

ASHFIELD DISTRICT COUNCIL

HS2 CONSULTATION RESPONSE

31 October 2018

This report sets out Ashfield District Council's response to HS2's Phase2b 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.

It is possible that the effects and mitigation 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, as appropriate. The Council's comments therefore focus on the current consultation documents (WDES) and reserves the right to provide additional comments at a future date, should the proposals change.

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

Economy

Socio-economics

The potential socio-economic effects of the Proposed Scheme relate to three main areas: employment, businesses and the economy. The effects can be beneficial (e.g. through direct job creation or via procurement of goods and services from local

businesses) or adverse (e.g. due to land required for construction and/or operation requiring the relocation of businesses). The assessment has included consideration of effects arising during the construction and operation phases.

The route-wide assessment considers effects resulting from land required for construction and/or operation, in-combination effects (e.g. as a consequence of the combination of significant residual effects from air quality, noise and vibration, visual impacts or construction traffic) and isolation effects on existing businesses and organisations, together with potential opportunities for construction and operational employment. The in-combination effects assessment will be reported in the formal ES.

A key aspect of the HS2 Proposed Scheme for the Council is the connectivity to the East Midlands Hub Station for Ashfield. The Council's view is that 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.

Connectivity is the key element in taking the Proposed Scheme forward. The East Midlands HS2 Growth Strategy 2017 identifies the potential for the existing mineral line from Kirkby-in-Ashfield to Pye Bridge to provide a new railway service to the East Midlands Hub. Known as the Maid Marian Line, this direct link would facilitate greater connectivity for residents and businesses to HS2 services supporting economic regeneration in the local towns and contributing to growth in Nottinghamshire.

It is noted that HS2 crosses over the mineral line next to the River Erewash via a viaduct. It is important that the Proposed Scheme ensures that there are no design and implementation issues that prevents the potential for the Maid Marian Line coming forward.

The HS2 Scheme is anticipated to generate potential job opportunities. It is currently anticipated that:

- There would be one main compound at A608 Mansfield Road and seven satellite compounds in the Hucknall to Selston area. These sites could result in the creation of up to 2,560 person years of construction employment opportunities, broadly equivalent to 256 full-time jobs.
- For Pinxton to Newton and Huthwaite, there would be two main construction compounds at Farmwell Lane and Sheffield spur, and five satellite compounds. These sites could result in the creation of up to 7,418 person years of construction employment opportunities, broadly equivalent to 742 full-time jobs.

These jobs are potentially accessible to residents in the locality, dependent on skills required and the availability of those skill at a local level. In this context, the Council requests that HS2 examines opportunities to ensure that as many jobs as possible are taken by local people. For example, the contractors for the refurbishment

undertaken to Kings Mill Hospital at Sutton in Ashfield entered into a local labour agreement.

The Council has concern about the effect of HS2 on businesses in Ashfield, relating to three broad areas:

1. Uncertainty – it is vital for businesses to know what effect HS2 will have on their individual business if they are to plan and invest for the future and a decision on the detail of the route as soon as possible is requested. It is also important to minimise the number of business premises that will have to be demolished.
2. Relocation – there will be a substantial risk to business survival where businesses have to relocate because their premises will have to be demolished and it will be crucial to fully compensate these businesses.
3. Temporary disruption – very careful thought to the planning and project management will be required to minimise the disruption to businesses, to staff, deliveries and to customers resulting from the extensive works required to existing transport routes. Failure to do this will have a negative impact on business competitiveness in Ashfield.

For both Hucknall to Selston (LA07) and Pinxton to Newton and Huthwaite (LA08), the Statement identifies that there are minimal directly impacts on business in relation to the land take for the Scheme.

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 Statement sets out that the construction of the HS2 will impact traffic flows to and from Kirkby-in-Ashfield and Sutton-in-Ashfield via the M1 Junctions 27 and 28. Local roads would also be effected for routes to and from the West. The effect may 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.

The A38 is an arterial route for the Sutton in Ashfield, Kirkby-in-Ashfield as well as Mansfield in access to the strategic motorway network. Local diversions which would inevitably reduce speeds and potentially increase congestion. This is also likely to exacerbate any existing air quality issues due to the deceleration/acceleration of traffic as it passes through the extent of the temporary diversion.

