

The Response of Teversal, Stanton Hill and Skegby Neighbourhood Forum (TSS) to the HS2 Phase 2b Working Draft Environmental Statement (WDES) 2018

Volume 2: Community Area Report, LA10: Tibshelf to Shuttlewood

1. Introduction

Teversal, Skegby and Stanton Hill Neighbourhood Forum (TSS) is a statutory stakeholder (in lieu of a Parish Council) and recognised as a stakeholder by HS2. This response details our concerns in regard to the significant impacts that HS2 will have on our area, which falls in the north-west corner of Ashfield where the Proposed Scheme (PS) in Derbyshire meets the Nottinghamshire border. This is an area of natural and historic beauty. It is tranquil and peaceful, a place where the natural environment is enjoyed by local residents and tourists in the form of walking, cycling, horse-riding, camping and much more.

2. Overview

The area of our concern is described in the HS2 plans (High Speed Rail (Crewe to Manchester and West Midlands to Leeds) WDES. 2: Community Area Map Book as LA10 Tibshelf to Shuttlewood (WDES Oct 18, LA10). The specific part of the route from Tibshelf through to Stainsby and onward to Junction 29 of the M1 (J29) will be significantly impacted by the construction and operation of the PS. We understand that construction is to commence at the start of 2023 (1.1.5) (Figures 5, 6 & 7) and that the work which directly affects our immediate area will run from Q4, 2024 – Q2, 2030 equal to 5.5 years, and in addition electrification from Q3, 2031 – Q4 2033 which is equal to 2.25 years or beyond. This makes a total of 6.75 years of construction, followed by the impacts once HS2 has become operational.

This response, due to the limited time available with Christmas and New Year festivities, will predominately focus on the construction phase.

Construction in LA10 is to include:

- Construction of a cut and cover tunnel under the M1,
- Temporary relocation of the M1,
- Closure of Hawking Lane and a stretch of Mill Lane which currently serve as access to and from J29 for a number of villages, hamlets and towns in Derbyshire and Ashfield (North Nottinghamshire)
- Modifications of a number of small lanes and junctions adjoining Hawking Lane and Mill Lane, Stanley Lane and Deep Lane.
- Diversion and construction of two roads to replace the removed roads – Deep Lane to Stainsby Mill and Stainsby Mill through to the A617 east via Doe Lea.
- Construction of at least two viaducts,
- Construction of at least 2 overbridges,
- Creation of numerous cuttings, embankments and retaining walls,
- Creation of a balancing pond Ref: D7&8 from which a water course runs into the River Doe Lea/land dyke, with other balancing ponds near Stainsby.
- Closure of numerous bridle-paths and footpaths (permanent for the majority) – PRoW and non-designated, with less than half being replaced. A number of the Public Right of Ways (PRoWs) are to be redirected onto Deep Lane which is narrow with no footpaths and will cross two overbridges over HS2 and the M1

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- Visual damage to numerous historic viewpoints from all aspects
- Industrialisation of the entire LA10 route with at least 1 x Main Construction Compound, 15 x Temporary Material Stockpiles, 3 System Compounds, 3 Satellite Construction Compounds, 1 depot.
- Electrification of the route including overhead wires, electric sub-stations

The WDES October 2018 describes mitigation measures that have been identified at this stage in Derbyshire, to avoid, reduce or manage the likely significant adverse effects of the PS on the environment. The WDES describes the significant adverse effects on some of the local Derbyshire communities, but worryingly it seems not to include impacts on the TSS area and specifically Stanley. Stanley, Teversal, Stanton Hill and Skegby are shown on index maps CT-05-INDEX-LA10; CT-06-INDEX-LA10, with Stanley shown on CT-05-452-R1 & CT-06-452-R1 and other maps as referenced in the table below.

There are a few references to Stanley in the WDES, none of which include any impacts of the construction and operation on the hamlet or the surrounding TSS Neighbourhood Area. We are extremely concerned that the construction and operational phases of HS2 will have significant negative impacts on agriculture, forestry, air quality, our community, ecology, health, the historic environment, land quality, the landscape and visual, socio-economics, sound, noise and vibration, traffic and transport, water resources and flood risk. Stanley in fact is closer to the PS than Hardstoft, Astwith, Ault Hucknall and Palterton and is located close to the proposed Tibshelf Cut and Cover Tunnel.

The WDES fails to detail or describe this location adequately (apart from a couple of references in the 'community section', but unfortunately with no full description or assessments). As such the impacts, and likely significant adverse effects, are not identified. This means that mitigation measures have not been identified or considered.

