

# HS2 and Measham

## Response by Measham Parish Council to the Draft Environmental Statement – December 2018

### 1. Introduction

When the original route for Phase 2b of HS2 was announced in 2013, the route ran through the western side of the village. Some significant issues were identified with this route, and in November 2016 HS2 consulted on an alternative route on the east of Measham. There were many responses to this consultation and the prevailing view was that the proposed route caused more adverse impacts than the one proposed in 2013. As a result of this consultation, a third version of the route through Measham was announced in July 2017, varying the course of the railway to avoid the worst adverse effects on the Westminster Trading Estate.

However, any route which makes close contact with the village will result in adverse impacts and our aim in our response to this consultation is to ensure that HS2 Ltd address our concerns with appropriate mitigation. We have identified our top priorities are:

- Mitigation for the loss of Section 106 monies as a result of the blight on the Measham Wharf Development
- Ensuring that the Mease Viaduct is appropriate to its surrounding environment
- To protect the character of the village in the face of demolitions and the proximity of the railway to many village properties
- Losses to housing in the village, and a rising number of empty properties while we are awaiting Compulsory Purchase Orders to be actioned

We are aware that there is a degree of uncertainty around the route through Measham, but at the moment whilst there is no firm decision from the Department for Transport, we can only comment on HS2's route as it stands.

The route will pass through the western edges of our parish and through parts of the village, so minimising the impacts of HS2 is extremely important to us.

## Measham Parish Council - Response to HS2



FIGURE 1 MEASHAM PARISH BOUNDARY

### 2. Agricultural, forestry and soils

Although the route of HS2 passes mostly through the built-up areas of the parish, most of the other land taken covers woodland. See section 6 for comments.

### 3. Air quality

Measham is not currently an air quality monitoring area. However, as the village is going to be in very close proximity to the railway and a large construction zone will exist around the village, we will expect that appropriate air quality monitoring is undertaken by contractors with results reported to the Parish and the District.

We feel that the construction period could result in the following air quality issues in the village:

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

- Increased traffic within the construction zone
- Increased traffic through the village during the realignment of the A42. It is inevitable that some drivers will divert along Tamworth Road/Ashby Road to avoid lane and speed restrictions. At busy times this could lead to standing traffic and High Street particularly is not equipped to deal with HGVs

## Measham Parish Council - Response to HS2

- Dust contamination from construction works, which could affect residential and business properties, some of which are placed very near to the planned route

We will be requesting that the District prepares an Air Quality Action Plan for Measham, and will expect contractors to undertake their own monitoring which will be reported to the Parish and the District.

### 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.

### 5. Community

This is our greatest area of concern. The planned route has blighted the Measham Wharf development, but this is associated with other impacts on the village.

#### 5.1 BLIGHT ON HOUSING DEVELOPMENT

Measham Wharf was projected to provide 450 homes and a canal wharf incorporated from the restoration and rebuild of the Ashby Canal. Planning permission for this scheme was granted while the route of HS2 was placed east of the village and the July 2017 announcement placed the top third of the site into the Safeguarding Area.

Additional facilities to be provided through Section 106 agreements (in lieu of open space) include the following:

- £500K for the redevelopment/refurbishment of the Measham Leisure Centre
- £179K for improvements to the Medical Centre
- £13K for improvements to the Library
- £152.5K for the Police
- £285K towards protection of the River Mease
- £2.3m education contribution (to be shared between Measham Primary Schools, Ibstock Community College and Ashby School)
- £129K Highways and Buss Pass contribution

**Total approx. £3.5m**

This represents a huge financial loss to the village and significantly affects our aspirations to regenerate Measham. As HS2 is aiming to connect and regenerate communities, our plight is a rather sad irony in this context. The Section 106 monies were in lieu of open space, it will not be possible to recoup this from developments on alternative sites; although Measham also has alternative sites for housing.

