

High Speed Two is the Government's planned new, high speed railway. HS2 Ltd is the company responsible for designing and building the railway, and for making recommendations to the Government.

This factsheet is to update you about the route between Birchmoor and Worthington, eastern leg. It explains:

- where the route would go in this area, and how it has changed since the consultation in 2013;
- sections of the route that we are consulting on;
- how to find more information about the route and the project; and
- how to get in touch with us.

The route towards Leeds and the North East

The Phase 2b eastern leg would form approximately 123 miles (198km) of new railway and would begin north-east of Birmingham at the Phase One junction near Marston. The eastern leg would include the proposed East Midlands Hub station at Toton and would terminate at an integrated station in Leeds city centre. It would also provide a connection to the existing network at Clay Cross to allow trains to serve Chesterfield and Sheffield, as well as a connection to the East Coast Main Line via the existing rail network at Church Fenton, south of York.

In your area

North of Birchmoor, the preferred route would follow the M42 transport corridor north-east towards Austrey. The route would then pass to the east of Appleby Parva and Appleby Magna and would cross the River Mease Special Area of Conservation (SAC) on an 88m-long viaduct to the south-east of Measham. The route would continue north along the eastern side of Measham, passing to the west of Packington before running parallel to the east of the A42 transport corridor, past Ashby-de-la-Zouch and towards Worthington.

Between July 2013 and January 2014

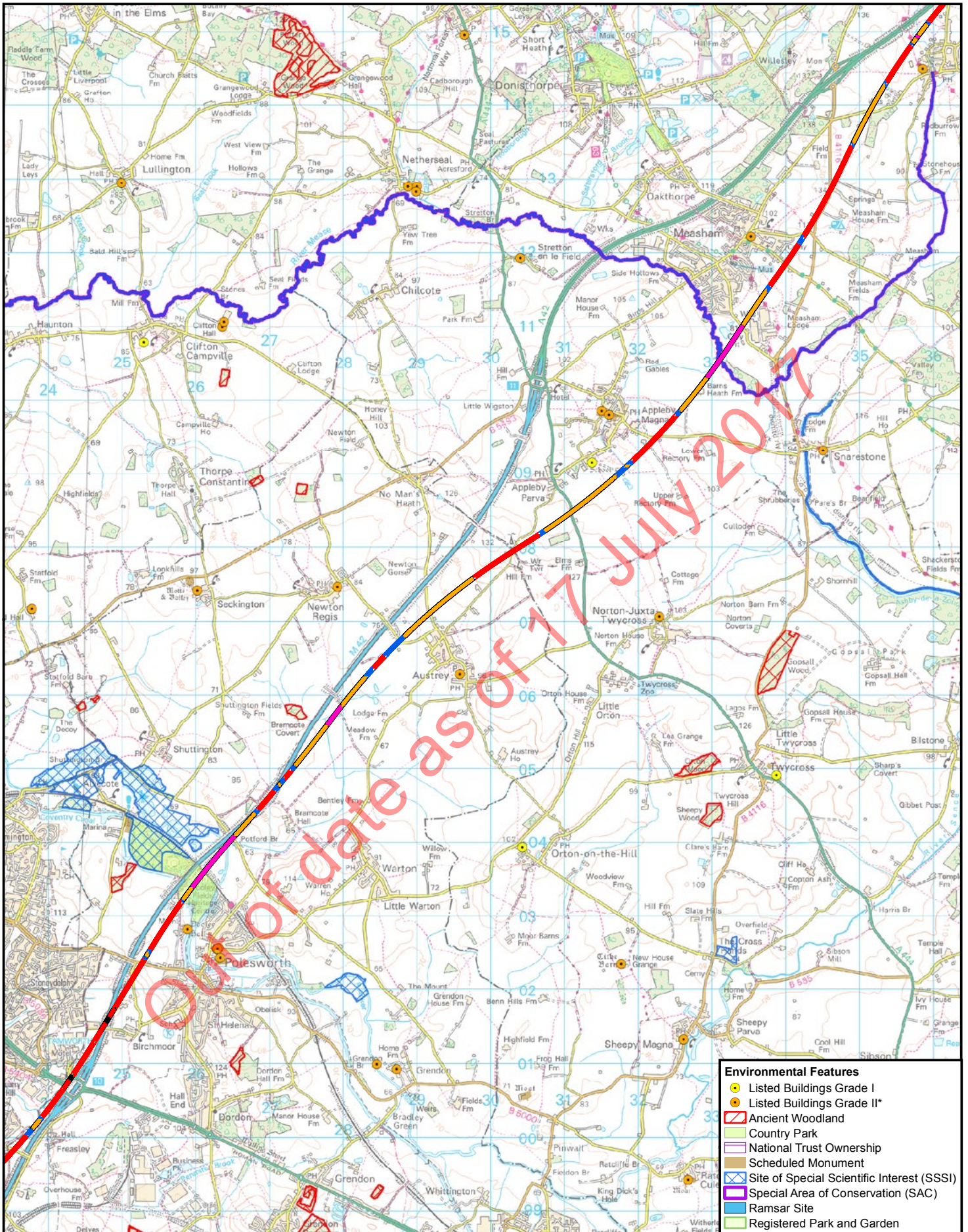
HS2 Ltd consulted the public on the proposed route and stations for Phase Two of HS2, from the West Midlands to Manchester, Leeds and beyond.

