



## **Minutes of Teversal, Skegby and Stanton Hill Neighbourhood Forum (TSSNF) HS2 Sub-Group meeting 9.30a.m. 14<sup>th</sup> January 2020 with representatives from ADC and MP.**

### **Present:**

TSSNF representatives: Lis Reid (Chair), Janice Ashley, Andrew Jenkins (Joint Chair of TSSNF), Jan Jenkins, Geoff Snare,  
ADC: Cllr Matthew Relf (HS2 Portfolio lead), Neil Oxby (Officer, Ashfield Forward)  
Lee Anderson MP representative: Cllr Chris Baron, (manager to MP)

*Briefing papers ('Briefing paper' and 'Further information') and the working group's response to the WDES were circulated. These were discussed and contain some key information, they are to be read alongside the minutes. The papers will be circulated electronically with the minutes.*

### **1&2 Introduction and Purpose of meeting**

The issues the community has with HS2 LA10 (Tibshelf to Shuttlewood) led to a request for the meeting on 14<sup>th</sup> January 20 with representatives from Ashfield District Council and the MP for Ashfield.

The main concerns raised are that, in regard to the HS2 documentation pre and post WDES consultation, the Ashfield side of LA10 appears not to have been risk assessed, and therefore the risks and impacts of HS2 on Ashfield lands, residents, communities, businesses, visitors, road networks etc are either unreported or unknown, and therefore unlike the Bolsover side, are unmitigated.

The Ashfield environment is just not well described in HS2 documentation for LA10 although the Bolsover (Derbyshire) environment is, this is despite working with HS2 representatives, attending numerous events and submitting a comprehensive response to the WDES. Because the actual line in LA10 is over the county boundary in Bolsover (Derbyshire) Ashfield seems to have been missed from assessments. Inputs from Bolsover Council in the HS2 documents are explicit and demonstrate that they were consulted for LA10, however as would be expected they have commented on their own area and not that for Ashfield.

It was recognised that everyone round the table would have their own view on benefits of HS2 and whether or not it would be value for money. However it was agreed that as to whether or not it goes ahead was not the main purpose of the meeting. Rather that the TSHNF were keen to ensure that the risks are understood and mitigation is applied where appropriate.

### **3. History of the TSS Neighbourhood Forum**

A brief background of the TSSNF (and the working groups) and its statutory obligations to the local planning authority were described, as was the usefulness of

the TSS NF in forming links with other communities and in promoting awareness of HS2 and other planning issues in three quite different villages.

It was acknowledged that unawareness of HS2 and other planning issues in the local community often means that objections from people in those communities are not brought forward until after consultation times have ended.

#### **4. Neighbourhood Forum/HS2 sub-group**

The TSH NF is recognised as a stakeholder to HS2 which gives status similar to that of a Parish Council when we need to attend meetings, give feedback or contact HS2 engagement and consultation advisers.

The meeting was informed about the work the HS2 sub-group had done in regards to the understanding the impact of HS2 LA10 section on the local Ashfield area and beyond, including submitting a formal response to the Working Draft Environmental Statement (WDES).

The TSS NF submission requested that risk assessments be carried out to identify the risks for Ashfield, so that mitigation could be considered by HS2 and key stakeholders including ADC, DCC and NCC etc to reduce the risks.

Andrew said that although the public relation response from the HS2 Engagement team had been good we were not confident that our input including suggestions had been transferred to the technical teams. The follow-up document to the WDES consultation did not reflect our concerns or comments.

The areas (not MPs) TSH NF are in some sort of contact (mainly through social media) with include Bolsover, NE Derbyshire, Worksop, Doncaster (Mexborough and Denby), Rotherham (Bramley and Rother Valley).

#### **5. Concerns over the 4 phases – pre-construction, construction, post construction and operation.**

The meeting was made aware of some of the effects that HS2 would have on our area and importantly on local residents and communities, including the:

- Industrialisation of a predominantly rural and beautiful and historic area, etc
- Construction of compounds, viaducts, creation of embankments, balancing ponds, quarries and sites for waste, etc on the stretch which includes the road which runs below Hardwick Hall.
- Impacts of road, closures, increased HGV traffic, movement of large amounts of earth etc, including that of road closures due to replacing bridges at Tibshelf which will close the Chesterfield Road for at least 13 months and direct traffic through Newton, and potentially through the narrow lanes running through Stanley to Hardwick. Also the impact of creating a temporary motorway whilst work is undertaken on and under the current M1- lane and motorway closures. Currently when the M1 is closed vehicles (including HGV's) spill onto local roads including the narrow lanes resulting in blockages and further deterioration of the road surface and road edges. ,
- Stopping off/or modification of footpaths and bridle paths, reducing overall the number of country footpaths in a beautiful scenic area.

