

HS2 and Kegworth

Response by Kegworth Parish Council



December 2018

1. Introduction

When the original route for Phase 2b of HS2 was announced in 2013, Kegworth was unaffected as the route ran through tunnel underneath East Midlands Airport and emerged well away from the village. However, the amended route made public in July 2017 moved the line much closer to Kegworth, running along its western side.

This change has resulted in several significant impacts to the community which are set out in detail below. We have identified that our top priorities are:

- **Securing suitable land for sports fields**
- **Ensuring the continued growth and development of the village in line with current expectations**
- **Ensuring that traffic disruption is minimised during the construction period**
- **Ensuring that “classic” train services (i.e. running on the existing railway network) between Leicester and London are protected to minimise socio-economic impacts**

While the final route of Phase 2b is not officially confirmed, it is unlikely that there will be any more significant changes made now, and it is safest to assume that the published route will stand. In the

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spirit of this, we have compiled the following as an initial response to the headings of the Environmental Impact Assessment using our local community knowledge and the information that has already been provided about the HS2 project.

2. Agricultural, forestry and soils

Although most of the parish consists of the village itself, there are two concerns under this heading:

- There are several farms around the edge of the village, and much of the route from the A6 crossing towards East Midlands Parkway is across agricultural land. The majority of this is flood plain
- Significant areas of prime agricultural land have already been lost to the East Midlands Gateway development and it is therefore important to us that our remaining agricultural land is preserved. Once this is lost, it cannot be regained

3. Air quality

There are current issues in Kegworth due to the weight of traffic which passes through or near to the village. These include:

- Standing traffic in the village on the A6 (resulting from congestion on the motorway network and recently during the bypass construction). This bypass is now completed and HGVs and most of the traffic is diverted to the south of Kegworth (see Figure 1 below). However, even with the bypass in place, there is likely to be particulate drift on the southern side of the village, particularly in the summer months when prevailing winds are from the south and south west
- The nearby M1, which has already been highlighted as exceeding air quality limits. The Kegworth junction is extremely busy and there is often standing traffic resulting from accidents and breakdowns
- Red dust contamination from the Roxhill works. The 'red dust' is dry, wind-blown Mercia Mudstone (formerly Keuper Marl, and predominantly red) from the Roxhill earthworks undertaken in dry periods with a prevailing westerly wind. This results in visible contamination and also particulate matter which can be inhaled, in addition there will be increased dust from construction of HS2 to further lower air quality.
- Additional air particulate pollution from the airport is likely to increase when cargo traffic increases
- The air quality in this area is already poor suffering pollution from the M1, airport, major roads and the power station; and also of note is that Refresco, soft drinks factory in Kegworth has a licence for processing raw vegetable materials.
- The transformer unit, which is in close proximity to Kegworth, could add further pollution in the form of ozone from arc flashes.

Molehill Farm (near to the M1) and Kegworth High Street are Air Quality Management areas. 2016 monitoring data demonstrates that the test site on Kegworth High Street appears to be within limits, but as mentioned above, there are issues with the M1. We are hopeful that the A6 bypass will help to improve air quality within the village, but we have concerns about effects on air quality when HS2 is under construction.

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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. We will be interested to see how this works in practice, and whether there is a direct effect on road travel in this area.

