note with regret that section 11 of the DES anticipates that the landscape character described as 'Appleby Magna Village Farmlands' will suffer major adverse (significant) impact both during construction and permanently (at 15 years) once operation commences.

Most of the village of Appleby Magna will be protected from visually impact from the railway, once it is operating, since it will be in a cutting. However, the farmlands on the western side of the parish will be significantly affected. On the approach to Appleby Parva, the line is mostly at grade, with the potential for visual impact, before it drops into cutting on the approach to J11. There is also the potential impact from the changed road layouts particularly where the A444 needs to cross the line.

In these circumstances, we are pleased to see that extensive landscaped earthworks are planned between Appleby Parva and HS2 line to provide visual screening and noise mitigation. We would like further information about the height of this earthwork. **We would like to be reassured that the earthworks will be sufficiently high to be above the overhead wire support gantries to both reduce visual intrusion but also to reduce the pantograph noise as it slides along the wires.** We also hope this would provide additional sound mitigation from the M42. This is not an incidental issue for HS2 since the description of landscape impact in this area says that the motorway will become more prominent as a result of the removal of current hedgerows, woodland copses and motorway planting (table 26 DES).

We would also like reassurance that, although not in line with the current landscape character, the earthworks will be designed to fit in as far as possible and that planting will take place immediately on completion of the structure to ensure it has naturalised at soon as possible – and certainly by the time operation commences.

One other area of concern about this area of landscaping is a gap the maps show in this shielding at Dingle Lane. As would be expected the noise maps that this which will allow noise through to the eastern side of Appleby Parva. This gap in the earthworks seems illogical. The map shows a culvert at this point, but we do not believe that this necessitates a breach in the earthworks acting as a sound barrier.

Separate from this earthwork landscaping we would also like to know about the design and visual shielding of the Appleby Magna Auto transformer station.

We look forward to hearing more details from HS2 about the intended planting on the landscaped areas. We would also like to know from HS2 who will be responsible for the upkeep of replanted areas, and how much protection these will have in the event of land passing back to the original owners, who may or may not want to retain HS2's planting.

12. Accidents/disasters

As a non-motorway, but very heavily used, road, the A42 from Junction 11 onwards to Ashby is subject to relatively frequent accidents. The more serious of these result in the need for helicopters to land on nearby land to evacuate injured people. Without a hard shoulder, serious accidents also lead to the motorway being closed for a period of time to clear damaged vehicles – with knock on effects on neighbouring roads. We would like to understand how HS2's own traffic plans take account of such circumstances and the degree to which HS2 construction traffic might contribute to the difficulties experienced at such times.

We would also like to understand HS2's plans for dealing with any accidents or disasters created by its own activities during both construction and operation, including access to the line. Apart from potential impact on traffic flows as a Parish we are also very concerned that HS2 has robust plans to prevent accidents leading to any contamination of the Mease Special area of Conservation.

13. Socio-economics

We have concerns about the following businesses which are effectively surrounded by the construction zone for HS2:

- Appleby Park Hotel.
- Appleby Magna Service Area
- The Old Rectory (currently offering bed & breakfast, subject to a planning application)

Additionally, Heath Lodge (which has a drive off the Tamworth Rd) is currently offering kennel services.

There are also several farms that own or farm land close to the current routes of the motorway, the proposed line or roads, particularly the A444 and the Tamworth Rd which are expected to move. Most obviously affected is Dingle Farm.

We are concerned that these businesses are allowed to continue operating during construction, wherever possible, and, if they have to vacate premises temporarily, that plans are in place for the buildings to be maintained and kept secure and owners compensated so that they do not deteriorate during this period.

As stated in an earlier section we also remain concerned that traffic congestion, road closures, noise and general environmental deterioration during the construction period will undermine the viability of current village-based businesses and services including public houses, primary school and playgroup, all of which rely on clientele from outside, as well as within, the village of Appleby Magna,

14. Sound, noise and vibration

As mentioned in section 11 above, we note that the current plans provide for earthworks on the Appleby Parva side of the line as it runs towards Appleby Magna which should provide mitigation of operating noise. However, there is a significant gap at Dingle Lane which will reduce the effectiveness of this noise shielding.

