

Report To:	CABINET	Date:	26TH NOVEMBER 2018
Heading:	HS2 CONSULTATION RESPONSE		
Portfolio Holder:	CLLR J ZADROZNY LEADER OF THE COUNCIL		
Ward/s:	ALL WARDS		
Key Decision:	YES		
Subject to Call-In:	YES		

Purpose of Report

To set out the Council's response to HS2's Phase 2b consultation (High Speed Rail (Crewe to Manchester and West Midlands to Leeds) Working Draft Environmental Statement relating to HS2 community areas LA07: Hucknall to Selston and Pinxton to Newton and Huthwaite LA08. The full draft consultation response is in the Appendix and this Cabinet Report summarises the main points.

Recommendation(s)

It is recommended that the consultation response as set out in the report's Appendix is approved by Cabinet for submission to HS2 and brought into effect from 26th November 2018. Cabinet is requested to grant delegated authority to the Chief Executive (in consultation with the Leader and Portfolio Holder) to approve minor amendments to the consultation response.

Reasons for Recommendation(s)

To enable the Council to inform HS2 of the Council's concerns, to encourage opportunities to expand the economic benefits of the new infrastructure and highlight the key changes required to the proposals to mitigate the impact on the district. This is the main opportunity to make the Council's views known.

Alternative Options Considered

The alternative option is not to submit comments to HS2. This would be a lost opportunity to put forward for consideration the Council's views on the impact of HS2 on the district's communities, environment and economy. This is not recommended as the development of HS2 will have both opportunities and constraints for the district, which will inform the ongoing design and environmental assessment of the scheme.

Executive Summary

Opportunities

HS2 offers significant opportunities for Ashfield. These are:

- Connectivity

The 'Maid Marian Line' from Kirkby Lane Junction to Pye Bridge offers substantial connectivity opportunities for the district. The Council requests that there are no design and implementation issues from the HS2 route that would prevent the potential for the Maid Marian Line coming forward. A key aspect is the connectivity to the East Midlands Hub Station for Ashfield. It is crucial that there are upgrades in the local transport networks to the Hub Station if the benefits from HS2 are to be maximised at a local level without overburdening or causing delays on existing networks.

- Development opportunities

The Council's new Local Plan reflects the examination of the potential for sites off the M1 motorway at Junction 27 and Junction 28 to take advantage of the location. HS2 main construction compounds are situated in these areas. The Council welcomes discussions with HS2 regarding future development opportunities.

- Employment opportunities

The HS2 Proposed Scheme will generate job opportunities. HS2 should examine the opportunities to ensure that as many jobs as possible are available to local residents. The temporary workforce required for the HS2 route construction is likely to comprise a mixture of local people and workers from further afield, giving rise to opportunities to boost the local economy.

Mitigation

The Council has requested mitigation is incorporated into the HS2 scheme to reduce the impact of the following issues:

- Noise and vibration impacts

There is the possibility of significant noise and vibration impacts on both residential and commercial properties along the line of the HS2 route. The Council has concerns for the wellbeing of residents who live in close proximity to the proposed Scheme particularly at Westville in Hucknall, and Selston, both during the construction and operational periods. Substantial and effective mitigation proposals will be required in these locations.

It is anticipated that 10 existing residential properties, two commercial/ business properties (including outbuildings) and four other structures would be demolished in the Hucknall to Selston area.

- Annesley Hall

It is important that mitigation measures for the construction activities reflect the nature of the local area and the potential impact on the local residents and businesses. The Council has requested to be actively involved in the drafting and implementation of these measures at a local level.

The setting of Annesley Hall and registered parkland is of key importance to the Council for its historic value and link to Lord Byron. The Council requests HS2 fully consider the proposed viaduct design to mitigate as far as possible the impact on the setting of the Hall.

- Landscape and wildlife habitat

The construction of HS2 will have a major adverse effect on the landscape directly on the line of the route, with the construction of embankments, cuttings and viaducts, which will impact significantly on the visual amenity of local communities and in particular residents at Westville and Selston who live closest to the route. The implementation of the mitigation proposals such as woodland planting will however offer opportunities to enhance the wider landscape in the longer-term

HS2 will also have an adverse effect on habitats directly on the line of the route as it runs in close proximity to a large number of the Local Wildlife Sites. However, the Council welcomes opportunities to provide mitigating habitat, translocating habitats and species and to improve connectivity between areas of similar existing habitat for the benefit of wildlife

- Good neighbour and climate change

The Council will encourage HS2 to be a “good neighbour” to local communities, including providing accurate and timely information about construction works over the planned construction period and offering opportunities to influence them, where appropriate.