In November 2015

The Government announced its intention to bring forward the delivery of the Phase Two route between the West Midlands and Crewe, known as Phase 2a.

In November 2016

The Government announced proposals for the remainder of the Phase Two route, known as Phase 2b.



Environmental Features	
	Listed Buildings Grade I
	Listed Buildings Grade II*
	Ancient Woodland
	Country Park
	National Trust Ownership
	Scheduled Monument
	Site of Special Scientific Interest (SSSI)
	Special Area of Conservation (SAC)
	Ramsar Site
	Registered Park and Garden

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Legend	
	Preferred Route
	At Grade
	Bored Tunnel
	Cut And Cover Tunnel
	Cutting
	Embankment
	Viaduct
	Depot/Station Operational Boundary
	Phase One/2a Route


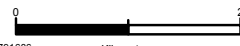
High Speed Two

Phase 2b

Birchmoor to Measham

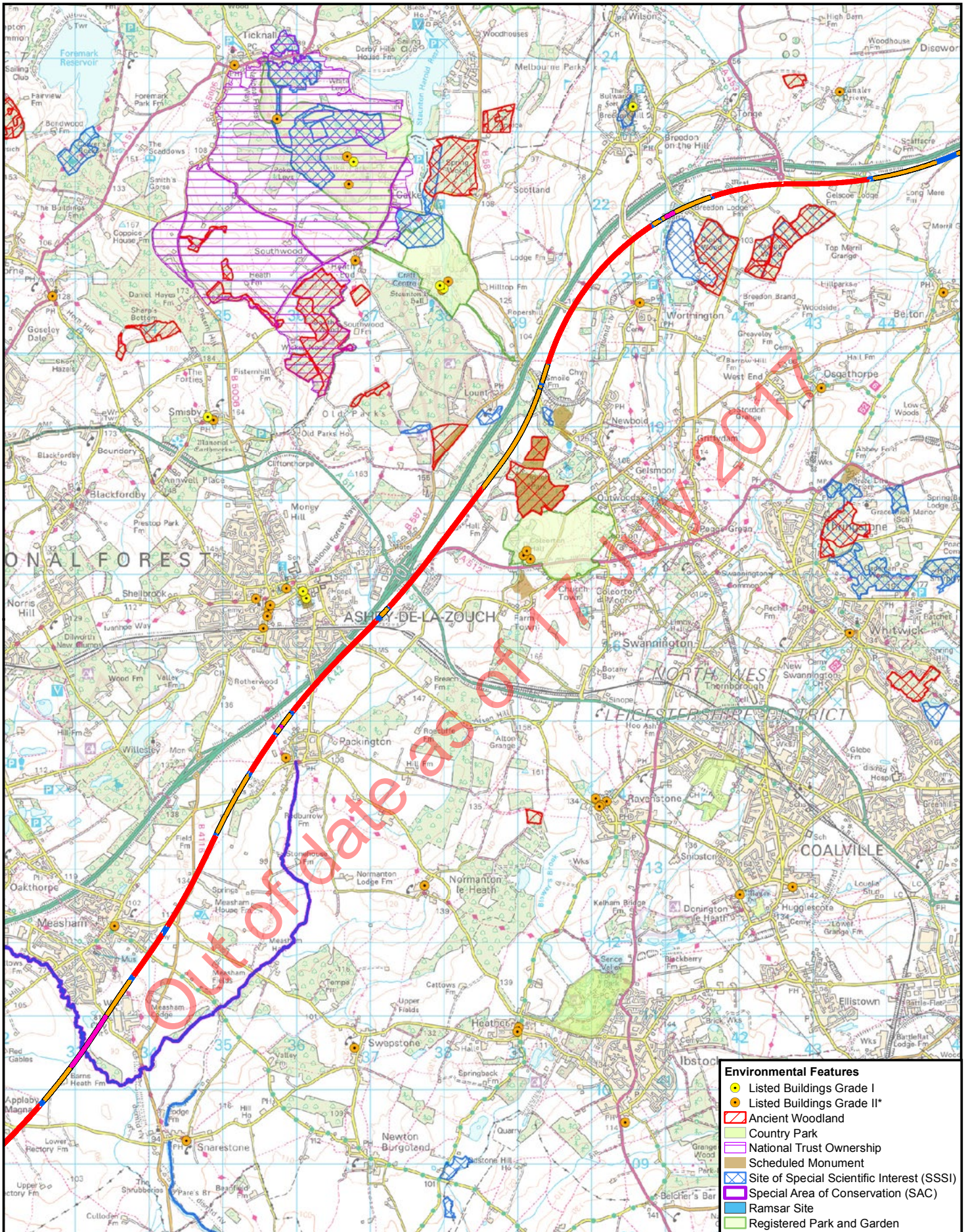


Scale at A4: 1:65,000

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Registered office: 2 Snowhill, Queensway,
Birmingham B4 6GQ.

Doc Number: PH2-HS2-CO-MAP-000-000001-P03 **Date:** 22/11/16



- Environmental Features**
- Listed Buildings Grade I
 - Listed Buildings Grade II*
 - ▭ Ancient Woodland
 - ▭ Country Park
 - ▭ National Trust Ownership
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 - ▭ Site of Special Scientific Interest (SSSI)
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 - ▭ Ramsar Site
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- Legend**
- Preferred Route**
- ▬ At Grade
 - ▬ Bored Tunnel
 - ▬ Cut And Cover Tunnel
 - ▬ Cutting
 - ▬ Embankment
 - ▬ Viaduct
 - ▭ Depot/Station Operational Boundary
 - ▬ Phase One/2a Route

High Speed Two

Phase 2b

Measham to Worthington

hs2

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0 2 Kilometres

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Changes to the route since 2013

Since the 2013 consultation we have refined the route based on consultation responses, updates to design standards, lessons learnt from Phase One and ongoing strategic review of the Phase 2b proposals.

The viaducts that would have passed over the River Anker floodplain and the Coventry Canal would be combined into a single 900m viaduct.

The route now would pass to the east of Measham, avoiding the most significant impacts on local manufacturing businesses and development sites.