We strongly advise that HS2 as a matter of urgency to undertake more detailed consultation with Ashfield District Council to understand the specifics of the area and undertake proper and full assessments to understand the significance of the impacts, and design appropriate measures for mitigation. It is also critical that Nottinghamshire County Council are engaged as soon as possible as the Highways Authority for our area as there will be significant impacts on the road network in the area as a result of realignment of the M1 and other roads, which the WDES appears not to address.

Much is made of the 'temporary effects of the construction'. It seems to be an unfortunate use of words as for many residents in the area this will be the environment in which they will live for the rest of their lives. We are concerned that currently assessments have not been undertaken to understand or mitigate the risks. We are extremely concerned that we will lose the enjoyment of living in our homes. When we purchased our homes HS2 was not in the pipeline. We are very concerned that as well as losing enjoyment that we are now trapped in homes that suffer 'blight'. As the plans for construction are not due to start until 2023 (2024 for this section) we will have five/six years of uncertainty with a negative impact on our house values. Even now prospective buyers are unlikely to take the risk of purchasing a house which will devalue at least until all the construction work is completed. We understand that Stanley falls outside the compensation zones which is difficult to understand when the impacts of the construction and operation have not been properly assessed. We therefore insist that compensation be considered once the impacts are fully understood.

Combined with the all the challenges resulting from issues on the road network, expected higher costs for HS2 passenger fares, no HS2 route north from Chesterfield with only travel to the south (with the first part of the journey being at normal speeds for a local line and no high speed) the residents of our area will realise no travel benefits from HS2. They instead will suffer significant detriment.

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4. Stakeholder Engagement and Consultation

Members of the TSS have attended HS2 consultation events over the years and have become more recently concerned by the lack of understanding that the PS in LA10 will have on the residents of Teversal, Skegby and Stanton Hill Neighbourhood. It appears that as the area does not have a Parish Council HS2 it had been looked over and as a result no local bespoke meetings had taken place with our community. When this was raised with the HS2 engagement team they were very keen to engage with us and a constructive meeting of core members of the TSS and local communities took place in August 2018. The outputs of the meeting we are informed were fed back by the HS2 engagement team to the HS2 planners. Unfortunately, as this was late in the process our concerns are not reflected in the WDES. We hope and expect that these concerns will be included and acted upon in the formal ES.

Given the paucity of detail in the WDES in regard to the Ashfield lands and communities that adjoin the PS it is reasonable for us to conclude that there has been a lack of input from Ashfield District Council into the developments so far. Also given the number of roads and PRoW in Ashfield which we know will be impacted by the PS there is also a worrying lack of detail. The lack of detail and assessment of impact means that appropriate mitigation has not been considered. It would appear that the Highways Agency at Nottinghamshire County Council has not been involved. It seems crucial that the Highway's Agency is engaged as a matter of urgency as it is imperative that the road network as a whole is considered otherwise the roads in Ashfield, including the small single track lanes will become difficult to use for locals and visitors to the area.

In general terms it is of the utmost importance that proper assessments be undertaken at a matter of urgency on numerous topics in order to fully understand the impacts on the area, these will inform the design of measures that could be offered as mitigation.

Our responses to the WDES are by no means exhaustive but the limited timeframe set since the paper documents were available to us and the fact that the WDES has been brought out just before Christmas when there is so much to do for most people, means that we have had to limit our response to what we see as the most urgent concerns.

We have set out our responses below in a table using the titles and numbering system set out in the contents page of the WDES.

Associated Index Maps:

- **Construction Phase: CT-05-INDEX-LA10: From CT-05-451 to CT-05-455**
- **Proposed scheme: CT-06-INDEX-LA10: From CT-06-451 to CT-06-455**
- **Environmental Baseline: CT-10-INDEX-LA10: From CT-10-376b to CT-10-378**
- **Landscape Character Areas: LA 10/01, LA 10/03, LA 10/04**
- **Landscape Character Areas: LV-02-INDEX-LA10 (Satellite photographs) LV-02-390b to LV-02-393**
- **Construction Phase Significantly Affected Viewpoints: LV-03-INDEX-LA10: LV-03-390b to LV-03-393**
- **Operational Phase Significantly Affected Viewpoints: LV-04-INDEX-LA10: LV-04-390b to LV-04-393**
- **Operational Sound: Noise Contour Maps and Likely Significant Effects: SV-01-INDEX-LA10:SV-01-376b (particularly H:9 to J:8) and SV-01-377**
- **Surface Water Baseline: WR-01-INDEX-LA10: WR-01-360b**
- **Groundwater Baseline: WR-02-318**