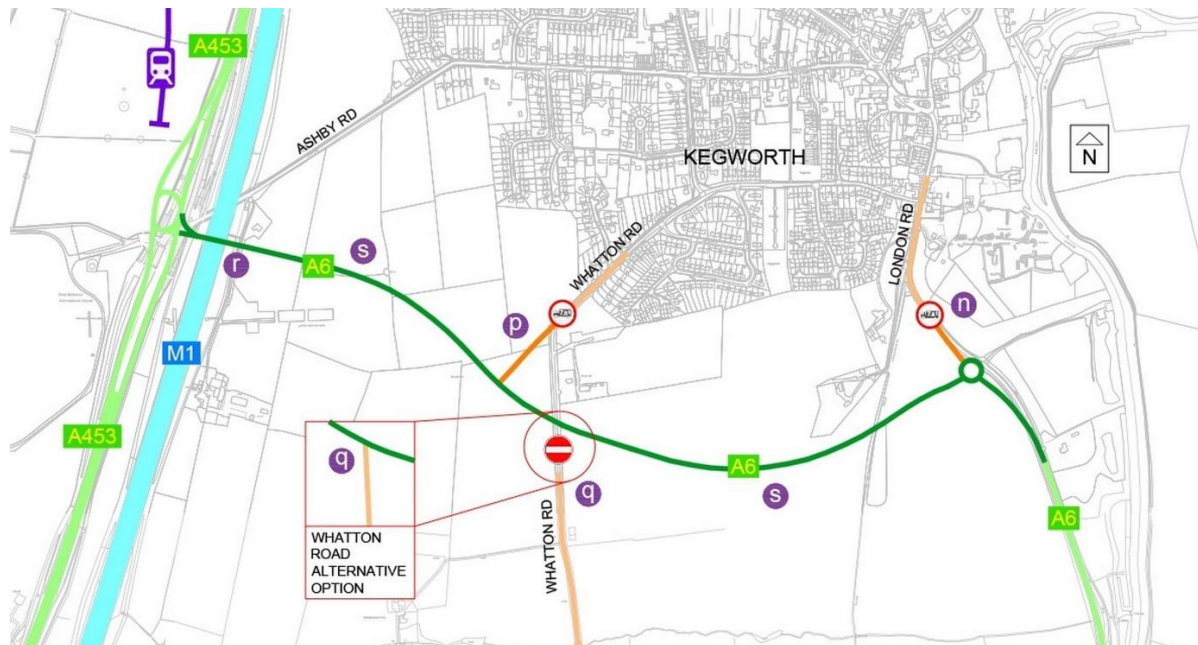


FIGURE 1 KEGWORTH BYPASS

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 are always aware that we live in a flood plain area and that climate change could worsen the frequency and extent of flooding. See also section 16 below.

5. Community

This is our greatest area of concern. The passage of the route close to the western side of the village has blighted two planned housing developments, but there are other concomitant impacts which increase the pressure on the community.

5.1 BLIGHT ON HOUSING DEVELOPMENTS

Kegworth was projected to be able to provide some 260-300 dwellings across two residential developments:

- Ashby Road, Kegworth, (application 12/00323/OUTM) was granted outline planning permission in 2012 for 110 houses, sports pitch, pavilion, parking and allotments
- Derby Road, Kegworth, (application 14/00541/OUTM) was granted outline planning permission in 2014 for 150 houses, four football pitches, a pavilion, parking and a community meadow

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The additional facilities were to be provided through Section 106 agreements. A £30,000 estimate of precept is expected to be lost if the new developments are unable to go ahead. Maps of both planned developments are attached in Appendix A.

Both these locations are now blighted by the amended route, including a 2016 planning application for Ashby Road which proposed 150 houses, sports pitch, parking and playground. Finding alternative locations for new housing is a challenge as the envelope of the village is restricted by the following:

- The existing road network
- The Kegworth bypass (from late 2018)
- The proposed route of HS2
- Floodplains

The Parish Council accept that finding suitable replacement land will be challenging and time-consuming. Another potential site for 110 new houses was declined due to the proximity to the bypass, village boundary and being directly underneath the airport flight path. We are continuing to pursue any suitable opportunities and are aware that there is a need to maintain our housing targets.

5.2 SOCIAL IMPACT TO THE VILLAGE

It is already apparent that young families/first time buyers are finding it increasingly difficult to obtain affordable housing in Kegworth. There are many rental properties and Houses of Multiple Occupation (HMOs) as the village is a destination for Airport and construction workers, and students from the University of Nottingham. This is causing Kegworth to become a property hotspot for private landlords and is pushing up house prices.

Family homes are being converted into HMOs, which is contributing to loss of community spirit and impacting on the visual desirability of Kegworth. HMOs may be less well cared for and vacant for long periods of times, and rental property boards can impact on the housing market in the area. However, it has been noted in the last 12 months that rental properties are now some 10% oversubscribed and there are places vacant. This does nothing for social cohesion as often these properties are not suitable for young families, and they are not generally returned to the market for first-time buyers; increasing numbers of contractors are being drawn to the village to share rented properties, which will be exacerbated by the significant size and duration of HS2 works.

The housing developments on Ashby Road and Derby Road would have helped to alleviate the pressure on young families/first time buyers and would have also done much to help the community grow organically into useful spaces which were not affected by threats of flooding. North West Leicestershire District Council was seeking a 30% allocation of affordable housing from the 110 houses granted planning approval (12/00323/OUTM), although the target of 33 was subject to negotiations and the inevitable viability assessment. Potentially 45 affordable homes could be lost on the Derby Road site, representing 30% of 150 houses.

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5.3 SPORTS PITCHES

Sports pitches are very much needed in Kegworth; there are seven established football teams covering a wide range of ages, and four or five of these regularly play home matches outside the area, at a cost to the clubs as appropriate locations must be hired. The village's Football and Cricket Clubs are well supported and currently used limited space on the King George V Playing field, which is also used by the Tennis Club. There is a bowling green on the other side of the road, with no space to expand should it ever become necessary. With the current overloading, the pitches become damaged by overuse very quickly, forcing teams to look elsewhere for space.