## Measham Parish Council - Response to HS2

With specific reference to the Leisure Centre, the maximum developer contribution from alternative sites within the village is approximately £160K. In the Draft Environmental Statement, HS2 state in paragraph 6.4.15 that there will be no permanent effects on recreational facilities, yet this is a real possibility and we ask HS2 to reconsider this statement.



FIGURE 2 MEASHAM WHARF SITE

## Measham Parish Council - Response to HS2

### 5.2 SOCIAL IMPACT TO THE VILLAGE

Measham is the most affected part of the District as far as housing is concerned; there will be demolitions in Amersham Way, and others in Dyson's Close, Windsor Way and Rosebank left in very close proximity to the line; four properties in New Street will be very close to a structure marked as "New Street retaining wall". These represent irreversible changes to parts of the village, some of which house elderly and vulnerable Council tenants. We feel that there will be a marked social impact and will address this in our response to the Equality Impact Assessment.

The village is already short of affordable housing and rental properties; in fact, we are aware that there is an issue with affordable housing across the District. There is a need to retain young families in the village and we feel it is fair to state that the Measham Wharf development does not provide housing that would be suitable for the average first-time buyer.

In addition, the houses which will be affected by demolition and very close proximity to HS2 are already falling empty. Ten of the houses built by Cameron Homes are fenced off and will not be sold; only a small handful are inhabited; owners of homes on Amersham Way are moving out.

We understand that when homes are in the ownership of HS2, they will be rented out, but this leaves a period of 3-4 years when these properties will be empty, in an area where there is an active rental market. It is also inevitable that this will lead to unease amongst the remaining residents and fears about squatting and burglaries. This situation is clearly unacceptable.

However, we need to ensure that despite the proximity of HS2, Measham is still a good place to live and our development plans must reflect that, and we must ensure that the social impact to the village is minimised in the best way possible.

### 5.3 VILLAGE AMENITIES

Measham Leisure Centre is long overdue a refit and redevelopment.

Currently, the services offered by the Leisure Centre include:

- Fitness classes
- After school activities (weekdays)
- Childrens' parties (weekends)
- Creche (weekday mornings)

There is also a gym, sports hall (with two badminton courts, a basketball court, indoor mini tennis, a climbing wall, indoor football and table tennis), bar lounge and meeting room.

Outside there are football pitches, including a 3G pitch, and there is space for regular walkers around the fields to the rear of the centre.

The Medical Centre serves several surrounding villages and Measham is one of the District's leaders in "social prescribing", which moves patients away from overprescribing of drugs (polypharmacy) and moves them towards activities such as sport, gentle exercise such as walking, and social activities.

## Measham Parish Council - Response to HS2

### 5.4 CONNECTIVITY AND QUALITY OF LIFE

Measham is the largest village in the immediate area and residents of Appleby Parva, Appleby Magna, Oakthorpe, Donisthorpe, Snarestone and others access medical and dental care which is located here. It is important that the construction and operation of HS2 do not cut Measham off from its neighbouring communities. For instance, many people on the west side of the village use Oakthorpe Nursery and Primary Schools, and it is important to maintain access

The Parish Council aware that there will be significant impacts on quality of life for residents who are in very close proximity to the railway. These will be permanent and may affect the numbers of people who want to live on the west side of the village in future.

We also have concerns about severance and diversion of Public Rights of Way, and these are detailed in section 15.

### 5.5 MITIGATION OPPORTUNITY – THE ASHBY CANAL

With the amount of impacts Measham is going to suffer as a result of HS2, we feel that there is an opportunity for us that HS2 should consider, which is the restoration of the Ashby Canal. We feel that this would bring the following benefits to the village:

- It would address a large part of the regeneration losses
- It will bring economic benefits in a village that is already losing jobs because of HS2
- It may make a smaller housing development feasible on the site
- It would provide Measham and the surrounding areas with a new leisure option
- The canal could be used for water collection from HS2 instead of the large balancing pond
- It could help improve water quality in the River Mease by providing another location for field run-off
- It would provide Measham with a lasting legacy from HS2

We would welcome the opportunity to discuss this further with HS2.