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<p align="center">Community report LA 10 - our concerns relevant to these sections</p> <p align="center">We have made suggestions for mitigation these are just ideas and not likely to fully mitigate against the significant impacts.</p>	<p align="center">Map and/or LA10 Report References</p>
<p>4. Agriculture, forestry and soils</p> <p>We disagree with 4.3.39: we feel that 'pony paddocks' attached to residential properties and any equestrian holdings should be classed as high, not low sensitivity. Houses with paddocks in areas that are suitably quiet enough for horses and ponies are difficult to find and not easily replaced. Construction disturbance will affect the well-being of horses in fields within sight, sound or wind distance from the construction compounds. Soil disturbance will bring weeds, some poisonous, to the surface which will affect the quality of the land. Seeds will be carried by the wind and can spread to grazing land quite a distance away.</p> <p>The construction and operation phases will result in:</p> <ul style="list-style-type: none"> • Loss of mature trees, farmland and mature landscape areas. • Loss of support of ecological habitats • Damage to the historical views and cultural heritage • Loss of agricultural land • Negative changes to the visual impact of the landscape. • Loss of areas currently used extensively for human activities such as walking, cycling, horse-riding and other recreational pastimes. • Hydrological impacts • Loss of mature trees which currently act as a sound barrier to the MI which will result in increased motorway noise for the local residents and visitors. 	<p align="center">CT-05-452 CT-05-452-R1</p>
<p>Comments/Suggestion for Mitigation</p> <p><i>Proper assessments of the impact on agriculture, forestry and the soils must be undertaken at a matter of urgency in order to fully understand the impacts on this area, these will inform the measures that could be offered to mitigate some of the impacts.</i></p> <p><i>Add in a contingency for checking nearby pastureland and re-seeding where necessary both during construction and operation.</i></p> <p><i>Compensation should be available for any horse owners who find that their land or their horses are affected.</i></p>	
<p>5. Air Quality</p> <p>There will be increased traffic fumes, dust, and pollution due to the numerous construction sites, HGV's, heavy machinery, boring of tunnels and the creation of cuttings, major earth movements as well as increased usage of local lanes as a means to avoid the closed or restricted motorway and roads. All of these factors will be exacerbated by the SW prevailing wind which would blow from the significant earth movements of the PS through Stanley.</p>	<p align="center">5.4.6 to 5.4.9</p>

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<p>Standing or slow moving traffic especially on the motorway and surrounding roads during diversions and lane closures will contribute to poor air quality and increase the risk of health issues especially in local residents.</p> <p>We believe that construction traffic will force more traffic to travel via Stanley Lane, spreading congestion and fumes.</p> <p>Potential use of diesel trains on the HS2 line, HGVs and heavy machinery will increase the already higher than ideal levels of diesel pollutants in this area.</p>	
<p>Comments/ Suggested Mitigation</p> <p><i>Comprehensive on site assessments are required to understand the likely impacts on air quality and what mitigating measures should be put in place.</i></p> <p><i>Make Stanley Lane, Shepherds Lane and Silverhill Lane access only to existing properties and farms during construction to reduce the likelihood of congestion, road blocking, and accidents.</i></p>	
<p>6. Community</p> <p>By closing Mill Lane where it exits onto the A6175, communities to the south, including Stanley, will be cut off from Heath, Sutton Scarsdale and Holmewood and its shops, library, community centre and (our nearest) garage and petrol station. Our current route to Chesterfield, which is the quickest and most convenient town and shopping centre for those of us in Stanley, will be cut off or the journey time vastly extended and complicated since the proposed Mill Lane diversion will exit onto the Glapwell/Mansfield side of the A617.</p> <p>The community of Doe Lea will be impacted by the proposal to divert Mill Lane through the village of Doe Lea, putting a through road where there is now a cul-de-sac and putting at risk the lives of children who currently play there and residents who walk their dogs there.</p> <p>Ref 6.2.3 The diversion of recreational footpaths, specifically Ault Hucknall Footpaths 17 and 18, onto roads (Hawking and Deep Lane) is not acceptable.</p> <p>We should like to see a specific section for Stanley in the consideration of villages, i.e. between ref 6.3.4 and 6.3.5</p> <p>The construction and operational phases will result in:</p> <ul style="list-style-type: none"> • Road closures, both permanent and temporary will be disruptive, adding to journey times into and out of the hamlet making Stanley and the surrounding area less attractive as a place to live and thereby affecting community cohesion. • Residents of the villages needing to use the local road network to commute to work, access shops, health surgeries and hospitals, schools will experience difficulties as they try to navigate closed and diverted routes and contest with heavy traffic, significantly extending their journeys. • The severance of PRow is considerable, some re-routed PRow are completely unsuitable, for example onto Deep Lane. Putting more walkers and horse riders onto the lane is a significant safety issue. With two overbridges to cross would make it totally unsuitable and dangerous for horse riders. 	<p align="center">CT-05-455</p> <p align="center">CT-06-455</p> <p align="center">Ref 6. 2. 3 CT-05-453 CT-06-453</p>
<p>Comments/Suggestions for Mitigation</p>	

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Chapter 6 must include a description of the location and demographics of Stanley, as one of the closest hamlets/villages to the PS and will be significantly affected by the construction and operation of HS2.