NWLDC have estimated a current deficit of two mini and half a youth pitch. Furthermore, there is an anticipated deficit of half an adult pitch and two youth pitches. Our research has determined that the real requirement for Kegworth Imperial FC and Kegworth Imps JFC is:

- Two mini pitches
- One 9 x 9 pitch
- Two or three full-sized pitches
- Pavilion to Sport England standards with at least four changing rooms, two referees' rooms, kitchen, store cupboard, entrance hall and office space

Kegworth Town Cricket Club operate three adult teams and five junior, accommodating around 120 players. They are fully in support of the Parish Council's efforts to improve sporting facilities and have also stated that their teams are under pressure for suitable accommodation.

This shortfall of pitches doesn't account for additional demand created through population growth within the area up to 2031 (400+ houses). The District Council have also stated that there are no other locations with spare capacity within Kegworth. The problem is therefore acute and likely to become chronic.

In the interim, clubs are paying for use of other teams' grounds. Costs of football pitch rental at neighbouring village of Normanton-on-Soar:

- In the year 2016/17 pitch rental cost the Club: £7,587.84 and in the season 2017/18 - £5,952.08. The transport issue incurs costs to individuals and there is no public transport available, with approximately 1,800 vehicle movements per season. This is an ongoing cost with no date for resolution at the moment.
- Environmental issues surround the use of motor vehicles to access suitable pitches.
- Teams have been affected by transportation issues, i.e. – players lost and ultimately teams too.

It is understood that the football pitch rental at Normanton-on-Soar has only a 5-year lease and is not protected beyond that point (landowner could sell the land). This will end before the Hybrid Bill receives Royal Assent.

£130,000 from previous Section 106 money must be used by **2020** and will be withdrawn if not used. It is intended that this money will help provide new facilities; a new pavilion (if suitable land becomes available), floodlighting or an artificial pitch, with the balance of the required funds to be secured from

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grant applications to bodies such as Sport England. However, the outstanding Section 106 money does not cover all requirements.

An estimated 8 acres of land would be required, and local landowners have been approached. So far, no affordable land is available at an appropriate price, despite some of this land being in flood risk areas that would render it unsuitable for the construction of houses. There is currently a major discrepancy between the local valuation obtained for this land and the owner's own valuation and there is an impasse.

The District Council has prepared an evidence base which will confirm the need for sports pitches in the village. They are in support of this as there is a clear recognition that sport enriches the lives of those in and around the village and it contributes significantly to community health (see Section 8 below). Although Leicestershire in general has good health outcomes, the District lags behind and all initiatives to improve lives are welcomed.

Floodplain land is available on Long Lane and near Station Road which although unsuitable for housing (confirmed by the District Planning Department) could be released for sports pitch development. Help to purchase this land would be needed from HS2 as there is an impasse on a sale price, and while the Parish Council have some money available, we need to take development costs into consideration too, and cannot be seen to be overpaying from public funds.



FIGURE 2 POSSIBLE SITES FOR SPORTS PITCHES

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5.4 CONNECTIVITY AND QUALITY OF LIFE

Long Lane, which runs into Kegworth from the north end of the village, was closed to traffic until recently because of issues with the bridge over the A453. The Highways Agency gave approval to reopen the bridge and Leicestershire County Council has therefore reopened Long Lane for access only. However, since the re-opening of the lane in February 2018, traffic movements have increased considerably and the lane is becoming a rat-run at busy periods. A road closure to through traffic is still in force along Warren Lane, and the overall condition is poor, making it unsuitable for normal traffic. Discussions as to the future of the lane are ongoing, either for extended closure, or for remedial measures to make it a safe route for pedestrians and cyclists as currently there is no footpath and few places where safe overtaking is possible.

Long Lane is the only appropriate cycle route through the village, and connects routes in Leicestershire, Nottinghamshire and Derbyshire. It also provides a safe cycle route to East Midlands Parkway station, running from Long Lane to the A453, as all other routes have been blocked by intensive road development in the area. The route is used by cycle clubs and is a significant route for dog walkers and horse riders. The local riding stables also use the lane to transfer up to 20 horses a day to local fields.

Long Lane is the only road through the village with a real rural character, and a local referendum held in early 2014 confirmed that the overwhelming view is to keep this lane closed to traffic. This is a single-track lane without footpaths or passing places and is not suitable for heavy traffic.

In addition to the restriction to walkers, and cyclists attempting to leave the village via the increasingly busy long lane, during the construction of HS2 leaving the village to the south and west will be further disrupted for vehicle users, cyclists and walkers, particularly at busy times. This is difficult now; and in 5-years time with the EM Gateway site up and running, plus increased traffic movements for the 200-855 workers on the HS2 site, potentially locals having access to the road network to the west of the village will be severely restricted.