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The railway drops into cutting at J11 and passes between the Appleby Park Hotel and the Old Rectory. No noise mitigation measures are indicated on the map at this point, and it must be noted that although the motorway junction is a considerable source of noise, the cumulative nature of adding a railway at this location must be taken into account. This is particularly the case since horizontal alignment is quite straight and it is expected that trains will pass at approx. 360kph.

HS2's sound contour map SV-01-356 indicates that the noisiest area will lie between the M42 and HS2 on the southerly approach to J11. It is hoped that the suggested mitigation planting will help to diffuse noise.

Of course, all these measures refer only to operational noise and Appleby residents remain very concerned about construction noise which will go on for a significant period of time.

We would welcome further discussions on noise mitigation with HS2.

15. Traffic and transport

15.1 ROADS WITHIN APPLEBY MAGNA'S VILLAGE CORE

Appleby Magna's Conservation Area, previously described, was designated in 1995 and covers the central part of the village. Its character is derived from the historic inter-relationship of the Moat House site and the Parish Church and from the grouping of farmhouses, their outbuildings and cottages along the curvatures of Church Street, Top Street and Mawby's Lane. The village is unusual in not having a centre in the form of say a village green – although there are footpaths that go through central area occupied by the Moat House.

With this layout, the character of the roads that enclose this central area are also important for the sense of place. Some, particularly Mawby's Lane, retain the characteristics of a sunken lane. These roads are also narrow and have sharp bends in places. Not all have pavements, retaining instead grass verges on one or both sides of the road. Older houses are often close to, or directly onto these lanes, without the distance created by front gardens. Many do not have garages or off-road parking areas, so on street car parking is common. For all these reasons these village roads are very sensitive to traffic volume, particularly HGVs. Larger vehicles often get 'stuck' trying to negotiate the bend where Mawby's Lane and Blackhorse Hill meet Top Street. Construction traffic associated with current house building of Measham Rd, combined with on street parking leads to frequent hold ups. Parents picking up children from school hold up through traffic twice a day.

As such Appleby Magna's roads are not suitable for heavy traffic and we ask HS2 to ensure that signage for construction traffic is very clear that the village is out of bounds. However, even if this is successful, we are concerned that additional traffic will use village roads either through confusion about routes or as a way of avoiding congestion or disruption caused by construction or main road reroutes. We are particularly concerned that when construction work is taking place at J11 the volume of traffic on major roads and difficulty in getting onto and round the roundabout could push drivers on to the local lanes. We expect HS2 to monitor this and respond to any increase in traffic volume detected. We would welcome further discussions on this subject.

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15.2 ROADS PLANNED TO BE USED BY CONSTRUCTION TRAFFIC

The roads near Appleby Magna listed (para 14.4.12) for possible use by construction traffic are:

- M42 junction 11
- A444 Atherstone Road south east of junction 11 of the M42 to Austrey Lane
- A444 Acresford Road north-west of junction 11 of the M42 to Measham Road
- Tamworth Rd between junction 11 and Huntingdon Way (Measham)

These roads are the ones used by Appleby residents to access vital services, shops, work and leisure. Two of these roads (the A444 to Austrey Lane and the Tamworth Rd to Measham) are also scheduled for major re-routing. As such it is important that residents are kept up to date with changes in routes and any expectations of high-volume traffic and possible delays. We would hope that contactors will provide regular traffic plans and monitor their adherence and the extent to which they are effective in allowing local, as well as construction, traffic to move efficiently.

15.3 PERMANENT ROAD CHANGES

It is very important to us that these permanent realignments are phased to prevent disruption and possible traffic overload on the village and we would welcome further discussions on this.

The permanent road changes outlined in the Draft Environmental Statement are:

- A444 Atherstone Road permanently diverted onto an overbridge to the north-east of its current alignment

We are still unclear about how high this will be, and how visually intrusive in the landscape. We would welcome further details.