Proper assessments must be undertaken at a matter of urgency on the impacts on the communities in Ashfield. These assessments will inform what suitable measures could be used to mitigate some of the impacts.

Keep the existing exit of Mill Lane open onto the A6175 by building a land bridge to reconnect Mill Lane with a (shorter) diversion over or under the M1 & HS2 map ref CT-06-455 E6 or nearby.

7. Ecology and Diversity

Disruption by proposed new roads and rights of way

Loss of mature trees on banking of long stretch of motorway where the M1 is to be diverted near Tibshelf.

Losses of existing beautifully mature trees, rural pastures and mature landscape character due to diversion of Hawking Lane, closure of Mill Lane and possible misuse of Mill Lane by Construction Traffic.

No specific landscape protection, mitigation or indication of use is indicated for the verges of Mill Lane where there are currently many mature trees. Without specific protection, these trees are likely to be destroyed by construction activity.

There are a number of badger setts in the fields to the east of the M1, we would expect that there any many more throughout the land designated by HS2 for the construction.

No mention has been made in the WDES of the herd of deer, probably remnants of the Hardwick herd, in the Hardwick Estate and Dovedale Wood area. Deer have been associated with both of the Hardwick Halls from mediaeval times – the mouldings and friezes in both Halls are testament to this. These deer are frequently seen by locals grazing in nearby fields and in Silverhill Wood. Protection is needed to ensure the deer and other animals don't get cut off from their historic habitat both during construction and operation of HS2.

Because the land around Hardwick Hall is a Minerals Local Plan constraint area it is a mature landscape which has so far remained undisturbed and nowadays this is a rarity we need to keep. (Land Quality) **10.3.56** says it merits protection because of “the nature, conservation and landscape that due to the relatively undisturbed mineral reserves, retain a greater range and diversity of landscape features and wildlife interests”

The construction and operational phases will result in:

- Animals and birds including protected species and deer being disturbed by construction and operation.
- The Stanley grasslands SBI and Stanley Grange Grassland SBI located adjacent to the PS are used for equestrian purposes, the livestock will be impacted by the noise, light pollution and vibration.
- Loss of some of the lowland deciduous woodlands running next to the motorway which currently provide habitats for numerous ecological species. They also act to reduce noise from the motorway. Within these woodlands are ancient and veteran trees, which will be lost