FIGURES 3 & 4 LONG LANE KEGWORTH

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It appears from map number CT-05-429a (beyond the edge of the Parish boundary) that there will be some roadworks to the Ratcliffe-on-Soar end of Long Lane, realigning the connection with Ratcliffe Lane. This could also have an impact on the Parish.

5.5 ISLANDING OF KEGWORTH

As mentioned above, Kegworth works within a very small envelope of land. The revised route of HS2, when viewed cumulatively with the existing road network, the new A6 bypass and the course of the River Soar, makes available space for the village even smaller. Creative solutions must be looked at to mitigate these cumulative impacts to ensure that the village is able to grow and flourish.

6. Ecology

The loss of trees and green spaces on the west of the village will affect the quality of life, at least in the short and medium term. Although more trees will be planted than lost, the present generation will not benefit from this. The environment, views and quality of life will all be detrimentally affected, and while it is accepted that there is also a major road network very near to the village, the cumulative effect of adding a large railway must be considered as part of this context.

Where roads are temporarily severed during the construction period, or permanently severed by the route of the railway, we would expect that appropriate measures are taken to protect wildlife, such as tunnels and green bridges. With reference to section 17 below, we feel that due consideration must be given to the ecological effects of construction on the floodplain areas to the east and north of the village.

We are disappointed that the Draft Environmental Statement contains little information about ecological mitigation and this material will be included in the formal Environmental Statement. As the next consultation will be a Parliamentary one in 12 months' time, it seems there will be little opportunity to raise issues before the Bill is in the House of Commons.

We are concerned that the large size of the works at Kegworth will have severe adverse effects on animal movement patterns.

We are aware that a railway viaduct will pass directly over Lockington Marshes, which is close enough to be of concern to the village.

7. Electromagnetic interference

Radio signals, Wi-Fi and mobile phones 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.

The Transformer Unit to be sited at Junction 24 in close proximity to Kegworth could cause further electromagnetic interference.

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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
- Radio/radar interference, which could affect the airport, and also other residents. It is well understood that moving metal objects cause changes in the reflectivity of radio signals. At this stage, it is not clear the extent of the effect on the village as the final route has not been confirmed

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

As mentioned in Section 5 above, the loss (or severe delay) to the provision of sports pitches will have an adverse effect on the health of the community and all steps must be taken to ensure that these are provided.

Other health issues which concern us include:

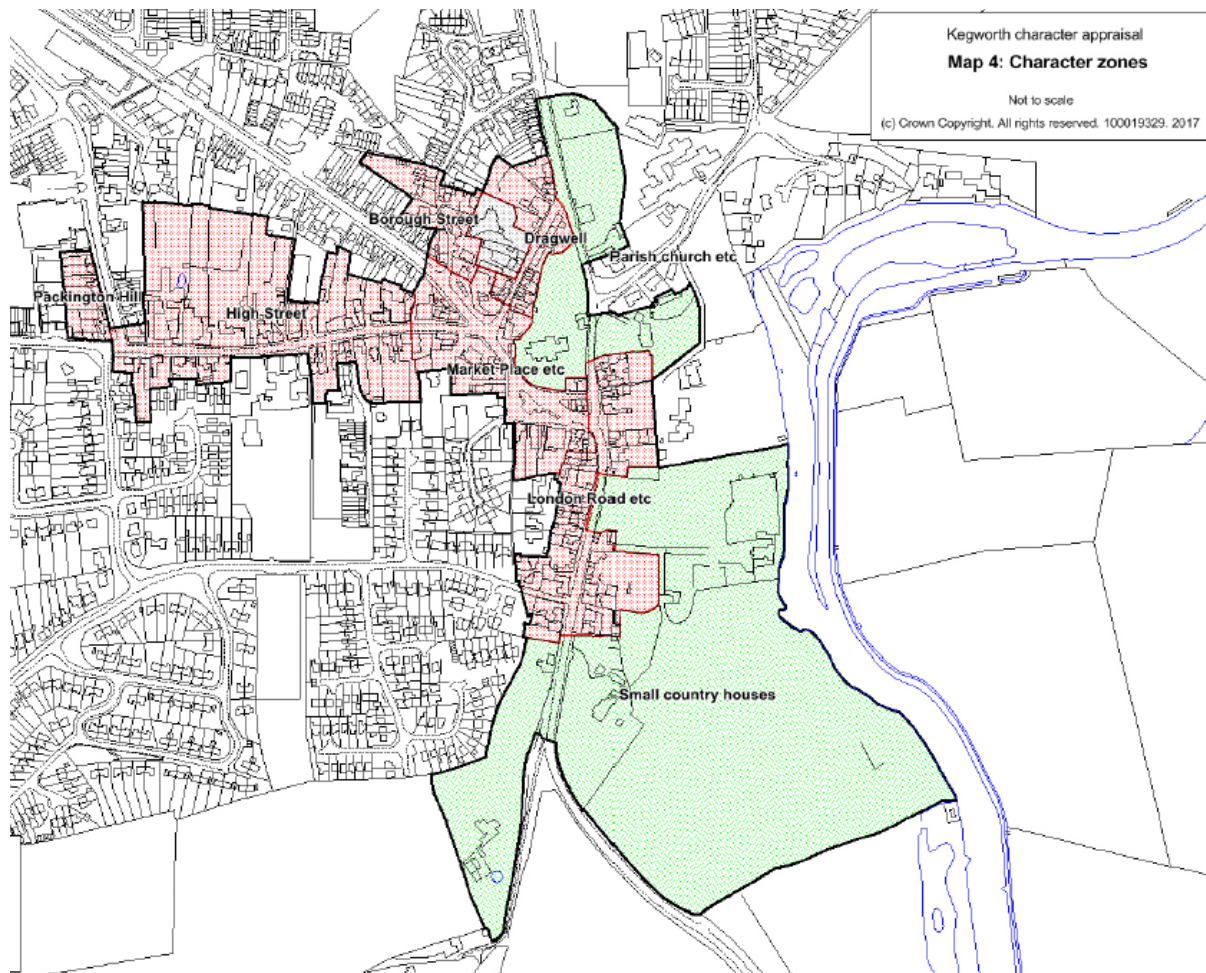
- Sleep disturbances from noise and vibration; although we are aware that rail services will not be 24 hours, there are many people in the area who work shifts and will be affected
- Effects of particulate contamination from construction and nearby road networks, already mentioned in Section 3 above. This is likely to affect those with existing respiratory and/or circulatory disease. At the moment, is it unknown whether HS2 will cause an increase or decrease in road traffic past the village, even with the bypass open
- Loss of opportunity for cycling and walking out of the village on the western side.
- Noise and loss of green areas and visual impacts will impact on residents' wellbeing.
- A large number of construction workers will need access to health care, welfare facilities, for a period of 5 years – and provision needs to be made for this
- Accommodation for construction workers in Kegworth will affect the character of the community and cause loss of properties for local people – (see 5 – Community, housing already being lost).
- Possibility of noise, interference, pollution from the Transformer Unit – (see 3). – Air Quality, arc flashes and possible ozone pollution.

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9. Historic environment

The Heritage Centre in Kegworth has already been contacted by HS2.

North West Leicestershire District Council designated the centre of Kegworth a Conservation Area on 28th February 2018. The historic core of the village is centred around the church tower, and it is noted in the District Council's rapid appraisal text document that the church tower is a significant viewpoint. The various character areas of the village are represented in this map from NWLDC's documentation.



10. Land quality

The areas of concern for the Parish are two sites which have not been recorded in Section 10 of the Draft Environmental Statement. These are:

- Old landfill site along Long Lane; this is adjacent to the A453 where HS2 will cross it
- Former clay quarry. The exact site of this is unknown but may be between Pritchard Drive and the planned route. We are concerned that HS2 has no records of it

We urge HS2 Ltd to investigate these sites in case there is an impact on the route.

11. Landscape

The Kegworth area is already visually compromised by the M1, A453 and A6. Rail viaducts over the A6 and A453 would be substantial - bridges carrying the bypass with a length of 67 metres and 11m above track level, and carrying Ashby Road with a length of 105 metres, 13 metres above track level, and the A6 near Junction 24 at the entrance to the village will be in an under bridge (27m in length, 10m below track level) with the A6 lowered 2m to allow sufficient room for passing beneath another lengthy viaduct. Local residents are fearful that these will be ugly and obtrusive and make the entrance to the village, and affected property viewpoints unsightly.

The land surrounding the village is quite flat and large structures will be easily visible, and following the move of the route, the railway's visibility is an entirely new thing to consider.

St Andrew's Church is likely to have a view of the railway, and as mentioned in Section 9 above, is the centre of the village's newly designated Conservation Area.

From our experience with the intensive road development around the village, barriers and screening are not very effective on flyovers and viaducts unless substantial earth bunds are constructed as a foundation for tree planting.

The west side of the village will be worst affected, impacting north-facing houses on Side Ley and Station Road. Houses on Windmill Way are also likely to be affected visually.

Depending on the final designs, viaduct pillars may need to be placed at or near the crossing of Long Lane and the A453.

In addition there will be the visual impact of a Transformer Unit which is to be sited close to the village. As yet there is no information of what the dimensions of this will be. We understand the largest units can be 200mtrs long but have no details of the height.