- Tamworth Road permanently diverted on an overbridge to the south-east of its current alignment
- Rectory Lane permanently diverted to the east to tie in with the realigned Tamworth Road

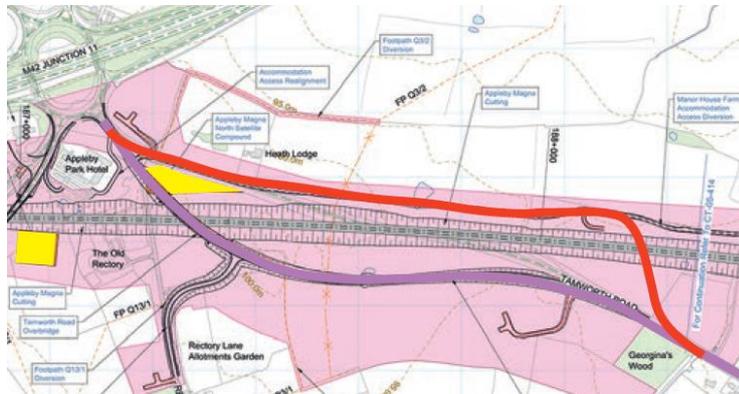
We are not convinced that this is the best resolution to the problems caused by the line crossing and partly following the existing Tamworth Rd close to where the Appleby village roads (Rectory Lane and Measham Rd) currently join the Tamworth Rd.

The problems with the suggested solution include: the demolition of 3 properties on Rectory Lane; the potential complete lack of access to the allotments for 18 months with at best only pedestrian access with a severe risk of dust and noise disruption during construction; permanent loss of part of the allotments; the requirement for a large construction zone on the Appleby side of the line; and bringing the main road network significantly closer to the village with associated noise. On recent experience we also have concerns that positioning the Tamworth Rd closer to the village will lead to development pressures both for housing in the village and from industrial development associated with J11 and the new road. In combination we believe the road re-routes that HS2 propose in the DES will lead to Appleby Magna experiencing a disruptive, extended and damaging construction period. This would be followed by an operating period where a major road is closer to the village than

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currently, will result in more road noise and development pressures that would undermine the rural character of the village.

We would like HS2 to assess what we believe would be a better solution. As shown in the map left,



the route in red would re-route the Tamworth Rd the far side of the HS2 line from the village. The maps in the DES already show that HS2 plan to put a road on this side of the line to provide access for the properties that are on that side of the Tamworth Rd. As such adopting this re-route would only involve the construction of a different grade of road, rather

than a completely new route and as such might reduce overall construction costs. We have shown our re-route crossing the line and joining the existing Tamworth Rd with its current junction with Measham Rd. However, it could cross and join slightly earlier if that would reduce impact on Georgina's Wood (and if the balancing pond needs to be in the position currently shown?).

The positive benefits of this would be to avoid demolishing houses on Rectory Lane or putting the allotments out of action. HS2 do not give any reason for their desire to demolish the listed Old Rectory but hopefully this re-route would also reduce the need for such extensive construction work on this side of the line and hence the pressure on this important building. With reduced construction activity this might also mean that the South Satellite Compound would no longer be needed.

One downside of this option is that it would mean that there would be no outlet for Rectory Lane onto the rerouted Tamworth Rd. If accepted, and The Old Rectory is saved, Rectory Lane could be terminated at its current entrance drive. Clearly losing one road link from the village to the main road network would have consequences for traffic movement (although there would remain an exit to Tamworth Rd via Measham Rd and 2 exits via New Rd and Bowley's Lane onto the A444).

Because there are some downsides to our suggestion compared with that proposed currently by HS2 we publicised the options and leafleted all houses in the parish seeking residents' views. In this leaflet (attached as an appendix) we made clear both sides of the alternative route. The responses received were more than 5 to 1 in favour of the option we propose here. Many of those in favour commented that it would reduce noise and traffic close to the village, that it would reduce damage to the allotments, and should reduce development pressures. A couple of respondents qualified their support with concerns about the implications for village traffic, one saying Rectory Lane should have its own bridge, the other concerned about increased traffic past the school (on Top St). The small number of respondents who were against the reroute to the far side of the HS2 line were concerned about the impact on other village roads, one explicitly mentioning Bowley's Lane. The questionnaire asked people to say in which broad area the respondent lived. Only one of those favouring HS2's proposals came from the Rectory Lane / Measham Rd part of the village with the proportion favouring the alternative shown in line with those from other parts of the village.

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We would be pleased to have further discussions with HS2 about this alternative re-route and any data they might hold on traffic flows within the village onto the four current roads which join the main road network.