The route would cross the River Mease to the east of Measham, passing the brickworks before crossing local roads and Packington Sewage Works and approaching the west of Packington. The route would continue north of Packington along the eastern side of the A42 past Ashby-de-le-Zouch.

North of Ashby-de-le-Zouch, the route has been raised and aligned further east to improve the clearance for watercourse crossings and the track alignment.

For more information about changes to the Phase 2b route since 2013, please review the [Summary of Route Refinements](#).

Sections of the route we are consulting on in your area

We are undertaking further consultation on the route in this area as it would head around Measham in Leicestershire. This is to make sure we have considered stakeholders' views before the Secretary of State takes a decision on this section of the route. For more information about the consultation, please see the route refinement consultation document or factsheet, both of which are available at www.gov.uk/hs2, or contact HS2 using the information on this factsheet.

Key impacts

This section highlights the key impacts of the preferred route. For further information about these impacts, please review the [Sustainability Statement](#).

Landscape

In this section, the preferred route would broadly follow the M42, which would help to limit potential impacts. Where possible, the HS2 route has been designed to follow the existing transport corridor. However, landscape impacts would occur as the route passes through Pooley Country Park near Polesworth. Embankments would result in the fragmentation of the open countryside and localised visual impacts near Austrey, Appleby Parva and Appleby Magna. Loss of woodland, deep cutting and the viaduct over the A42 would also impact the landscape at Rough Park and Worthington.

Where feasible and appropriate, we would apply a high-quality landscape design that fits into the character of the surrounding landscape. Examples of this may include the planting of trees, hedgerows and shrubs and the creation of landscape earthworks, to reduce any potential adverse impacts.



For questions about HS2, call our Community Relations team on 020 7944 4908

Out of date as of 17 July 2017

Wildlife and habitats

The preferred route would cross the River Mease SAC, a protected European site of importance because of its valued species. We have been working and will continue to work with Natural England and the Environment Agency to understand the implications of crossing the River Mease SAC.