FIGURE 4 AUTOTRANSFORMER STATION

The image is from the Crossrail project, but until designs are released, we have no idea of the eventual appearance of the structure that will be positioned at J24. There is the potential for this to be a substantial blot on the landscape and we urge HS2 Ltd to consider the designs for these transformer stations carefully as they are permanent structures.

Additional visual impacts will be created by the siting of workers compounds (3 in number) close to the village for plant, machinery and material storage:

- Ashby Road compound: 4 years, up to 350 workers. Retained as rail installation compound after civil works complete.
- A6 bypass satellite: 2.5 years, up to 115 workers.
- A6 Derby Road/A453: 3 years, up to 390 workers.

We are also aware that there is only one satellite compound north of J24 in the immediate vicinity of the Ratcliffe-on-Soar viaduct, which is a massive structure. If the viaduct is to be built from Kegworth, this will substantially lengthen the lifespan on these compounds and if this is the case, we require more information on this as soon as possible.



FIGURE 5 VIEWPOINT FROM THE CHURCH - REFRESCO TO THE POWER STATION



The **cumulative** landscape effects of roads and HS2 will need to be taken into consideration. It is recognised that HS2 Ltd have made efforts to align the road and rail corridors in the initial designs, but it is important to us that we do not become swamped by infrastructure, as it could destroy the character of the village.

12. Accidents/disasters

Kegworth has the dubious distinction of being a place which is immediately associated with a major disaster. Most people in the area over the age of 35 have a memory of the incident in which a Boeing 737 crash landed on the M1.



FIGURE 7 KEGWORTH AIR DISASTER

The runway at East Midlands Airport runs east-west, and the flight path runs directly across the M1. This will mean that after construction, the flight path will also directly cross the HS2 lines. With our proximity to the airport, we are aware that in the event of an aircraft incident, the M1 is likely to be closed.

We feel that we need more information on HS2's emergency and resilience plans, and how the following would be managed in the event of a major incident:

- Effects of M1/HS2 closure/delays, working on the assumption that both routes will be run to capacity
- Would there be concentration of movement activity in a confined space?
- In the event of a lengthy delay, would many trains be backed up in the Midlands area?
- Will HS2 Ltd have disaster plans for air crashes, viaduct blockages (e.g. by natural disaster or terrorism), derailments

Data on M1 closures and/or implementation of rolling roadblocks due to incidents at the airport are quite difficult to obtain. To the best of our knowledge, 2 incidents in 2017 prompted the consideration or implementation of closure.

13. Socio-economics

While many national benefits of HS2 have been set out by the Government, most people in Kegworth will not enjoy these directly as they are still a sixteen and typically forty minute drive from Toton at rush hour which will cut out most of the travel time benefits. However, we accept that some local people could work on the project and there may be knock-on benefits of a workforce being located nearby.

The reduction of traffic on the existing mainline railway will impact people in Kegworth and the surrounding area. At present, there are two fast trains per hour to London St Pancras (East Midlands

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Parkway to London journey time 90 minutes), which links directly to EuroStar. East Midlands Parkway is Kegworth's nearest station, a six mile drive away.

It is inevitable that people in this area will fear that the Midland Main Line will be gradually run down after HS2 begins operations. The net result of this would be a progressive erosion of links with the capital for those who are not near Toton or Birmingham Interchange. This would have a direct impact on employment in the area as less people will be able to commute easily to London for work.

While there have been assurances that HS2 fares will not be substantially more than existing fares to London, this will not be known until the line is much nearer completion. There is no direct link to Toton from Kegworth, so any benefit from HS2's additional speed would be lost, and there may be less services to London on the Midland Main Line. To mitigate this, there would need to be improved access to Toton and public transport to East Midlands Parkway. We are aware that there have been some discussions about a fixed link between Toton, East Midlands Airport and East Midlands Parkway, but this solution, like HS2, may be some time off. Executives at East Midlands Airport have already stated publicly that getting the right links to Toton are crucial.

The airport is also mentioned prominently in the Midlands Connect Strategy (March 2017), which also states clearly that the Midlands is the largest economy outside London. It is vital that the economic health of the area is preserved, particularly in areas like Kegworth, where although we are part of the route, but not a destination. We need to be sure that the lines of communication between HS2 Ltd and rail franchisees in the East Midlands work in a healthy fashion. It is vital that access to London (and other major local cities) is **at least** maintained at the current levels, if not improved.

Our connections and access to national and international markets are fundamental parts of the Midlands Engine and Midlands Connect strategies. Although HS2's priority is to connect cities and not airports, the airports provide economic assets in terms of the number of people they employ. The Rail Freight Terminal will bring a further increase in employment to the area, and the East Midlands is forecast to be a fast-growing region. Maintaining and improving our connectivity is integral to growth.