## 6. Ecology

The principal areas of concern for us ecologically are:

- The River Mease
- Willesley Wood
- Fiveways Wood

The loss of woodland 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 and quality of life will all be detrimentally affected, and while it is accepted that the A42 lies on the west side of the village, the cumulative effect of adding a large railway must be considered as part of this context.

- The countryside between Appleby and Measham is the location for the River Mease SAC. It is the **only SAC on the HS2 route in this area**

## Measham Parish Council - Response to HS2

- The SAC is subject to European law and environmental assessment requirements, and the expectation is that there will be **no impact**
- The area is a named site with significant populations of *Ranunculion fluitantis* and *Callitriche-Batrachian* vegetation. Shading of these plants is a concern, and variations in population will affect the wider ecosystem, with knock on effects to other flora and fauna
- The River Mease is also a good example of river habitat for *Cobitis taenia* (Spined Loach) and *Cottus gobio* (Bullhead). Both species are of very localised distribution in the UK (only 5 habitats listed for *Cobitis taenia*, and the Mease is specific as a known habitat for *Cottus gobio*) and are dependent upon a clean habitat with diverse plant life.



FIGURE 3 COBITIS TAENIA

We feel that it is imperative that this precious environment is appropriately protected, and we would also urge HS2 to implement measures which **improve** the quality of the water overall. Evidence suggests that there is an issue with phosphate run off from fields and any work which will reduce this impact would be welcome.

We are pleased to note that HS2 are creating a substantial wetland area on the River Mease floodplain after construction, but there is no indication as to whether this area will have public access to it for leisure or research. Further information would be welcome.

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.

We note that there will be significant impacts on Willesley Wood and Fiveways Wood but are also aware that there will be a net gain in trees over time. However, there is a County Scout Camp located in Willesley Wood, and HS2 must ensure that there is still appropriate access to this during the construction period if at all possible.

### 7. Electromagnetic interference

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

## Measham Parish Council - Response to HS2

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](http://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 refit and redevelopment of the Leisure Centre could have an adverse effect on the health of the community, and all steps must be taken to ensure that the loss of the Section 106 monies are mitigated. We have already mentioned in Section 5 above that Measham Medical Centre is a leader in social prescribing.

Other health issues which concern us include:

- Sleep disturbances from noise and vibration, during and after construction; although we are aware that rail services will not be 24 hours, there are people in the area who work shifts and could be affected. Workers on the industrial estate and some residents on the west side of the village will be at very close proximity to construction sites
- Effects of particulate contamination from construction already mentioned in Section 3 above. This is likely to affect those with existing respiratory and/or circulatory disease. At the moment we cannot estimate the extra traffic through Measham when the A42 is being realigned, but we understand that these will be extensive works which will take many months.
- Construction workers needing to access medical and dental services in the village, which may cause extra pressure on resources. We must also point out that Measham is some 40 minutes' drive from a Major Trauma Centre in the event of a serious accident. We must therefore ensure that contractors liaise with the Parish on procedures for the treatment of minor injuries and other more complex medical care

### 9. Historic environment

The directly affected historical assets in our parish are:

## Measham Parish Council - Response to HS2

- 4 and 5 Park Farm, which are included in the demolitions list
- Meer Bridge, which will be preserved, but is located some 5m from the railway
- Evidence of ridge and furrow on land to the rear of the Leisure Centre. This is just outside the Construction Zone but we will expect that this is not damaged when the zone is established

Section 9.4.6 of the Draft Environmental Statement states that temporary impacts of the setting of the bridge are anticipated, but no permanent impacts. We feel that there will be a permanent impact on the setting of the bridge and HS2 should offer appropriate mitigation for this.