Ref **7.3.18**

**CT-05-452 (C5 –H7)
CT-05-453
CT-05-454/5
CT-05-455 (C6)
CT-06-455 (From D5
to F2)**

**7.3.5
7.4.28 to 7.4.31
10.3.56**

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<ul style="list-style-type: none"> • The PS divides the lands which will disconnect the Hardwick estate from its farm land which currently allows for animals and wildlife to move between the two. • The tributary of the River Doe Lea on the Derbyshire/Nottinghamshire border will be affected, it is unclear what measures are to be taken to ensure that water that drains into this tributary is properly managed. 	
<p>Comment/ Suggestions for Mitigation</p> <p><i>Proper assessments must be undertaken at a matter of urgency on the impacts on ecology and diversity, the assessment will inform the measures that could be used to mitigate against some of the impacts.</i></p> <p><i>We are supportive of the land bridge as proposed by the National Trust needed to connect Hardwick Estate area to farmland and enable animals to cross HS2 safely.</i></p> <p><i>Keep the diversions to a bare minimum to ensure as few mature trees are destroyed as possible. Replant with mature trees.</i></p> <p><i>Keep Hawking Lane open as far as possible by building a bridge to carry HS2 over Hawking Lane near the Hardstoft North Embankment, (where there is already a bridge for the M1) and Keep Mill Lane open between the A6175 and Stainsby Mill as much as possible by building a land bridge, as also proposed by the National Trust, over the M1 & HS2 map ref CT-06-455 E6 or nearby.</i></p> <p><i>Ensure landscape is re-instated after construction as arable or grassland and destroyed trees are replaced with as many mature trees as possible.</i></p> <p><i>A land bridge or preferably a garden bridge is needed to connect Hardwick Estate area to farmland and enable animals to cross HS2 safely.</i></p>	
<p>8. Health</p> <p>We agree with the WDES that an attractive environment can improve people's enjoyment and sense of wellbeing, and that poor quality environments have a negative effect on people's health.</p> <p>The area of the LA10 route is an area of outstanding natural beauty, which is enhanced by Hardwick Hall (Old and New) and Stainsby Mill and the very pretty villages and hamlets in both Derbyshire and Nottinghamshire.</p> <p>Walkers and cyclists frequent the area, as do the caravanners and campers who stay at the Teversal Caravan and Camping Site, and enjoy its beauty and tranquillity. It is a surprising gem which is easily accessed from the Motorway and is close to a number of small towns and larger cities.</p> <p>Many of the residents of this area purposely chose this tranquil area to live in to combat the stress of busy everyday lives.</p> <p>The corridor running through from Junction 29 of the M1 Motorway to Tibshelf which forms the PS will become industrialised. As with heavily industrialised compounds there will be increased noise, traffic, dust and pollution.</p> <p>In addition the impact of temporary and permanent alternative routes for PRoWs will be felt both by local residents and visitors to Hardwick Park who often like to walk the paths in the area.</p>	<p align="center">Ref 8.31</p> <p align="center">CT-06-452R1</p> <p align="center">CT-05-453</p> <p align="center">CT-06-453</p> <p align="center">CT-05-454</p> <p align="center">CT-06-454</p> <p align="center">Ref 8.4.12</p> <p align="center">to 8.4.16</p>

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Because of reduced/altered access to Hardwick causing a reduction in visitor numbers there will be reduced opportunities for volunteers who currently do a great job of showing people around Hardwick Hall; this will therefore affect the physical and mental health and well-being of many non-employed people who may otherwise be living isolated lives. It will also have a negative impact on tourism.

The construction and operational phases will result in:

- The impact on this area from HGVs, noise, air emissions, visual impacts and additional traffic will be significant.
- Increased noise will be noticeable during construction and when operational.
- We have been informed by HS2 that there will be sonic booms as the high speed train exit from the cut and cover tunnel to the west of our properties. When the line is running at capacity a sonic boom will be heard approximately every 4 minutes. We understand that mitigation may include integrating air vents towards the exits, but that the sonic boom will continue to be heard but it will be less noisy.
- A change in character, and amenity in area that will have a significant negative impact on this small community and potentially will spoil the resident's enjoyment.
- It is likely that this community will be negatively impacted by the effects of dust. Dust and air pollution are known to have negative impacts on health and particular on the respiratory and cardiac systems.
- Blocked roads increase the anxiety and stress of the local residents.
- Temporary or permanent road diversions and closures will have a negative impact on the resident's ability to move around the area. These factors are also known to increase levels of stress and anxiety.
- The loss of the attractive environment will impact negatively on the residents mental health and sense of wellbeing and enjoyment
- Loss and diversion of PRow will affect the opportunity for exercise for locals and visitors.
- The presence of large number of workers will be noticeable, with construction vehicles using local roads to access compounds and workers using facilities within the settlements. This could have the potential to alter resident's perceptions and interactions within the community.
- Potential for the increase in crime. We are concerned that once construction commences 'hidden' parts of our hamlets will be exposed which could lead to an increase in theft and other crimes. This could result in higher insurance premiums.
- Reduction in property values is likely due to the unpleasantness and challenges of living in an area where major construction work is taking place, plus the detrimental impacts of the operational HS2. As residents lose their enjoyment of living in such an area they may want relocate which may prove difficult as prospective buyers are unlikely want to move into a 'blighted' area.

Comments/Suggestions for Mitigation

We agree with the statement in 8.4.7 that the construction of the PS has the potential to affect the wellbeing through changes to neighbourhood quality. For this reason as in 8.1.1 there must be a comprehensive health impact assessment undertaken by the Public Health Director and Health and Well Being Board of Nottinghamshire Council and the local Clinical Commissioning Group. This will inform what mitigating measures should be considered to reduce the impacts

Section 8.3 Existing baseline should include a description of the location and demographics of Stanley which is a hamlet within the parish of Teversal. Failure to include these details leave Stanley vulnerable to having no recognition and its residents not having their needs assessed.

It is essential that Ashfield District Council and the local Police are engaged to identify measures to foster good relationships and prevent crime.

Dust emissions need to be assessed appropriately in term of this location and the prevailing wind.