Sherwood Business Park is one of the premier business locations in the District. The construction of the HS2 alignment will potentially impact on traffic flows on the A608 during construction. It is important that this is mitigated by the careful design of the temporary carriageways to maintain flows on this road.

The route of HS2 has a direct impact on the Castlewood Business Park. In the western section of the Business Park, there are two large distribution centres, the Coop Castlegate Distribution Centre and Alloga UK, accessed via Farmwell Lane to the south of the McArthur Glen Designer Outlet. Due to the local topography, the HS2 alignment passes over Farmwell Road allowing access to remain unchanged. However, it is important that access to these 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 available for development.

The construction of the HS2 proposed scheme includes the establishment of main compounds would be used for core project management staff (i.e. engineering, planning and construction delivery) and commercial and administrative staff. These teams would directly manage some works and coordinate the works at the satellite compounds. In general, a main compound would include:

- space for the storage of bulk materials;
- space for the receipt, storage and loading and unloading of excavated material;
- an area for the fabrication of temporary works equipment and finished goods;
- fuel storage;
- plant and equipment storage including plant maintenance facilities
- office space for management staff, limited car parking for staff and site operatives, and welfare facilities.

Satellite compounds would be used as the base to manage specific works along a section of the route. Depending on the nature and extent of the works to be managed, these satellite compounds could include office accommodation for staff, local storage for plant and materials, car parking for staff and site operatives, and welfare facilities.

For Hucknall to Selston LA07 area, the main compound is proposed to be located A608 Mansfield Road near Junction 27 of the M1. It will be operational for 5 years and 6 months, with 550 workers at peak times). It is anticipated to be required from 2025 (second quarter onwards).

Civil engineering satellite compounds would be located at:

- B6009 Long Lane (operational for 5 years 3 months, 260 workers at peak times)
- Westville (operational for 5 years 3 months, 145 workers at peak times)
- Kennel Lane operational for (3 years, 3 months 100 workers at peak times)
- Salmon Lane (operational for 2 years, 3 months, 150 workers at peak times)
- Erewash & Mineral Railway (operational for 4 years, 100 workers at peak times)
- B6019 Kirkby Lane (operational for 1 year, 6 months 100 workers at peak times)
- Maghole Brook Viaduct (operational for 2 years, 3 months 150 workers at peak times)

Construction compounds for the railway system would be located at:

- B6009 Long Lane (operational for 5 years 3 months, 260 workers at peak times)
- Misk Farm Auto-transformer station (operational for 2 years, 40 workers at peak times)

- B6018 Park Lane Auto-transformer station (operational for 2 years, 40 workers at peak times)
- Maghole Brook Viaduct (operational for 2 years, 3 months, 150 workers at peak times)

For Pinxton to Newton and Huthwaite LA08 area, the main Compound is proposed to be located at Farmwell Lane (Castlewood Business Park). It will be operational for 5 years 9 months, with 355 workers at peak times. It is anticipated to be required from 2025 (second quarter onwards).

Civil engineering satellite compounds would be located at:

- Maghole Brook (operational for 3 years 9 months, 150 workers at peak times)
- B6026 Huthwaite Lane (operational for 2 years 205 workers at peak times)
- Newton Lane (operational for 3 years 3 months, 145 workers at peak times)

Construction compounds for the railway system would be located at:

- Castlewood mi-point auto-transformer station (operational for 2 years, 40 workers at peak times)
- The Main Compound for the Sheffield Spur is located to the west of Export Drive, Huthwaite. (5 operational for years, 3 months, 295 workers at peak times). It is anticipated to be required from 2025(second quarter onwards).The satellite compounds are located outside Ashfield's district boundary.

The location of a number of these 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, as this does not appear to be set out in the Statement or supporting information. .

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. 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.

The Full Council has recently determined to commence work on a new local plan. One of the reasons identified is that 'The new Local Plan Vision will revisit the parameters of the withdrawn Local Plan, and reconsider issues such as the most suitable and sustainable locations for employment growth and housing allocations with the underpinning strategy of the Local Plan, to review future infrastructure requirements and to make the most of locational advantages such as Junctions 27 and 28 of the M1 motorway.'

The Statement identifies that:

- A main compound and material storages is located to the land to the north and south of the A608 Mansfield Road, adjacent to M1 junction 27.
- A main compound is located on land to the north of Farmwell Lane (Castlewood Business Park) and to the east of Export Drive.