North-east of Tamworth, the preferred route would pass to the east of the A42 close to the Alvecote Pools Site of Special Scientific Interest (SSSI) and north of Ashby-De-La-Zouch close to Lount Meadows SSSI. With detailed design and careful construction, we expect to be able to mitigate any adverse effects.

We will continue to work closely with Natural England and the Environment Agency to manage any potential impacts from construction and/or operation. HS2 Ltd has a policy to seek no net loss to biodiversity.

Water

The preferred route would cross a number of rivers and streams and their floodplains, as well as canals. Any impacts would be kept to a practicable minimum, and we would work closely with the Environment Agency and other stakeholders to manage any potential impacts from construction and/or operation. Watercourse crossings are designed so as to reduce the effect on the watercourse, its wildlife and associated wetland habitats. The design is also engineered to take account of future flood risks.

Noise

At this early stage of the design process, our initial airborne noise appraisal has predicted levels of railway noise on groups of dwellings during an 18-hour daytime period.¹

Residual noise impacts would be expected to affect residents of Measham. The sustainability mapping included within the Sustainability Statement highlights areas likely to be affected by noise based on this early appraisal. It also indicates locations at which we would explore further opportunities to mitigate airborne noise, such as the use of noise barriers and earth mounds, as well as looking at ways to reduce noise entering properties. Please see the Noise factsheet, which provides further general detail on noise impacts.

Transport networks and access

Along the preferred route it is likely that several roads would require permanent or temporary realignment, such as the M42, Green Lane, Hermitage Lane, Newton Lane, No Man's Heath Lane, the A444, Leicester Road, the B4116, the A511, the A512 and additional minor roads. At this stage we have not designed or appraised road realignments. We are already working with Highways England and, in due course, would work with local authorities to reduce any traffic disruption that might arise.

Where the preferred route or its construction would potentially sever rights of way such as footpaths, bridleways and cycleways, new crossings or temporary access would be provided where practicable, subject to discussions with the relevant authorities.

Who are HS2 Ltd?

We are the company set up by the Government to deal with the design, engineering and technical requirements of building the railway.

We also have an important role in making sure that if you're affected by the Government's plans, you understand what to expect (and when), and how we can help.

Contact us at HS2

If you have any questions about this leaflet, please get in touch. You can contact our helpdesk on:

T: 020 7944 4908

E: hszenquiries@hs2.org.uk

For the latest documents including route plans and profile maps visit:

www.gov.uk/hs2

¹Noise is conventionally measured using the equivalent continuous sound level (LAeq) indicator. This level is defined as the constant level of sound that, over a period of time, has the same total sound energy as the actual varying sound over the same period.

Construction

We are extremely aware of the issues that building a new railway presents to those who live nearby. We take our responsibilities very seriously. We are committed to reducing disruption to communities, business and the environment.

As part of the hybrid Bill process, a number of mechanisms will be introduced to control the environmental impacts of Phase 2b. For example, on Phase One, Environmental Minimum Requirements are a key element of the Government's overall strategy for ensuring that impacts which have been assessed in the Phase One Environmental Statement are not exceeded unless under certain circumstances.