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A vibration assessment is required to understand the implications, and if appropriate design and make available mitigation measures to ensure that the properties are stable and safe.

Proper compensation must be considered for those residents who have difficulties to selling their property

It is vital that Stanley (being between Tibshelf and Hardstoft) be specifically described and considered in the existing Environmental Baseline (8.3).

Residents of Stanley and Teversal regularly use local footpaths, trails and fishing ponds and need to be seriously considered as there are no pavements, no public transport and few other opportunities for exercise and recreation in the local area.

9. Historic Environment

Construction and Operation

We have significant concerns regarding the re-routing of Hawking Lane and Mill Lane etc and the impact on Hardwick Hall and the historic environment.

The notes on the PS LV maps suggest that Hardwick Hall could be affected for over 15 years! This would be a huge business loss for the National Trust and a catastrophe for Hardwick itself and its supply chain

Hardwick Hall is the most visited National Trust property in the country and helps to boost our local economy as well as providing a focal point for activities and education in the area. The National Trust proposals for the lanes between Stanley and J29 M1 are excellent: they are very detailed and professionally planned and drawn up but they do NOT appear to be included in the WDES.

Hardwick Hall and Park provides volunteering opportunities for retired and jobless people all around the area, some of whom are from Nottinghamshire - a retired history teacher travels to Hardwick from Sutton-in-Ashfield several times a week to do voluntary work in the Hall – if new access roads make this journey longer, more difficult and more urban, it will not only deter visitors from visiting Hardwick but also reduce employment opportunities and voluntary work at the Hall.

Adopting the National Trust proposals for roads, bridges and landscaping features will help to mitigate the noise, dust and vibration from HS2 not only during construction but also during operation.

The construction and operational phases will result in:

- Reduced access throughout the local road network. We have significant concerns regarding the re-routing and stopping up of Hawking Lane and Mill Lane and the consequential impact on Hardwick Hall and the Old Hall, and access routes to Hardwick Park.
- Loss and damage to historic viewpoints. Numerous historic viewpoints across the valley up to Hardwick Hall will be scarred and lost for ever.
- The loss of historic assets at Stainsby and Heath will have a detrimental effect on our area. The area is attracting tourists from the UK and beyond, which is stimulating tourism. This would be an enormous shame as the area is slowly developing a solid tourism market.
- The proposed mitigation to reduce the visual impact in some area will actually be intrusive as it is not in keeping with the current landscape or environment.

CT-05-453

CT-06-453

CT-05-454

CT-06-454

CT-05-455

CT-06-455

LV-02-390b

LV-02-392

LV-02-393

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<p>The local area includes award winning urban and country parks such as Silverhill and Brierley Country Parks, with miles of walking and cycling tracks on disused rail tracks. These community assets alongside Hardwick Hall, Bolsover Castle, Stainsby Mill, other historic buildings and features, and the historic and stunning landscape are well used and loved by the local communities and attract visitors from across the UK and beyond. Access to these assets must be suitably maintained in a way that is least harmful.</p>	
<p>Comments/Suggestions for Mitigation</p> <p><i>We should very much like to see the NT proposals and their alternative plans for mitigating the effect of HS2 adopted as they would enable the visiting public to continue to access Hardwick Hall from all directions in both Derbyshire and Nottinghamshire.</i></p> <p><i>NT proposals for a garden bridge, or similar over HS2 to reconnect the existing Mill Lane, would eradicate the need to build a new road through the residential, industrial town of Doe Lea and onto the busy A617 by keeping the existing junction of Mill Lane onto the A6175 Clay Cross Rd. This would:</i></p> <ul style="list-style-type: none"> • <i>Preserve the historic, breath taking views of the Hall on the approach to Hardwick from the A6175 (See photographs);</i> • <i>Enable people living in the area and visitors to benefit from the calm inducing effects of the rural scenery after the hassle of a working day or travelling on the M1;</i> • <i>Restore some peace and tranquillity to residents of the area after the stressful effects of the construction process.</i> • <i>Maintain more of the value of residential properties.</i> • <i>Make the journey to Chesterfield and the Derbyshire Peak District easier, shorter and more pleasant which will benefit residents and visiting tourists.</i> <p><i>The NT proposals also eradicate the need for and the cost of a new road off Deep Lane, thus avoiding an extremely bad junction where Deep Lane joins Stanley Lane, Hawking Lane and the exit road from Hardwick Hall and the Hardwick Inn. Keeping the existing Hawking Lane here, raising the HS2 embankment slightly instead and creating a bridge to match the existing motorway bridge would:</i></p> <ul style="list-style-type: none"> • <i>Keep traffic flowing;</i> • <i>Reduce the risk of accidents;</i> • <i>Maintain the historic view of Hardwick from Hardstoft for tourists and residents;</i> • <i>Reduce the effect of blight on houses in Hardstoft and Stanley;</i> • <i>Preserve wildlife in the area including the ancient herd of Hardwick deer not even mentioned in the WDES</i> • <i>Mitigate the overall effect of HS2 on the residents of Hardstoft, Stanley and associated areas</i> • <i>Enable tourists visiting Hardwick Hall from the 5* Camping and Caravan Club Park at Silverhill to gain entrance to and exit from Hardwick without going miles out of the way and preserve the existing communities.</i> 	
<p>10. Land Quality</p> <p>The PS will obviously affect land quality during construction and operation since a lot of land will be destroyed by the track, by construction compounds and by construction traffic. This will have an impact on land owners including those who need to graze horses and ponies on their fields to the east of the Tibshelf Cut and Cover Tunnel. Disturbed land affects the quality of pasture and often produces noxious weeds such as Ragwort which can easily seed and spread and is poisonous, often fatally, to horses.</p>	<p align="center">10.3.31 to 10.3.35</p>