The compounds are potentially in locations the Council will be considering the possibility of development in the new local plan. The Council would welcome discussions with HS2 to understand the implications of the proposed locations of the compound and material storage areas in relation to potential future site considerations around Junction 27 and Junction 28 in the Local Plan.

Traffic and transport

The traffic and transport assessment covers the impact on all relevant modes of transport, including pedestrians, cyclists, equestrians, mobility impaired people, highways, public transport and waterways. The assessment includes consideration of effects resulting from physical changes to transport networks (including road, rail, bus routes and public rights of way diversions) and from the additional trips generated by the Proposed Scheme both during construction (including HGV movements and workforce trips) and, where appropriate, during the operational period of the Proposed Scheme (including HS2 demand, changes to demand and levels of crowding on the conventional rail network, and trips associated with employees at stations and depots). The anticipated local impacts are summaries in the Non-Technical Summary.

During construction, the Proposed Scheme has the potential to lead to additional congestion and delays for road users on the following routes:

- the M1 junctions 27 and 28; the A608 Mansfield Road;
- the A611 Annesley Road/Derby Road;
- the B6009 Long Lane/Watnall Road;
- the B6018 Mansfield Road/Park Lane;
- the B6019 Kirkby Lane;
- Wood Lane;
- Whyburn Lane;
- Common Lane;
- Forest Road;
- Salmon Lane.
- A38 Trunk Road and the A38 Alfreton Road;
- the B6019 Pinxton Green/Town Street/Alfreton Road/Pinxton Lane/Mansfield Road;
- the B6027 Common Road; the B6406 Berristow Lane; the B6026 Huthwaite Lane;
- the B6026 Cragg Lane;
- Beaufit Lane;
- Station Road;

- Brookhill Lane;
- Pinxton Lane;
- Farmwell Lane;
- Export Drive;
- Nunn Brook Road.

These roads service some of the key employment areas within Ashfield including Sherwood Business Park (M1 Junction 27 and A608 Mansfield Road) and Castlewood/ Common Lane Industrial Estates at Huthwaite (M1 Junction 28, A38 and Common Lane). These employment areas have a substantial impact on the local economy and job opportunities. A number of business in logistics and warehousing require the excellent access to the M1 provided by these business parks/estates. Consequently, it is vital that any disruption from the scheme to the access to the motorway is minimised.

The above roads are also vital for local people in getting to work and in utilising local services. It is therefore equally important that disruption to travel is minimised for local residents.

The HS2 draft CoCP sets out a number of measures to mitigate the impact on traffic these include:

- Controls on vehicle types, hours of site operation and routes for HGVs to reduce the impact of road-based construction traffic.
- The development of local traffic management plans in consultation with the highway and traffic authorities and the emergency services.
- 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.

It is important that these measures reflect the nature of the local area and the potential impact on the local residents and businesses. Assuming this is a locally based approach, the Council is supportive of these measures to reduce the impact of traffic. The Council requests to be actively involved in the drafting and implementation of these measures at a local level.

The Council is supportive of HGV construction traffic utilising strategic and primary road network. The use of local roads should be avoided unless it is absolutely necessary for access.

Agriculture, forestry and soils

The assessment in the WDES covers the environmental topic areas of agriculture, forestry and soils, which includes assessments on agricultural land quality, soil resources, and local rural businesses and on farm enterprises and agri-environment schemes. The impacts on these resources and receptors result directly from land

required (both temporarily and permanently) for the construction and operation of the Proposed Scheme, from severance, and from construction activities on adjacent agricultural land.

The Council is aware that main issues for farm holdings is disruption by the Proposed Scheme of the physical structure of agricultural holdings, the operations taking place upon them, during both construction and operational phases and the impact on agricultural land - the extent to which land of best and most versatile (BMV) agricultural quality is affected. Agricultural land is classified into five grades from excellent quality Grade 1 land to very poor quality Grade 5 land.

HS2 anticipates that the Proposed Scheme is likely to require approximately 360ha of agricultural land within the Hucknall to Selston LA07 area during the construction phase, of which approximately 110ha (31%) is likely to be classified as BMV land (Grades 2 and 3a).

HS2 currently expects that approximately 220ha of agricultural land would be required for construction of the Proposed Scheme in the Pinxton to Newton and Huthwaite (LA08) area, of which approximately 60ha is likely to be high quality land - BMV land (Grades 2 and 3a). Some of this land would be restored following construction, with approximately 100ha permanently required, 30ha of which is high quality land.