The Council supports HS2 in seeking to minimise the combined effect of the Proposed Scheme and climate change on the environment.

Detailed Information

Route information

Phase 2b comprises the section of the proposed HS2 rail network, from Crewe to Manchester (and a connection onto the West Coast Main Line (WCML) (the western leg), and from the West Midlands to Leeds (and a connection onto, and part electrification of, the Midland Main Line (MML) and a connection onto the East Coast Main Line (ECML)) via the East Midlands and South Yorkshire (the eastern leg). Collectively, this is referred to as the ‘Proposed Scheme’.

The proposed route of HS2 runs through the District of Ashfield or close to the boundaries of the District as follows (south to north):

- The HS2 route is located to the west of Hucknall and to the east of the M1 Motorway. A bridge will be required for the route to pass over the B6009 Long Lane (Watnall Road).
- The route will pass through two deep cuttings at Misk Hill and Park Forest, with a road overbridge at Kennel Lane.
- On the approach to Junction 27 of the M1, the route will travel across a viaduct before descending into cutting, to pass under the A608 Mansfield Road, west of The Sherwood Park Business Park.
- Past Junction 27, the route will run on embankment parallel to the M1 before going into cutting with a new road overbridge proposed for Salmon Lane, Selston.
- The route runs in slight cutting to the west of Bentinck Spoil Heap and Lagoons, before running into a deeper cutting with a road overbridge at Park Lane (B6018).
- Over the valley of the River Erewash, the route will be on embankment and then on viaduct over the river. It will cross Kirkby Lane on a bridge.

- The route travels into cutting, followed by a viaduct over Maghole Brook, with Brookhill Lane diverted to run under the viaduct.
- The route then goes through a cutting to the immediate east of East Midlands Designer Outlet (McArthur Glen) and passes under the A38 in a box structure.
- The route will then pass between the industrial / warehousing areas between Wincobank Way and Export Drive, Huthwaite in cutting before crossing Normanton Brook on viaduct. The route splits at this point to become the Sheffield spur and the HS2 main line
- The route then travels northwards and passes under the B6026 Huthwaite Lane, which will be realigned at the junction with Blackwell Lane.

Phase 2b construction is planned to start in 2023 and operation planned to start by 2033. The LA07 section is expected to commence construction in 2025, with the LA08 section to follow on.

HS2 Service information

HS2 currently anticipates that there would be up to 11 trains per hour each way passing through the Hucknall to Selston / Pinxton to Newton and Huthwaite community areas. Services are expected to operate between 05:00 and midnight from Monday to Saturday and 08:00 and midnight on Sunday. Trains would run at speeds of up to 225mph (360kph). Depending on demand and the time of day, services will operate as 200m long trains, carrying up to approximately 550 passengers, or as two trains coupled together to form 400m long trains, carrying up to approximately 1,100 passengers.

Purpose of HS2 Consultation

The Working Draft Environmental Statement (ES) describes the Proposed Scheme and reports its likely significant environmental effects and the measures proposed to mitigate those effects, based on the ongoing design and environmental assessment. The Council has an opportunity to comment on this working draft ES as part of the public consultation which is taking place during October 2018 – December 2018. The 10 week consultation, which closes on 21 December, will give communities the opportunity to formally respond to HS2's designs and proposed mitigation measures for the Phase 2b route.

It is possible that the effects and mitigations described in the formal Environmental Statement may differ from those presented in the working draft ES, due to the provisional nature of the environmental and design information that is currently available and as a result of consultation on the Proposed Scheme. The Council's comments therefore focus on the current consultation documents (Working Draft Environmental Statement) and reserves the right to provide additional comments at a future date, should the proposals change.

This report sets out the Council's response to HS2's Phase 2b consultation (High Speed Rail (Crewe to Manchester and West Midlands to Leeds) Working Draft Environmental Statement and associated Non-Technical Summary relating to HS2 community areas LA07: Hucknall to Selston and LA08 Pinxton to Newton and Huthwaite).

In the LA07 area, the Proposed Scheme would require the demolition of 10 residential properties and two commercial/business properties. There would be permanent realignment or diversion of five roads. The Proposed Scheme would result in the permanent realignment, diversion or closure of 12 public rights of way. One main construction compound and nine satellite construction compounds would be required in this area.