- Significant impact on local tourism in the area for decades ahead.
- Impact on health and wellbeing. This is very well described on the Bolsover side, classifying the risk as significant.
- Flooding, dust, vibration and noise will occur at a level that the local residents are concerned will affect their health especially throughout the construction, and enhanced due to special dispensations for work on/under the motorway being granted to work extended hours though the night and at weekends.

Reading the HS2 reports the general mitigation for the route overall is to plant trees. Unfortunately this creates a further problem as the mature trees which act to dampen noise from the motorway would need to be removed. This would mean that during the construction and for decades the homes closest to the route will not be protected either from the motorway noise and be impacted by the noise of heavy construction during the construction phase but when operational then the noise from the motorway would continue but with the added noise of a high speed train and sonic booms.

Once fully operational there will be a 'sonic boom' every 4 minutes from the train leaving the tunnel at Tibshelf and carrying towards Stanley.

## **Mitigation**

Some suggestions were made in terms of mitigation, such as that made by Councillor Relf in terms of the mature trees. He suggested that there might be a way that uprooted trees could be replaced in situ after the compounds had been built which could be a suggestion for mitigation.

Given the issue of mitigation is so extensive and complex it was agreed that the TSS NF would review the HS2 documentation and identify the mitigation that has been offered/suggested for Bolsover against what has been offered/suggested for Ashfield. This will worked on and be presented ASAP in a table format to the group to use as evidence for the need for similar measures in Ashfield.

## **Road Network**

This led to a discussion about existing traffic, road and rail problems in Ashfield. There has been the removal of a Heavy Rail post in the County Council which was a resource that would have assisted ADC. The poor condition of many roads was also noted. Cllr Relf and Neil Oxby reflected that County Council (NCC) staff and budget cuts had exacerbated these.

Cllr Baron described problems all along the M1 when the motorway or lanes are closed in that vehicles find their way onto local roads, in some cases as with Stanley these are narrow lanes which become blocked causing access problems for local residents. The impact of HS2 will only serve to exacerbate this issue.

## **Wider ranging discussion**

Cllr Baron suggested that the MPs for Bolsover and NE Derbyshire might be able to get together to discuss HS2 in LA10 - there is already an agreement in place for the Nottinghamshire MPs to work together.

Cllr Baron referred to the Oakervee review which has been completed but its recommendations have not yet been released. The report is with the Government, albeit surrounded by controversy with the publication of Lord Berkleys (deputy chair) numerous concerns including its economic benefit. It was also said that whilst there may be job benefits, the proposed link from Selston to Toton will also increase development and urbanisation in the area.

Lis is concerned that a balance be struck between the benefits to businesses and those of local residents. A poll of Ashfield residents (Lee Anderson's HS2 in Ashfield Facebook poll, ends 15/16 Jan 20), is showing more than 5k votes, of which 90% 'Do not support HS2' against 1% that 'Do support HS2'.

Local experience of large infrastructure projects such as the widening and creation of safe motorway between J 28 and J32 of the M1) saw a huge worker village at Junction 29 accommodating out of area workers.

Access to Ashfield residents and businesses to use the train will be limited as there will be no local station. Currently trains from Newark (40 mins drive away) on the fast line take 1hr 15mins to London and trains from Chesterfield (20 mins drive away) to London takes around 2 hours.

The majority of local MPs appear not to support HS2 Birmingham to Leeds, including Bolsover whose economic analysis for the Bolsover area suggests a significant financial loss to the Council.

Geoff commented that one of the goals of HS2 is to move rail traffic away from existing train lines whilst Cllr Relf pointed out that High Speed trains work better in countries with longer distances to cover and HS stations in cities.

## **6. Actions**

- 1. Lis agreed to set up an email group to include all attendees and Lee Anderson.**
- 2. Cllr Baron to take our concerns back to MP, Lee Anderson.**
- 3. Cllr Baron proposed that Lee Anderson and other local MPs write a letter to the Chair of HS2 (and the relevant government minister), detailing our concerns. The letter would reflect the information provided in the summary documents provided at the meeting. Cllr Baron to ensure the group has a chance to review the letter prior to it being sent.**
- 4. Cllr Baron is to see whether he can help us with developing links to other Parish Councils or similar resident groups working on the local HS2 agenda**
- 5. Cllr Relf to engage with the relevant officers via the Highways Asset Management Board re: road network issues within Derbyshire and Notts County Council areas**

- 6. Neil Oxby to discuss with Christine Sarris how ADC officers can best support this work to ensure that these issues are addressed within the council and fed back to HS2.**
- 7. TSS NF will look through the available HS2 documents and document the differences between the write up for Bolsover (Derbyshire) and Ashfield, to demonstrate where mitigation is offered/suggested in Bolsover and not in Ashfield. This piece of work will take a bit of time but will be completed ASAP.**