Additionally local businesses would be affected by road closures during the HS2 construction period – loss of customers because of access problems and not being able to receive deliveries. An increase of dust in the air will have an impact on businesses and residents. As some construction is to be carried out at night it is likely to present a noise nuisance. The temporary re-alignments of roads locally: A6, M1 J24 and 23A will create traffic chaos in the area affecting connectivity and causing disruption. Historically, traffic problems on the motorway cause a massive increase in vehicle movements on local roads in the village of Kegworth. There is a pressing need to determine phasing of compounds/works, which could be up to 855 workers with access from the A6.

In addition, we will welcome opportunities for local people to work on the construction projects and look forward to bid winners recruiting from our population.

14. Sound, noise and vibration

The route follows the A42 and then curves slightly eastward to avoid crossing directly over the M1 junction. Working on the assumption that the trains will be braking for Toton by this point, the combination of this and navigating the curve is likely to cause extra noise on the west side of the village.

Kegworth is already a high-noise area. The M1, A453 and A6 are all nearby and the village lies underneath the flight path to East Midlands Airport. Residents have raised concerns that the additional noise from the construction and operation of HS2 will prove to be the “last straw”. Construction noise is likely to be an issue for the west side of the village as homes in Windmill Way are placed very close to the construction zone.

We would welcome any initiatives that will help to decrease the noise burden on the village. Information regarding acceleration/deceleration zones would be particularly useful as it will help us put the additional noise from the railway into context.

15. Traffic and transport

Kegworth is already suffering from problems created by construction traffic on all routes. We are aware of HS2’s policy to limit construction traffic to rail where possible, but as the village is near a motorway junction, it is inevitable that during this period there will be extra traffic load on an area of the county that is already severely congested and has endured many previous periods of traffic restrictions and diversions.

As stated in Section 3 above, when HS2 comes into operation we will be studying the effects upon local traffic, as we feel that where we are placed in the County, we are likely to see an **increase** in traffic travelling north to Toton, despite the claim that traffic could decrease overall.

The road infrastructure around Kegworth is already under considerable pressure, and there will be additional travellers on local roads when the Air Freight Terminal opens, as it is expected to employ an additional 7,000 workers. We feel it will be necessary to ensure that there is appropriate access to both East Midlands Airport and the Rail Freight Terminal during the construction period to avoid adverse effects on their daily business.

Outside the major road infrastructure, we also wish to raise concerns about access to Ashby Road and Long Lane during the construction period. Long Lane is no longer closed, but local residents still regard this as a “quiet zone”. We would request no construction traffic uses Sideley and Long Lane as an access to A453, and further request no construction traffic to use any village roads.

Ashby Road crosses the M1 and joins the A453 for northbound and southbound access for buses. The newly opened bypass will be diverted along the top end of Ashby Road and using the old bridge for a period of 1yr 6 mths (Community Area Report LA04: 2.3108) during HS2 construction. Also, the principal water main runs down Ashby Road from the west and would be affected by roadworks and the new road construction to provide a link to the bypass. Will buses and cyclists be able to get down Ashby Road during the construction period? There is a fear that buses will avoid Kegworth altogether and this could have a severe impact on local travel.

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The A6 is scheduled to be closed for a period of 1 year 1 mth. (Community Area Report LA04: 2.3.114). How will access to Kegworth be ensured and how will Refresco the soft drinks factory on Citrus Grove, Kegworth obtain access for HGVs which will prevent them going through the village (which has a weight restriction in place)? We would request that a new access be put in place from the A453 to the factory to provide a permanent access to prevent this. (NB: A planned dedicated road from Refresco to J24 would be prevented by the siting of the balancing pond near J24).

It is imperative we know what the sequencing of these constructions/diversions/closures is, and to know whether the bypass diversion will be operational before the bypass is closed off, to enable us to work with the District and County to mitigate the effects on the village.

For further consideration would be emergency services having access to the village, and to the airport and the phasing of compound works and increased traffic movements from the A6.

In addition, we need to ensure that Whatton Road and the Derby Road are not closed at the same time as these are the main routes to and from Long Whatton. Residents there use the doctor's surgery in Kegworth and need access.

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.

17. Water resources and flood risk

Kegworth lies west of the River Soar and is a major floodplain area. The planned route from Kegworth to Toton passes over this floodplain and we note that the projected design places the railway in an elevated position. The general soil type within North West Leicestershire is "loamy", which is moderately well-drained, but it can rapidly become waterlogged.

We will need to satisfy ourselves that the construction phase will not worsen the risks of flooding, nor move any floodplain area closer to the village. The path of flood waters should not be adversely affected by the course of the railway, and we would welcome access to design plans that explain how this will be managed.