FIGURE 4 MEER BRIDGE - HS2 WILL PASS BETWEEN THE BRIDGE AND THE POSITION THE PHOTO WAS TAKEN FROM

Outside our immediate area, we are also aware that the Old Rectory near J11 of the M42 listed for demolition. We have significant concerns about this; the house was built in 1807 and once housed descendants of Sir John Moore who established the school of the same name in Appleby Magna. This building is an important part of our community's heritage and should be preserved.

### 10. Land quality

There are two areas of concern near to the proposed route:

- The old canal bed (running from Measham Library to Meer Bridge). This area was previously used for landfill and land may be contaminated, and will certainly be full of many decades' rubbish
- Former opencast mining site between the bottom of Chapel Street to the A42

We will expect that both of these sites are surveyed appropriately before work commences and appropriate remedial actions taken.

### 11. Landscape

As the route of HS2 rises out of a cutting on to an embankment at the edge of the village, it will become highly visible from the farmlands on the River Mease floodplain. The Mease Viaduct will cross the Westminster Industrial Estate but will also be very close to council-owned houses which accommodate elderly people. Some viewpoint photos are below:



**FIGURE 5 VIEW FROM TAMWORTH ROAD - THE VIADUCT WILL PASS BETWEEN THE FARM BUILDINGS AND THE INDUSTRIAL ESTATE AT THE REAR OF THE PHOTO**



**FIGURE 6 VIEW FROM THE INDUSTRIAL ESTATE - THE VIADUCT WILL PASS THROUGH THE MIDDLE OF THE PHOTOGRAPH**

The eventual design of the Mease Viaduct is very important to us. It will be the largest structure in the Parish and it needs to become part of our community landscape. We need to ensure that HS2 engage fully with us as the design develops. As can be seen from the photos that we have provided, it will be a completely dominant structure in the village and visible from many locations on the west side. As

## Measham Parish Council - Response to HS2

well as the views through the industrial estate, it will also be visible from the rear of the leisure centre, as the photo below shows:



**FIGURE 7 VIEW FROM THE REAR OF THE LEISURE CENTRE - THE VIADUCT WILL RUN LEVEL WITH THE TREES**

We have concerns about the following in terms of visual impacts:

- The size of the embankment on the approach to the Mease Viaduct. It constitutes a considerable scar on the River Mease floodplain and we would welcome an alternative solution to this, such as by extending the viaduct to allow more light on to the land
- Visual impact on the houses on the opposite side of the line to the industrial estate
- The width of the road/rail corridor from Amersham Way and out of the parish. It creates a substantial scar on the landscape. If HS2 and the A42 could be brought closer together, it could help mitigate the loss of trees in Willesley Wood/Fiveways Wood
- The New Street retaining wall. This appears to be very close to four houses and we have concerns with the views from frontages, and also whether light will be blocked. We need further information on the dimensions of the wall as soon as possible to enable us to assess impacts (see photo below)



FIGURE 8 RETAINING WALL WILL BE LOCATED ON THE LEFT OF THE PHOTO

We note that HS2 are planning extensive landscaping of the area post-construction and are pleased to see that there will be replanting of lost trees. In addition to this, we would like to request that a small area near Dyson's Close is made into a recreation space, as this would be very valuable to residents following the upheaval of construction.

However, we need to establish with 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. Information on whether or not this land will be covenanted is required urgently.

### **12. Accidents/disasters**

We have concerns about the implications of an accident on the Mease Viaduct and will need to ensure that HS2's plans are shared and interfaced with local disaster plans.