Where agricultural uses are to be resumed on land disturbed during the construction of the Proposed Scheme, the Council is keen that HS2 avoids any reduction in long term capability which would downgrade the quality of the disturbed land, through the adoption of good practice techniques in handling, storing and reinstating soils on that land. Measures for the treatment of restored soils should be incorporated as far as possible to mitigate against climate change and increase drought resilience.

HS2 advises that land used only for construction purposes will be restored as agreed with the owner of the land and the relevant local authority once the construction works in that area are complete. The Council welcomes involvement in discussions with HS2 regarding to restoration and potential future uses of construction land.

The Council wishes to be engaged as part of the design development of the Proposed Scheme with ongoing dialogue on key topics such as community impact, highways, public rights of way and the draft Code of Construction Practice (CoCP) 19. Avoiding severing routes and rights of way are of particular interest as the Council keen to promote modal shifts towards sustainable forms of transport and to ensure connectivity across the district for the benefit of local communities, in line with its Corporate and Green Infrastructure strategies.

HS2 expects that woodland at Watnall Coppice, Park Forest, The Dumbles, Audrey Wood and William Wood Spinney would be required as a result of the Proposed Scheme. Additional information is required as part of the public consultation as to the impact of HS2 on these woodlands and other wooded areas to enable the Council to comment in more detail.

The Council welcomes HS2's acknowledgement of the propensity of linear transport infrastructure to harbour and spread noxious weeds such as ragwort. It requires appropriate procedures to be put in place as part of construction and future maintenance, for the benefit of agricultural practice and also to safeguard local ecology.

Social

Community

The community assessment in the WDES addresses the likely effects on residential properties (and their occupants), community facilities, including recreational facilities, open space and promoted public rights of way (and their users) and communities as a whole. Effects may result from:

- a loss or gain as a result of the land required for the construction or operation of the Proposed Scheme;
- displacement from re-location of receptors and resources;
- isolation as a consequence of barriers (physical, psychological and social) that communities would face resulting from construction or operation of the Proposed Scheme;
- in-combination effects relating to a change in the amenity value of community resources, as a consequence of a combination of factors (noise and vibration, HGV traffic, air quality and visual effects)
- the temporary presence of construction workers and their demands on community facilities.

The plans contained within the HS2 map books define the north and south boundaries for the community areas. The lack of specific definition or mapped boundary for the eastern and western extents for community areas make it difficult to provide comprehensive comments or determine the full extent of communities that may be affected.

The Statement identifies that there are no impacts on community facilities or recreational facilities either on a temporary or permanent basis. The Council has not identified any community or recreational facilities that are anticipated to be affected by HS2 other than the impacts on public rights of way and green space.

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. The Statement 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.

The land required to construct the Proposed Scheme would result in the temporary use of approximately 16.8ha in the LA07 area. The works will result in a permanent loss of approximately 7.2 ha comprising 5% of Park Forest (near Annesley Hall). It is not anticipated that mitigation of this temporary or permanent loss is possible. The temporarily lost area potentially includes a network of footpaths and trails. However, the woodland remains publically accessible.

Footpaths are important in providing for recreational activities and the associated health benefits and the Council would support an approach where as far as possible:

- Footpaths would be reinstated or convenient alternatives are provided
- Alternative routes are provided as a temporary or permanent basis in advance of any closure

The Council wishes to advise HS2 that that the footpaths around Hucknall and particularly the Misk Hills are well used.

The table below shows footpaths in or just beyond the Ashfield District are anticipated to be affected by the route of HS2 from south to north:

Footpath/Bridleway	Permanent realignment or diversion	Permanent closure	Comments
Hucknall to Selston (LA07)			
Greasely footpath 18 (south west of Hucknall)	√		Underbridge beneath HS2 route
Greasley bridleway 15 (south west of Hucknall)	√		A new section will connect Hucknall footpath 19/20 with Long Lane close to the Long Lane underbridge
Greasley bridleway 22 (south west of Hucknall)		√	
Greasley bridleway 19 (west of Hucknall)	√		Runs to the west of HS2, accessible from Long Lane. Follows route of HS2 until Watnall Coppice underbridge.
Greasley Footpath 20 (west of Hucknall)	√		Runs to the west of HS2. Follows route of HS2 until Watnall Coppice underbridge.
Greasley bridleway 21 (west of Hucknall)	√		Assumed to be an under bridge
Hucknall footpath 35 (north west of Hucknall)	√		Hucknall Footpath 35 Overbridge over HS2 route