The area's propensity to flooding has also affected possible options to move the blighted housing developments, as discussed in Section 5 above. Some of the larger areas of available land are on the east side of the village where there is a much higher risk of flooding. Also discussed in Section 5 is the availability of land which could be used for sports pitches. Some of this land is also at a moderate risk of flooding, and while not suitable for housing, might be suitable to provide the sports pitches which the village so badly lacks. However, as stated above, there is an impasse about a suitable price tag for this land.

Additionally, spring features near Kegworth could cause a flood risk to properties on Whatton Road and the rear of properties on Springfield. Flood water is diverted into the main sewer which runs from Langley Drive to Bulstrode Place. We would need assurance that this would be adequate for increased flood water.

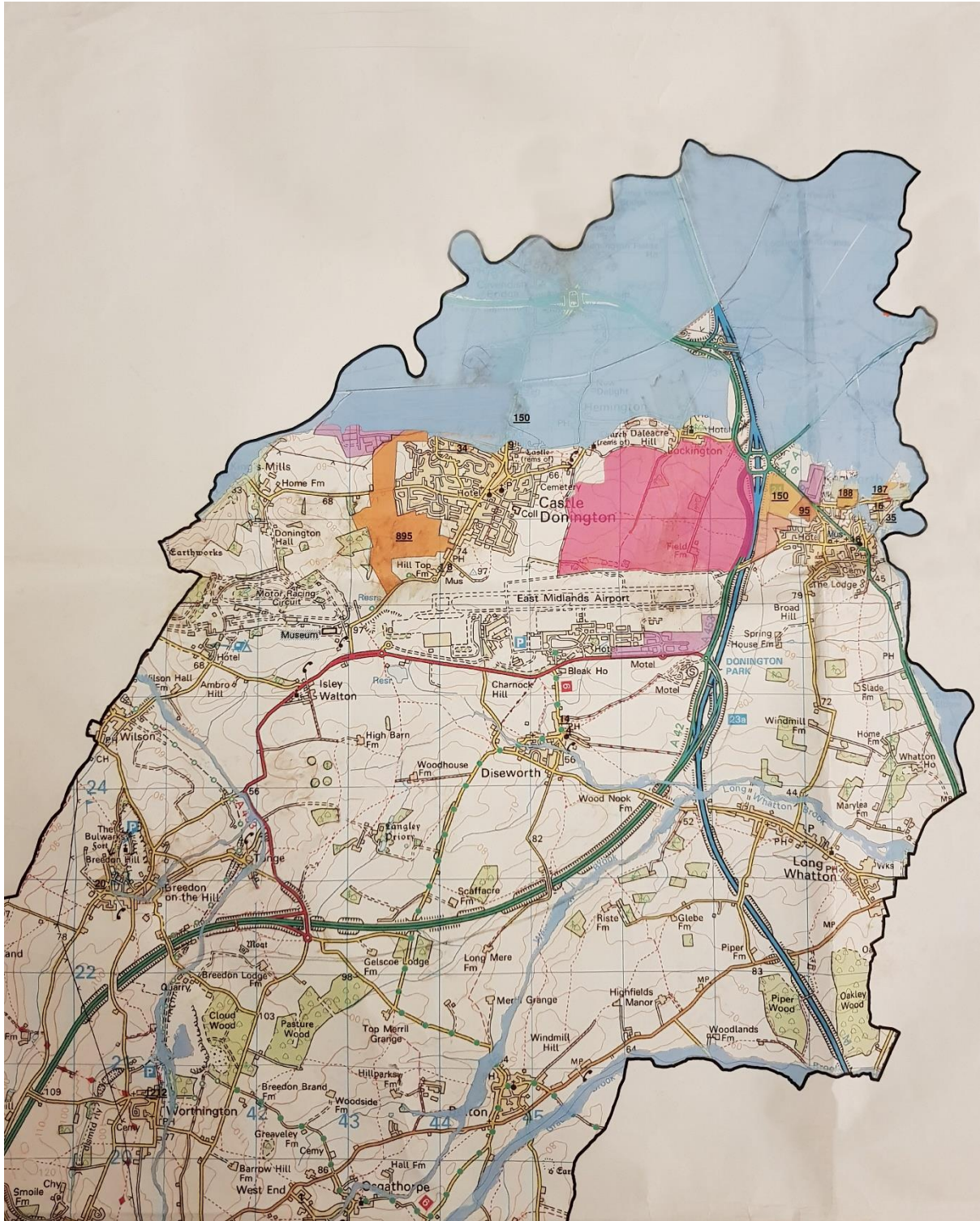


FIGURE 8 FLOODPLAIN AREAS IN NW LEICS