In LA08 area, the Proposed Scheme would require the demolition of 29 residential properties and four commercial/business properties. There would be permanent realignment or diversion of six roads. The Proposed Scheme would result in the permanent realignment or diversion of 16 public

rights of way. One watercourse would be permanently realigned. Two main construction compounds and six satellite construction compounds would be required in this area.

This report will consider the both the positive and negative impacts of the HS2 proposal under the following headings:

- Economy
- Social
- Environment

It is stressed that there is cross over between the economic social and environmental aspects and therefore the response should be seen in this context. Council officers have already engaging with HS2 over various aspects identified in the Environment Statement.

Economy

Connectivity and business

A key aspect of the HS2 route development for the Council is the connectivity to the East Midlands Hub Station for Ashfield. It is crucial that there are upgrades in the local transport networks to the Hub Station if the benefits from HS2 are to be maximised at a local level without overburdening or causing delays on existing networks. The Council's response emphasises:

- the potential for the railway connect provided by the 'Maid Marion Line' from Kirkby Lane Junction to Pye Bridge, and
- that there should be no design and implementation issues from the HS2 route that prevents the potential for the Maid Marion Line coming forward.

The HS2 Proposed Scheme will generate job opportunities and HS2 should examine the opportunities to ensure that as many jobs as possible are taken by local people.

The Environmental Statement identifies that there will be minimal direct impact from land take on local business (excluding farms). However, the Scheme will potentially impact on local business relating to uncertainty, relocation and temporary disruption. In this context, it has been highlighted that:

- There are substantial business parks/industrial estates located at both Sutton in Ashfield and Kirkby-in-Ashfield for whom access to the M1 is important in terms of business efficiency. The effect on traffic flows on the highway network can be mitigated by a staged approach to the construction of the HS2 to ensure that these routes are not all disrupted at the same time.
- Logistics and other business require excellent access to the M1. Consequently, it is vital that any disruption from the scheme to the access to the motorway is minimised. Any disruption may be mitigated by the careful design of the temporary carriageways to maintain flows on the main arterial routes such as the A38 and A608 Mansfield Road.

The Council is supportive of HGV construction traffic utilising strategic and primary road network and stressed that the use of local roads should be avoided unless it is absolutely necessary for access. It is important that these measures reflect the nature of the local area and the potential impact on the local residents and businesses. The Council has requests to be actively involved in the drafting and implementation of these measures at a local level.

Concerns have been outlined regarding the location of a number of the HS2 compounds will have an impact on minor roads and consequently a substantial impact on the living conditions for residents who live on these roads. This is particularly the case for the minor roads such as Whyburn Lane and Salmon Lane. It is not clear from the Statement how access to some of these satellite compounds is going to be achieved by HGVs and what mitigation measures would be undertaken. Under these circumstances, the Council requests further information on these aspects and what alternative locations were considered

The route of HS2 has a direct impact on the Castlewood Business Park off the A38. It is stressed that it is important that access to the existing units is maintained as part of the Proposed Scheme and that the Scheme minimises the impact on the availability of other sites on Castlewood, which are currently available for development.

The Council's new Local Plan reflects the examination of the potential for sites off the M1 motorway at Junction 27 and Junction 28 to take advantage of the locational advantage. However, main compounds are located to the north and south of the A608 at Sherwood Business Park and at Castlewood Business Park. The response stresses that the Council would welcome discussions with HS2 to understand the implications of the proposed locations of the compound and material storage areas and future development opportunities.

Traffic and transport

The Environmental Statement sets out the potential impacts on traffic and transport (roads, public transport and non-motorised traffic) together with mitigation measures (Hucknall to Selston). The anticipated local impacts are summarised in HS2's Non-Technical Report which conclude that, during construction, the Scheme has the potential to lead to additional congestion and delays for road users.

As set out above, the Council's response stresses the importance of roads for business. The response emphasises that this also applies in relation to local people both in getting to work and in accessing local services. The Council will encourage HS2 to actively consider strategies to reduce the impact of such disruption difficulties and delays so that they are minimised as far as possible.