Annesley footpath 2 – Kennel Lane	√		Kennel lane Overbridge over HS2 route
Annesley bridleway 1 – Weavers Lane			Bridleway beneath a viaduct
Annesley footpath 8 – runs from Mansfield Road (to the west of Sherwood Business Park) to Selston.	√		Annesley footpath 8 appears to be diverted following a route to the east of HS2
Annesley footpath 11 – runs north from Salmon Lane with approximately from the access point to Two Dale Farm			Annesley Footpath 11 does not appear to be identified in the text or on the
Kirkby footpath 20 – runs to the south of Park Lane toward Kirkby Park's farm	√		A new section of footpath 20 will designated which runs to the west of HS2. The former route will have no access over/under the HS2 route.
Kirkby footpath 18 – runs north from Park Lane adjacent to the M1.	√		Limited diversion to the south of the mineral railway line
Kirkby footpath 17 – runs parallel to the River Erewash.			Footpath beneath a viaduct
Kirkby bridleway 12 – runs to the north of Kirkby Cliff Farm.	√		Substantially effect at Kirkby Lane end
Kirkby footpath 13 – runs past Kirkby Cliff Farm.	√		Footpath diverted to run beneath a viaduct
8.17 Pinxton to Newton and Huthwaite (LA08)	Permanent realignment or diversion	Permanent closure	Comments
Sutton footpath 59 – South of Brookhill Lane.	√		Diverted onto the realigned Sutton in Ashfield Bridleway 60 to the realigned Brookhill Lane
Sutton footpath 60 – South of Brookhill Lane.	√		Diverted to the east of its current alignment, along the south side of the realigned Brookhill Lane, to where it meets Sutton in-Ashfield Footpath 59 existing alignment;
Sutton footpath 41 – west of Export Drive.	√		Diverted east of its current alignment along the western

			boundary of the Fulwood Industrial Estate;
Sutton footpath 40 – off Nunn Brook Road.			The footpath runs onto Blackwell 3/6/2 & 3/6/2. Access over/under HS2 will be closed. Alternative route south via Sutton footpath 152 onto the Blackwell Trail;. Blackwell Trail goes beneath the Norman Brook Viaducts
Sutton footpath 30 – north of Blackwell Road.	√		Diverted to the west of its current alignment, just north of the B6026 Huthwaite Lane and west along the B6026 Huthwaite Lane realignment, near Spring Farm;
Silverhill Trail (a short section of which forms part of the NCN Route 67).			Realigned vertically in order to pass over the Proposed Scheme via the Silverhill Trail overbridge;
Sutton footpath 28 - west of Strawberry Bank goes onto the Blackwell footpaths.			<ul style="list-style-type: none"> • Blackwell Footpath B3-10/6 – realigned to the east of its current alignment; • Blackwell footpath 3/13/2 is closed to the north of the Silverhill Trail
Sutton footpath 18 - north west of Stanley.			To the west of the M1 the footpaths are in Bolsover. Footpath FP32 go west will be closed. Footpath 33 will be diverted with access over the HS2 route via the Tibshelf Footpath 33 Overbridge.

The Council requests that HS2 works with the Council to explore opportunities within the Proposed Scheme to ensure connections for its Green infrastructure routes are developed and maintained particularly for:

- Silverhill Trail (extension of Bridleway 148)
- Kirkby Footpath 17 (near M1)
- Kirkby Footpath 18 (Park Lane M1 junction)
- Kirkby Footpath 20 (Near Kirkby Park Farm) and connection to Annesley Footpath 11 (missing GI route link)
- Annesley Bridleway 1 off Weavers Lane
- Annesley Footpath 2 – crossing
- Hucknall 35 Footpath - crossing near Misk Farm

The Council notes and supports that if a temporary or permanent alternative route cannot be provided in advance of any road or public right of way closure then this will be discussed with the Council and local groups.

Construction of the Proposed Scheme within the LA07 area would lead significant community effects due to the demolition of six residential properties on Annesley Lane in Selston; and three on Salmon Lane in Selston. The loss of these properties represents a high proportion of this community. The Council has significant concerns regarding the loss of these properties and the impact of the proposals on the Selston community, particularly during the construction period.