### **13. Socio-economics**

We feel that there will be significant adverse impacts on the socio-economics of Measham, and few benefits, our priorities are:

- Loss of jobs/displacement of businesses on the Westminster Industrial Estate. It is estimated that 57 jobs will be lost, the most in the District, and 700 jobs on the industrial estate could be affected by road diversion, closures and the general nuisance from construction works. We need to ensure that HS2 provides business owners with sufficient support to enable them to relocate in the area

## Measham Parish Council - Response to HS2

- Impacts on the Plastic Omnium factory. They are a major employer in Measham and we must ensure that there are no significant effects on their operations
- Potential loss of jobs on the Measham Wharf site. However, we are aware that these are projections and it is therefore difficult to establish a precise economic loss
- Effects on businesses during the construction period. While we are aware that construction workers could rent properties in Measham and use local services, we are also concerned that traffic diverting on to Tamworth Road/Ashby Road while the A42 is being realigned could clog up the village and have a negative impact, particularly to shop owners

### 14. Sound, noise and vibration

The route of HS2 rises on to an embankment near the Westminster Industrial Estate, then crosses the Mease Viaduct before dropping into a shallow cutting. The railway continues in a cutting until it leaves the parish.

HS2 and the A42 merge towards each other at the southern end of the parish and come together on the approach to New Street. The proximity of the road and the railway will clearly create a cumulative noise effect. Most of the time in Measham, the prevailing wind is from the south-west and this will blow noise into the village.

The horizontal alignment is quite straight and it is expected that trains will pass at approx. 360kph.

HS2's sound contour map SV-01-357 indicates that the noisiest areas will be the west side of the line as trains pass the Measham Wharf site and then through the wide cutting area where HS2 and the A42 run together.

To mitigate this, HS2's design suggests the placement of landscape earthworks on the east side of the line as it passes Willesley Wood/Fiveways Wood. However, there is no sound mitigation indicated for the other "high-noise" areas past the Measham Wharf site (currently open land) and the Amersham Way area. Our expectation is that HS2 will provide some form of noise mitigation in both these areas and we would welcome further discussions on this.

We are also very concerned about construction noise. This will be a considerable blight on all properties (residential and business) which are near the line, and works will include digging, drilling, piling and earth moving, as well as the construction of the viaduct. The noise burdens from these activities are likely to affect many people in the village. Elderly people live in Dyson's Close and will be alongside the works for the viaduct, and there are many shift workers in the village who may be affected when construction works take place at night. We need assurance from HS2 that "out of hours" construction works will be strictly controlled to give those living nearby a break from the noise.

### 15. Traffic and transport

#### 15.1 MEASHAM'S CONSERVATION AREA

Measham's Conservation Area was designated in 1991 and the great majority of the buildings within the boundary date to before c.1880, with late Victorian and modern buildings dispersed throughout.

## Measham Parish Council - Response to HS2

The area is densely developed and the majority of buildings are two storeys tall. Most are faced in red brick, with a few rendered. Some notable examples are faced in Joseph Wilkes' double sized bricks (which attracted lower taxation). There are seven character zones, which are:

- The local centre
- The north end
- The south end
- Chapel Street
- Adcock's Yard
- Bosworth Road
- Navigation Street

Streets in the Conservation Area are narrow and can therefore be sensitive to large volumes of traffic, particularly HGVs. There are 7.5T weight restrictions within the Conservation Area (except loading/deliveries) and we will expect HS2 to work with contractors to ensure that Tamworth Road/Ashby Road does not become an "easy rat run" for construction traffic.



FIGURE 4 MEASHAM CONSERVATION AREA

\*The pale grey zone outlined in black indicates the extent of the Conservation Area

### 15.2 TEMPORARY CLOSURES

Roads earmarked for temporary closure in the parish are:

## Measham Parish Council - Response to HS2

- Burton Road east of Huntingdon Way – this will impact upon access to homes and businesses. Burton Road is also a bus route
- New Street/Measham Road, west of Measham – this and Burton Road are the main accesses to Oakthorpe
- Huntingdon Way, south of Repton Road – this will affect access to the west side of the Westminster Industrial Estate and Repton Road itself.

It will be important to the area that these three roads are not subject to closure at the same time, or access to the industrial estate will be severely affected. We will expect the contractors to liaise fully with the Parish on road closures to ensure that residents are fully informed, and businesses are able to manage disruptions.

The B4116 Measham Road south of A42 J12 will also be subject to temporary closure, and it is likely there will be knock-on effects from this as traffic may divert through the centre of Measham. We would like HS2 to consider using the B4116 to divert traffic away from the village while it is still open.