HS2's draft Code of Construction practice set out measures that include:

- Controls on vehicle types, hours of site operation and routes for HGVs
- The development of local traffic management plans
- Specific measures would include core site operating hours of 08:00 to 18:00 on weekdays and 08:00 to 13:00 on Saturdays with site staff and workers generally arriving before the morning peak hour and departing after the evening peak hour.
- The number of private car trips to and from the construction compounds (both workforce and visitors) would be reduced through travel plans.

The Council's response supports this approach provided that it is a locally based approach and requests that the Council is actively involved in the drafting and implementation of these measures.

It may be necessary to undertake minor works, including a number of minor highways and junction improvements along public roads that would be used as construction traffic routes, but are at a distance from the route of Proposed Scheme. It is stressed that the Council would wish to be a consultee on any amendments and also on site haul and construction routes to and from compounds where there is direct impact on local residents and businesses.

Social

Community

It is anticipated that 10 existing residential properties, two commercial/ business properties (including outbuildings) and four other structures would be demolished in the Hucknall to Selston. The ES identifies that:

- The construction of the Annesley Lane cutting would result in the demolition of one residential property on Salmon Lane in Annesley Woodhouse.
- The construction of the Salmon Lane embankment would result in the demolition of six residential properties on Annesley Lane in Selston and three residential properties on Salmon Lane in Selston.

These will have substantial implications for the individual property owners as, other than compensation, the impact for the residents cannot be mitigated.

In the Hucknall to Selston LA07 area, the Scheme would require the permanent realignment or diversion of five roads and the permanent realignment, diversion or closure of 12 public rights of way. In Pinxton to Newton and Huthwaite LA08 area, the Proposed Scheme would require the permanent realignment or diversion of six roads and the permanent realignment or diversion of 16 public rights of way. These would have impacts on the connectivity and use of open spaces by local residents. The Council would seek to work with HS2 to maximise opportunities to maintain, restore and enhance these connections.

The Council has concerns for the wellbeing of residents who live in close proximity to the proposed Scheme at Westville in Hucknall, and Selston, both during the construction and operational periods. Substantial and effective mitigation proposals will be required in these locations by HS2. The temporary workforce required for the HS2 route construction is likely to comprise a mixture of local people and workers from further afield, giving rise to temporary changes to local population size, demographics and housing requirements. However this gives rise to opportunities to boost the local economy with regard to local retailers and services.

The construction of HS2 will have a major adverse effect on the landscape directly on the line of the route, with the construction of embankments, cuttings and viaducts, which will impact significantly on the visual amenity of local communities and in particular residents at Westville and Selston who live closest to the route. However the implementation of the mitigation proposals will offer opportunities to enhance the wider landscape in the longer-term such as tying the structures into the landform and additional woodland planting / hedgerow replacement. It is stressed that the opportunities to establish planting early or in advance of the main construction programme should be investigated together with other mitigations measures to minimise the visual impact

Sensitive and appropriate aesthetic design of any noise barriers should be encouraged particularly if in close proximity to residents' properties.

The Council will encourage HS2 to be a "good neighbour" to local communities, including providing accurate and timely information about construction works over the planned construction period and offering opportunities to influence them, where appropriate.

Environment

The HS2 Environmental Statement confirms that construction activities that lead to the generation of dust and the increased traffic on local roads are the main impacts from the construction phase of

the development. The report highlights a number of important dust mitigation measures in the Draft Code of Construction Practice to control the generation and migration of dust from construction sites. In addition to dust, the Draft Code of Construction Practice also considers control of general air pollution, odour and exhaust emissions from the site. The Council will make HS2 aware of the Feasibility Study that the Council submitted to Defra in July 2018 based on roadside traffic emissions on the A38.

The Operational Contour Maps that support HS2's Working Draft Environment Statement indicate the possibility of significant noise and vibration impacts on both residential and commercial properties along the line of the route. This includes a significant number of properties in Hucknall, Selston, Pinxton, Huthwaite and Teversal. The Operational Contour Maps also indicate that a number of properties in Pinxton could be significantly affected and may qualify for additional noise insulation at their properties,

The Environmental Statement acknowledges the construction of HS2 will have an adverse effect on habitats directly on the line of the route as it runs in close proximity to a large number of the Local Wildlife Sites. However, it welcomes opportunities to provide mitigating habitat, translocating habitats and species for directly affected Local Wildlife sites (LWS) and to improve connectivity between areas of similar existing habitat for the benefit of wildlife, particularly around Huthwaite and the water habitat of Maghole Brook and Ashfield District Dumble Local Wildlife Sites.