The Statement identifies that in the working draft ES, the full details of construction traffic routes and geographical scope of likely in-combination (amenity) effects are yet to be determined. In the formal ES, the study area and associated baseline of community resources will be updated to take account of these.

The Council would 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.

Health

The assessment of the impact of the Proposed Scheme on health is introduced as a result of Directive 2014/52/EU and the 2017 EIA Regulations. The definition of health used in the assessment follows that of the World Health Organization, which describes health as ‘a state of complete physical, mental and social wellbeing and not merely the absence of disease or infirmity’. Potential health effects have been identified based on information that is available at this stage of the assessment. A summary of the anticipated health impacts on local communities is set out in the HS2 Non-technical Summary document. A full assessment of health effects will be provided in the formal ES. This makes it difficult to make a full judgement about the potential health effects resulting from the impact of the Proposed Scheme.

The construction of the Proposed Scheme would impact on a range of environmental and social factors that have the potential to affect health. The combination of construction noise, visual and traffic impacts would change the character of neighbourhoods, and may impact on residents’ quality of life. Mitigation would be through measures set out in the Code of Construction Practice (CoCP) for the scheme. Contractors would also be required to comply with the measures in Local Environmental Management Plans (LEMP), which apply the environmental management strategies at a local level.

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.

Rural communities, such as Selston, Jacksdale, Bagthorpe and Underwood, may be dependent on shops and services in nearby towns and as such temporary closures

and diversions of local roads may reduce the accessibility of key services and create increased journey times during construction. In addition, levels of physical activity could potentially be affected by disruption to roads and public rights of way that may be used as active travel routes. The Council encourages HS2 to actively consider strategies to reduce the impact of such disruption difficulties and delays are minimised as far as possible.

The temporary construction workforce 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. The Council is aware however that this gives rise to opportunities to boost the local economy with regard to local retailers and services.

Environment

Air quality

The Working Draft Environment Statement has considered both the operational and construction impacts of the HS2 development. The report has used a combination of background maps and diffusion tube monitoring data to model both the construction and operational impacts of the development. The report has also used traffic data based on an estimate of the average daily flows in the peak years during the construction period (2023 – 2032), and confirms that in the modelling the year 2023 represents the worst case for the construction assessment. The report confirms that Ashfield does not have any air quality management areas. It does not mention the Feasibility Study that the Council submitted to Defra in July 2018 based on roadside traffic emissions on the A38.

The report confirms that there are no operational impacts from the Operation of the proposed scheme because there are no direct atmospheric emissions from the operation of the trains. The report highlights that there will be operational traffic effects on air quality due to increased traffic levels and will consider all receptors within 200 metres of affected roads; however these effects will not be reported until publication of the final draft. The report concludes that significant residential effects will not be reported until publication of the final draft. The air quality section of the report does not consider the effects on Ecology and biodiversity.

The report 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 again confirms that the effects of construction traffic on air quality will not be reported until publication of the final draft. 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.

Ecology and biodiversity

The HS2 ecological impact assessment considers all ecological receptors (fauna and flora) that have the potential to be affected by the construction and/or operation of

the Proposed Scheme. The assessment includes the consideration of effects arising from habitat loss and fragmentation, severance of ecological corridors and networks, noise and visual disturbance (including disturbance from lighting), barrier effects to movement of fauna, changes in water quality and quantity, air pollution, and wildlife mortality due to passing trains.

The Council 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 Council views hedgerow creation as important to restore habitat linkages and wildlife commuting routes and should be incorporated within the Proposed Scheme where appropriate. The protection of ancient woodland (such as The Dumbles) should be secured where possible as it is an irreplaceable resource. Aftercare and ongoing monitoring of sites is of vital importance. The Council would welcome landowners receiving appropriate ongoing support and guidance where there is a change in habitat management or new habitat created.

The Council welcomes that the HS2 Code of Construction Practice (CoCP) Construction plan will closely monitor and have safeguards in place to prevent contamination of habitat, particularly in relation to runoff into watercourses and protected species such as water vole. An area of concern with regard to this is the construction of the proposed viaducts over the tributary of Beauvale Brook, River Erewash and Maghole Brook.