WDES Response from the TSS Neighbourhood Forum: Concerns, Requests, Suggestions and Associated References.

<p>Much of the other land in this area has been returned to agricultural use following coal mining activity. Our concerns here also centre on the possible disturbance of (and the extra water which might flow into) these abandoned, most likely flooded, underground workings which run under the fields around Tibshelf, Stanley and Teversal.</p> <p>No mention has been made of the Bess of Hardwick Fishing Club (BOHAC) Row Ponds in Hardwick Park, which may be affected as they run into Miller's Pond.</p> <p>Construction and operational phases will result in:</p> <ul style="list-style-type: none"> • Land disturbance could result in the spreading of poisonous weeds which are dangerous to horses. • Massive earth movements are likely to destabilise the land around Stanley. The Coal Authority has classified the whole area as having a potential for underground workings, which may contain voids or broken ground. There is evidence of sinkholes. Opencast mining was extensive to the east of the motorway on the Ashfield side although this is not mentioned in the WDES. Local knowledge has identified a number of 'Bell Pits' close to the PS. There are flooded mine shafts in Tibshelf, Stanley and Teversal area. • We are concerned in light of the relatively recent open cast mine working that vibration may cause further earth movement adversely affecting our properties. • Release of Radon and other mine gases. Radon is known to be in the area, we are concerned that disturbance of the soil could result in the release of this toxic and dangerous gas. • Increased risk from flooding. The River Doe Lea joins a land dyke through Stanley, the land dyke is susceptible to flooding when the river Doe Lea overflows as it passes under Shepherds Lane and Silverhill Lane. Surface water is a problem around the Stanley area. The road regularly floods at Frankenbridge which is at the bottom of Stanley Lane, where a tributary of the Doe Lea meets the Doe Lea, and under the Motorway bridge. 	
<p><i>Comments/Suggestions for Mitigation</i></p> <p><i>Proper assessments must be undertaken at a matter of urgency on this topic in order to fully understand the impacts on the area, these will inform the measures that could be used to mitigate some of the impacts.</i></p> <p><i>Mitigation needed to protect agricultural land from the effects of nearby disturbance of land quality.</i></p> <p><i>Also see comments in section 15 below; Water Resources and Flood Risk.</i></p>	
<p>11. Landscape and visual – with maps</p> <p>We agree with the WDES that an attractive environment can improve people's enjoyment and sense of wellbeing, and that poor quality environments have a negative effect on people's health. However:</p> <ul style="list-style-type: none"> • Historic viewpoints across the valley up to Hardwick Hall will be scarred. • Silverhill Wood (the highest point in Nottinghamshire) and parts of Newtonwood Farmlands and The Hardwick Estate all fall within the TSS Neighbourhood area and viewpoints from all these LCAs will be significantly adversely altered. 	<p align="right">LV-02-390b</p> <p align="right">LV-02-391</p>

WDES Response from the TSS Neighbourhood Forum: Concerns, Requests, Suggestions and Associated References.