The setting of Annesley Hall and registered parkland is of key importance to the Council for its historic value and link to Lord Byron. The location of the route's proposed Audrey Wood viaduct would impact the ability to fully appreciate the heritage significance of the registered park through changes in its setting and relationship to its surrounding estate landscape. The Council requests HS2 fully consider the viaduct design to mitigate as far as possible the impact on the setting as it is noted in the consultation documents that the Proposed Scheme would result in changes to the way that the registered park is experienced and understood.

The Council supports HS2 in seeking to minimise the combined effect of the Proposed Scheme and climate change on the environment.

Implications

Corporate Plan: HS2 is identified as a strategic priority within the Corporate Plan, working with regional partners to benefit the Ashfield economy and facilitate greater regional transport connectivity.

Legal: There are no legal issues identified in relation to the submission of the Council's consultation response to HS2.

Finance: There are no direct financial implication in relation to the submission of the Council's consultation response to HS2.

Budget Area	Implication
General Fund – Revenue Budget	None
General Fund – Capital Programme	None
Housing Revenue Account – Revenue Budget	None
Housing Revenue Account – Capital Programme	None

Risk:

Risk	Mitigation
The HS2 consultation sets out the timetable for the delivery the HS2 route. It is important to provide comments within the timescale as not to do so may result in the loss of economic opportunities benefiting from the new route and also the chance to highlight areas of environmental and community concern.	To manage resources to ensure the submission of comments within HS2 consultation period.

Human Resources:

There are no direct HR implications contained within this report.

Equalities:

There are no direct implications on equality and diversity as a consequence of the comments outlined in this report.

Other Implications:

No other implications have been identified.

Reason(s) for Urgency

To comply with HS2 consultation deadline of 21 December 2018.

Reason(s) for Exemption

None

Background Papers

Appendix 1 - Ashfield District Council response to HS2 consultation

The following background papers have been referred to as part of the report -

HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds | Working Draft Environmental Statement | Non-Technical Summary

The Non-Technical Summary explains the route, methods of construction and mitigation. It has illustrations of suggested bridges, tunnels, cuttings and embankments. Section 8.16 of the document gives an overview of the impact on the Hucknall to Selston (LA07) community area. Section 8.17 of the document gives an overview of the impact on the Hucknall to Selston (LA08) community area

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745083/HS2_Phase_2b_Working_Draft_ES_Non_Technical_Summary.pdf

HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds | Working Draft Environmental Statement |LA07 Hucknall to Selston

This working draft ES provides a description of the design of the Proposed Scheme, environmental baseline information, and the likely impacts (and where practicable, the significant effects) of the construction and operation of the Proposed Scheme on the environment within the Hucknall to Selston area. The report also describes the proposed mitigation measures that have been identified, at this stage, to avoid, reduce or manage the likely significant adverse effects of the Proposed Scheme on the environment within the area, along with proposed monitoring measures.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745215/HS2_Phase_2b_WDES_Volume_2_LA07_Hucknall_to_Selston.pdf

HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds | Working Draft Environmental Statement |LA08 Pinxton to Newton and Huthwaite

This working draft ES provides a description of the design of the Proposed Scheme, environmental baseline information, and the likely impacts (and where practicable, the significant effects) of the construction and operation of the Proposed Scheme on the environment within the Pinxton to Newton and Huthwaite area. The report also describes the proposed mitigation measures that have been identified, at this stage, to avoid, reduce or manage the likely significant adverse effects of the Proposed Scheme on the environment within the area, along with proposed monitoring measures.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745216/HS2_Phase_2b_WDES_Volume_2_LA08_Pinxton_to_Newton_and_Huthwaite.pdf

Working Draft Environmental Statement Volume 2: Community Area map book LA07: Hucknall to Selston

Maps of the route showing the proposals, mitigation, environmental baseline, landscape character areas, viewpoints and sound contour maps, surface and groundwater.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/746982/HS2_Phase_2b_WDES_Volume_2_LA07_Hucknall_to_Selston_map_book.pdf

Working Draft Environmental Statement Volume 2: Community Area map book LA08 Pinxton to Newton and Huthwaite

Maps of the route showing the proposals, mitigation, environmental baseline, landscape character areas, viewpoints and sound contour maps, surface and groundwater.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/746990/HS2_Phase_2b_WDES_Volume_2_LA08_Pinxton_to_Newton_and_Huthwaite_map_book.pdf

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