The use of green bridges (where the bridge width is increased to allow vegetation, typically including one or two hedgerows comprising a range of local or native species, to be planted across the bridge) is strongly supported by the Council for landscape and ecological connectivity. Similarly, proposals for balancing ponds should be designed and managed to maximise biodiversity opportunities.

Historic Environment

HS2's assessment of the historic environment focuses on the extent to which the Proposed Scheme would affect designated and non-designated heritage assets.

Impacts on the following types of heritage asset are assessed as part of the WDES:

- Archaeological and paleo-environmental remains¹⁴⁹ including geological deposits that may contain evidence of the human past;
- Historic landscapes;
- Historic buildings and the historic built environment.

HS2 states that Proposed Scheme is being designed to reduce impacts on heritage assets as far as reasonably practicable.

Construction of the Proposed Scheme in the LA07 area would result in the removal of the following three non-designated heritage assets: a potential Romano-British near Misk Farm settlement; Two Dales Farm and associated outbuildings; and the archaeological remains which are likely to comprise the foundations of a windmill and associated engine in the Kirkby-in-Ashfield parish, situated south of the B6018 Park Lane.

Construction of the Proposed Scheme in the LA08 area would permanently physically affect non-designated parkland at Brookhill Hall, which contributes to the setting of the Grade II listed buildings of Brookhill Hall and stable block at Brookhill Hall. This would result in changes to the way that these assets are experienced and understood, due to the close proximity of the proposed viaduct, satellite compound and cutting.

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.

Land quality

The Working Draft Environmental Statement comprehensively lists all areas of land having a past use that could give rise to potential contamination. This is in line with the Council's GIS data and would be expected considering the use of similar information sources. More specifically, the statement lists areas of land which need particular consideration. The Council's Environmental Protection Team is not aware of any omissions that would need highlighting to HS2. The statement then uses a conceptual site model risk-based approach to assess the likely implications from these areas.

Procedures proposed by the statement for moving the HS2 project forward without creating pollution linkages appear to be robust. Whilst previously unforeseen contamination can always become apparent, access to suitable site specific information will minimise this risk. The Council has acquired a significant amount of land condition information across the district, some of which may be useful to HS2.

On 9 October 2018, the Council received a request from James Nicholas, Geo-Environmental Consultant at capitaproperty.co.uk for any site specific information the Council held about a submitted list of former landfill sites. These included, Hucknall Airfield (western extent of), Bentinck Void & Portland Fields, New Watnall (in Broxtowe District), Crowtrees Farm, Dartfish Ltd, Blackwell Tip and South Fulwood Industrial Estate. The council's Environmental Protection Team sent copies of ground investigation reports for all of these sites, except Portland Fields and South Fulwood Industrial Estate. The information was provided for reference purposes only and no part(s) should be reproduced without the report owner's permission.

Bentinck Tip and Void have characteristics that are worthy of special consideration. These include a culvert beneath the tip which singularly conveys surface water drainage from a large area and un-detonated explosive charges within the tip. Both are well documented and copies have been sent to James Nicholas. Other relevant ground investigation reports exist e.g. Langton Colliery Tip and are held by the council. They have not been requested by capitaproperty.co.uk and may be of interest to HS2.

As part of the final environmental statement, HS2 should provide confirmation that all land quality information gained during the HS2 construction process will be promptly submitted to the relevant Local Authority.

Landscape and visual

The HS2 WDES report presents the assessment of the likely significant landscape and visual effects identified to date within the Hucknall to Selston area. It summarises the baseline conditions found within and around the route of the Proposed Scheme and describes the likely impacts and significant effects during construction and operation on landscape and visual receptors (people living near or travelling through the landscape). The methodology has taken account of relevant guidance such as the Landscape Institute's Guidelines for Landscape and Visual Impact Assessment (3rd edition). The report refers not just to the running of the trains, vehicles on roads and any associated lighting but also the presence of the new permanent infrastructure associated with the Proposed Scheme.

HS2 advises that the assessment has been carried out on the basis that design of structures would, insofar as reasonably practicable, integrate with existing skyline features and would make use of a simple, clean and coherent palette of materials to help structures fit in the landscape.

Cross sections and photomontages of the proposals in situ would have been helpful within the community consultation area documents to assist in the assessment of the visual impact of the proposals and would have assisted the public's understanding of the earthworks, overhead line equipment and built structures such as viaducts. The design of the major viaducts particularly at Kennel Lane, River Erewash and Maghole Brook are of particular visual significance to the Council and request HS2 regularly updates the Council for comment on design iterations.