15.4 PUBLIC RIGHTS OF WAY RE-ROUTES

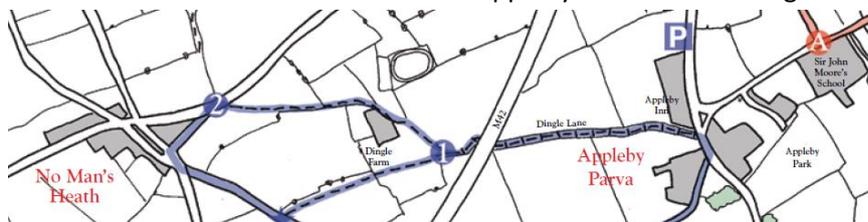
Footpaths and bridleways are a valued part of village life. As part of our consultation with residents we asked whether there would be support for keeping routes open. The overwhelming number of responses said they should be kept open (with only one person saying that they did not think it was proportionate to expect this). Of those who commented in support of maintaining public rights of way most stressed that they were part of village life, the rural historic environment and important for health and leisure. As such they should be maintained. They felt that the obligation should be on HS2 to adjust with some saying that there was no reason to prioritise roads / cars over footpaths & bridleways / walkers & horse riders in terms of maintaining routes.

Footpath Q3 Appleby Magna to Stretton en le field

This is a historic link between villages which already has a difficult crossing of the A42 involving an extended route along both sides of the road. HS2's proposed route takes the footpath on a long diversion along the reformed Rectory Lane and Tamworth Road up towards junction 11, then towards the A42 before heading back to its original route. This can hardly be classed as a footpath – let alone a pleasant or direct route! It would be more honest to class it as a permanent closure. It is difficult to see another route which wouldn't involve extensive paths each side of the line. On our proposed re-route it might be possible to achieve a shorter diversion from the original route, but the precise details would be dependent on where the crossing of the line occurs.

Dingle Lane Bridleway Q19

This is another historic route between Appleby and another village – in this case No Man's Heath. It



featured in a County Council walks leaflet as shown here. It is also mentioned in Aubrey Moore's memoir of the village at around 1900. He

says "Dingle Lane ran alongside the pub field, which, if followed, comes out at the bottom of No Man's Heath hill. It was a very nice walk in summer and was used in winter for exercising the horses". Since that description, the route has of course been affected by the M42. However, the crossing was achieved via a tunnel which does not involve much diversion and the motorway does not cause significant disruption to what remains a pleasant and valued walk. It is also an important bridleway providing a circular route for horse riders. An Appleby resident with long involvement with horses and riders locally reports that there are between 55 and 60 horses and ponies in the village and stresses the importance of off-road routes.

The current proposals for this route in the DES involve the closure of Dingle way at the line with a long diversion alongside the line to Salt Street. This destroys the current circular route, makes the

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footpaths the Dingle Farm side of the line redundant and involves an extended route alongside the line which is likely to destroy the rural experience of the current route.

We feel strongly that this route should be kept open and this was strongly endorsed by respondents to our questionnaire. We believe this can be achieved by constructing a tunnel under the line at the same point where the tunnel under the M42 is located. Because the line and the motorway are very close together at this point this would not feel like an extended intrusion into a walk or ride. We believe that this is certainly technically feasible as a footpath. If it not possible to achieve a sufficient depth to allow a horse and rider to pass underneath, then mounting blocks at either end of the tunnel would allow riders to dismount and walk through with their horse. We understand this is also the conclusion reached by the Leicestershire Local Access Forum, so we hope that this suggestion will be taken on board by HS2.

16. Waste and material resources

We are pleased to note that HS2 Ltd's policy will be to move spoil for minimum distances. We will require information as to the likely solutions for movement of spoil and other construction waste, particularly as the route through the parish will require large amounts of excavation to create cuttings.

Importing of material for track beds etc must be restricted to the compound near J11 and then linearly along the line of the railway.

17. Water resources and flood risk

The village is below the level of the surrounding countryside and the centre is periodically subject to flooding. This has included the A444 towards the village, Rectory Lane following the construction of the hotel, and the centre of the village around the stream. Various works have attempted to address these problems. Recent housing developments have had balancing pools which appear very artificial and inappropriate in the village environment. We are concerned that the multiple balancing ponds shown in the DES achieve a more natural sympathetic appearance, which is likely to include plant screening.

Local increase in run off is likely to occur during the construction period and detailed consideration of this issue including run off from temporary compounds needs to be considered.

Appendix: Questionnaire sent to Appleby Parish residents