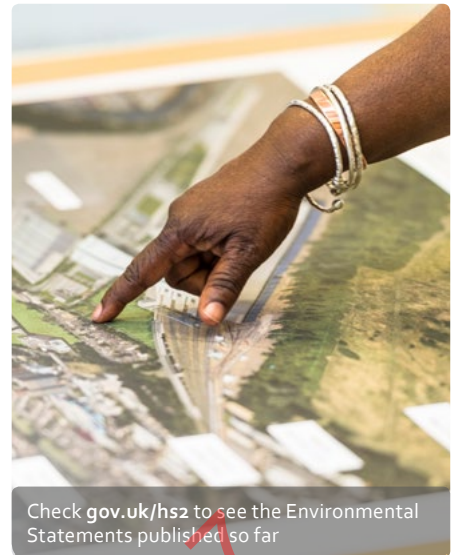
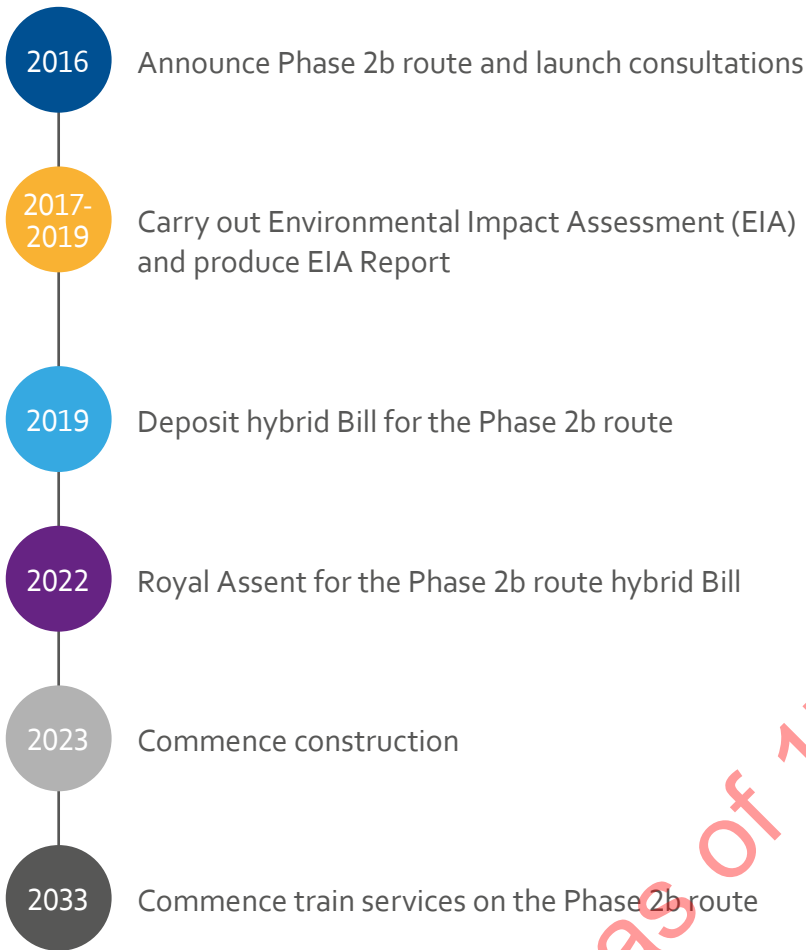
Information papers on construction for Phase One can be found at the following link:

www.gov.uk/government/publications/hs2-information-papers-construction

Out of date as of 17 July 2017

Next steps

This graphic shows what would happen between now and when trains start running on Phase Two.



Presenting a hybrid Bill to Parliament is how the Government gets permission to build the railway, and provides the opportunity for everyone's comments to be heard. Construction can only begin with Parliament's approval.

We will also carry out an Environmental Impact Assessment (EIA) to understand how the project would affect the environment and local communities, and what we can do about it. Further work will be done to mitigate the impact of the railway as the design develops.

To find out more about the documents mentioned in this factsheet, visit www.gov.uk/hs2

Keeping you informed

We are committed to keeping you informed via various channels



Residents' Charter and Commissioner

The Residents' Charter is our promise to communicate as clearly as we possibly can with people who live along or near the HS2 route. You can read it by visiting:

www.gov.uk/government/publications/hs2-residents-charter

We also have an independent Residents' Commissioner whose job is to make sure we keep to the promises we make in the Charter and to keep it under constant review. The first of the Residents' Commissioner's reports is published at:

www.gov.uk/government/publications/hs2-residents-commissioner-report-1-may-2015

You can contact the Commissioner at:

residentscommissioner@hs2.org.uk

Project updates

For more information about Phase Two, visit

www.gov.uk/government/collections/hs2-phase-two-from-the-west-midlands-to-leeds-and-manchester

And for details of events in your area, visit

www.gov.uk/government/collections/hs2-events

Contact us

HS2 Helpdesk

Tel: 020 7944 4908

Email: hs2enquiries@hs2.org.uk

Property and compensation

You can find out all about HS2 and properties along the line of route by visiting:

www.gov.uk/government/collections/hs2-property

You can also find out if you're eligible for compensation at:

www.gov.uk/claim-compensation-if-affected-by-hs2

Jobs and skills

To see what jobs are available on HS2 at the moment, check our careers page:

<http://careers.hs2.org.uk>

If you're a student wondering what careers in STEM subjects are like, check out articles and have a look around our Plotr World:

www.plotr.co.uk/careers/worlds/hs2

And if you're a business wondering how to get involved with HS2, have a look at our guides and updates on:

www.gov.uk/hs2 – search for *HS2 business*

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