The Council acknowledges 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. Opportunities to establish planting early or in advance of the main construction programme should be investigated.

The Council requests works to be put in place in the interim to mitigate the visual effect (both day and night-time) of the autotransformer station, construction

compounds and temporary infrastructure, particularly for compounds located on high ground such as Westville satellite compound.

Sensitive and appropriate aesthetic design of any noise barriers should be encouraged particularly if in close proximity to residents' properties. During the construction phase, the Council requests that public roads and public rights of way routes remain open for public use wherever reasonably practicable. Diversions to public rights of way should be kept to a minimum and link to the Council's Green Infrastructure strategy for maximum benefit and cross district connectivity.

With reference to the Landscape Character areas (LCA's) developed by HS2 for the scheme, the Council would welcome involvement in the review of the draft LCA's and their accompanying descriptions before publication in the formal ES.

Sound noise and vibration

Prior to the publication of the Working Draft Environment Statement, the Council's Senior Environmental Protection Technician met with HS2's noise consultants to discuss their methodology to assess the potential noise problems associated with both the operation and construction phases of HS2. To obtain a working background noise level, the consultants are using a combination of noise monitoring and desktop studies to validate the existing background noise maps. They are undertaking monitoring at sensitive receptors and in background locations to obtain data to validate their noise modelling

The Operational Contour Maps that support the 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 current operational contour maps do not indicate the current baseline noise levels and the final baseline sound level will only be published in the final Environment Statement, the draft report indicates that further monitoring and modelling work is being undertaken. This makes it difficult to make any judgement about the potential loss of amenity or the effectiveness of noise mitigation measures highlighted in the report.

The Working Draft Environment Statement also comments on the problems associated with construction noise and the effects on local residents. It has considered all aspects of the construction phase including the piling operations, earth works associated with the construction of the cuttings, bunds and balancing ponds, the use of machinery and reversing beepers and the effects of construction traffic. To support the Working Draft Environment Statement, the report comments on the Draft Code of Construction Practice based on the principles of BPM as defined by the Control of Pollution Act 1974.

The list of mitigation measures includes the use of noise insulation and screening, control of working hours, the use of acoustic enclosures for noisy equipment such as generators, the use of low vibration equipment, and the use of less intrusive broadband reversing beepers. The report also recommends the temporary re-housing of residents in qualifying properties to avoid the worst levels of construction noise.

The report has also proposed the use of Section 61 CoPA notices to ensure contractors obtain authority from Ashfield District Council prior to noisy activities taking place on site. The mitigation measures recommended are comprehensive and should be effective at controlling construction noise but these will not be finalised until the publication of the final Environment Statement.

Water resources and flood risk

The assessment includes consideration of all surface water and groundwater bodies, including their associated water resources, water quality, hydromorphology, and hydrology and flood risk. Descriptions of the current baseline for water resources and flood risk, the likely impacts, and significant effects of the route of the Proposed Scheme's construction and operation on surface water and groundwater bodies and their associated water resources are assessed. The likely impacts and significant effects of the Proposed Scheme on flood risk and land drainage are also considered.

It is noted that the scheme is designed to minimise the impact on water quality and avoid an increase in the risk of flooding from all sources. The Council is supportive of sustainable drainage being incorporated into the scheme. As well as controlling the rate, volume and quality of run off, the Council requests that Sustainable Urban Drainage (SuDS) elements are designed sympathetically to maximise the ecological and landscape benefits.

It is not clear from the Statement who will be responsible for the future management of the SuDS elements. If the management of the SuDS is to return to private landowners, the Council would welcome landowners receiving appropriate ongoing support and guidance where there is a change in habitat management or new habitat created.

There are a number of ecological sites in Ashfield which are designated as Sites of Special Scientific Interest or Local Wildlife Sites and which are water dependent. The floodplains of Normanton Brook, Maghole Brook and Nunn Brook occupy land where water has to flow. The soils and floodplains function as water stores for flood attenuation, as well as providing ecological habitat. Watercourses and the adjacent banks area form wildlife corridors. It is important from an environmental aspect that if the scheme has a negative impact on these sites or on watercourses, HS2 works to mitigate the effects as far as possible.

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