To help mitigate the impacts of road closures, we will expect that lorry routes are enforced and other measures to improve traffic flows, particularly at the Leicester Road/Gallows Lane junction are considered.

### 15.3 ROADS USED BY CONSTRUCTION TRAFFIC

The roads in or near Measham listed 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
- A511 Ashby Road east of junction 13 of the A42 to Corkscrew Lane
- B4116 from junction 12 of the A42 to Measham Road
- B5493 (south-west of the M42 junction 11) to No Man's Heath
- Tamworth Road between junction 11 and Huntingdon Way (Measham)
- Huntingdon Way in Measham
- Burton Road, Measham
- Measham Road between Huntingdon Way and Acresford Road

We are mindful that extra construction traffic on roads near to Measham could push extra traffic through the village, particularly during the realignment of the A42. Measham has a Conservation Area and we must ensure that this is protected from extra noise, vibration and the risk of vehicle impacts on buildings, as High Street is very narrow through the centre of the village. We are also concerned about impacts on pedestrians and the increased possibility of road traffic accidents when roads are crowded.

We wish to make an appeal for a sensible approach to the use of roads by construction traffic and would welcome further discussions on this subject. Please note our comments in section 15.1 on weight restrictions within the Conservation Area.

## Measham Parish Council - Response to HS2

### 15.4 PERMANENT ROAD CHANGES

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

- A42 realigned to the west for a 2km length in the vicinity of Measham
- New Street realigned over a new overbridge, crossing both the route of the Proposed Scheme and the A42
- Willesley Wood Side would be permanently diverted to tie in with the B4116 Measham Road

Our greatest concern is the realignment of the A42, as it is likely to take many months and it is inevitable that some drivers will tire of speed restrictions and narrow lanes, and will divert through the village as they think it might be a quicker route to their destination.

If the extra vehicles from this are added to those who will be diverted by the temporary closures, this could be a considerable extra traffic load through narrow roads and a Conservation Area.

We are also aware that the construction of the New Street bridge is likely to cause disruption at the north end of the village and may also impact on access to Oakthorpe.

As already mentioned above, it is important to us that these permanent realignments are phased to prevent traffic overload on the village and we would welcome further discussions on this.

When HS2 comes into operation we will be studying the effects upon local traffic, as we feel that we are likely to see an **increase** in traffic using the A42, which at the moment is not in any future plans for improvement. We will continue to investigate the influence of HS2 on major roads in the area.

### 15.5 PUBLIC RIGHTS OF WAY

There are several alterations to Public Rights of Way in and around Measham, but two are particularly odd and nonsensical:

- Footpath P69 will lose its footbridge and the path will be subject to a lengthy diversion
- Footpath P75 currently crosses the A42 but will not cross HS2

We believe that there is a case to retain the footbridge over P69 and to lengthen the crossing for P75 to enable it to cross the entire transport corridor at this point, and to avoid the diversion. For P75, if the road and railway routes are brought closer together as suggested earlier, this would facilitate an easier and shorter crossing. Both of these changes would facilitate better connectivity in and around the village, and maintain access between Measham and Oakthorpe.

## 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.

## Measham Parish Council - Response to HS2

### 17. Water resources and flood risk

The River Mease runs through the south end of Measham and is joined by a feeder brook which lies near to the Leisure Centre. Flooding has been reported in the following locations in the village:

- South side of the Westminster Industrial Estate
- River Way (located at the bottom of Siskin and Mallard Close)
- Bird's Hill bridge; this is low and the bridge can easily be blocked by debris when the river is in spate

Flooding can also be exacerbated by field run off; the village slopes down from Tamworth Road to the river. This can also be worsened as a result of adverse weather or dumping.

These locations are all near to the Construction Zone and we would urge HS2 to ensure that all appropriate survey work is undertaken to prevent adverse effects in the floodplain area.