<ul style="list-style-type: none"> • Although we recognise that once the construction phase is over and HS2 is operational some of the land will be returned to agricultural and countryside, this will not be until after 2033 when many of the residents of the area may have passed on. By then the area will have lost its tranquillity and land will be permanently scarred; it is inconceivable that it will be return to the state it was prior to construction. • The WDES acknowledges to some extent the massive impact on the Landscape and Visual Character of the area. Historic viewpoints across the valley up to Hardwick Hall will be scarred beyond 15 years. • However, it appears that there are a number of viewpoints (during construction and operation) from the Nottinghamshire side that do not appear to have been identified in the WDES, especially from some of the footpaths to the East of the M1, points in Stanley, Shepherds Lane and Silverhill. • In addition the impact of temporary and permanent alternative routes for PRowWs will be felt by the local residents. The area of the LA10 route is an area of outstanding natural beauty, which is enhanced by Hardwick Hall (Old and New), Stainsby Mill and the very pretty villages and hamlets in both Derbyshire and Nottinghamshire. Walkers and cyclists frequent the area, as do the caravanners and campers who stay at the Teversal Caravan and Camping Site, and enjoy its beauty and tranquillity. It is a surprising gem which is easily accessed from the Motorway and is close to a number of small towns and larger cities. • Stanley and Wild Hill, Teversal are within 1.5 kms of the PS and will be affected by sight of construction compounds, lights etc but neither are mentioned in 11.2.5 or 11.3.9 • There are a number of adversely affected Viewpoints not identified on the WDES, including views from Shepherds Lane, H9, Silverhill Lane and a number of the PRowWs. • The impact on the historic viewpoints of Hardwick Hall from across the area will be devastating and irrecoverable. 	<p>LV-030390b</p> <p>LV-04-390b</p> <p>LV-03-391</p> <p>LV-04-391</p> <p>Ref 11.2.5</p> <p>11.3.9</p>
<p>Comments/Suggestions for Mitigation</p> <p><i>Proper assessments must be undertaken at a matter of urgency on the impact of the PS on the historic and beautiful landscape and visual in order to inform appropriate and sensitive measures that could be used as mitigation.</i></p> <p><i>Keep Hawking Lane open as far as possible and build a bridge to carry HS2 over Hawking Lane near the Hardstoft North Embankment, (where there is already a bridge for the M1) and</i></p> <p><i>Keep Mill Lane open between the A6175 and Stainsby Mill as much as possible by building a land bridge, as also proposed by the National Trust, over the M1 & HS2 map ref CT-06-455 E6 or nearby</i></p>	
<p>12. Socio-economic</p> <p>No mention has been made in the WDES of the business of Hardwick Hall and Park (NT) which will be significantly affected by HS2 for more than 15 years according to the notes on the PS Landscape Character maps. Since the mature, rural setting of Hardwick Hall is an important part of its attraction for visitors any alteration to this is bound to have a significant impact on its business and in turn on the staff it employs as rangers, wardens and security personnel, office staff, chefs and restaurant staff, waiters and waitresses and so on. Hardwick Hall is also a wedding and events venue; alteration of the setting will greatly affect the number of weddings held there and the income from these and from Food and Country Fairs.</p>	<p>LV-02-393</p>

WDES Response from the TSS Neighbourhood Forum: Concerns, Requests, Suggestions and Associated References.

<p>Many visitors to Hardwick Hall are tourists, including international visitors, who stay locally so this will impact severely on local accommodation including the 5* Caravan and Camping Club park at Silverhill, local inns, (e.g. The Hardwick Inn, The Carnarvon Arms, The Shoulder of Mutton at Hardstoft), local shops (e.g. the Coop, butcher's and hairdresser's at Stanton Hill). As a result the jobs of local people will be affected.</p> <p>In addition there will be reduced opportunities for volunteers who currently do an amazing job of showing people around the Hall; this will therefore affect the health and well-being of many non-employed people who may otherwise be living isolated lives.</p> <ul style="list-style-type: none"> • No mention has been made of Hardwick Hall and Park or the rest of the area where HS2 will impact for more than 15 years or indeed throughout the rest of the area. • Given the timescale from today the residents of the area are living with the effects of construction of the HS2 proposed scheme from today onwards. At the earliest the route will not be operational until 2033. Thereafter the local communities will have the continued impact of HS2 when fully operational. <p>Local towns including Sutton in Ashfield, Mansfield and Kirby in Ashfield have significant areas of deprivation. Tourism and the retail and service industry are sources providing new jobs and opportunities. Jobs in these industries must be protected. Unsympathetic developments, during construction and beyond, are likely to cause significant damage which will take years from which to recover if at all.</p> <p>As previously stated the local area includes award winning urban and country parks such as Silverhill and Brierley Country Parks, with miles of walking and cycling tracks on disused rail tracks. These community assets alongside Hardwick Hall, Bolsover Castle, Stainsby Mill, other historic buildings and features, and the historic and stunning landscape are well used and loved by the local communities and attract visitors from across the UK and beyond. Access to these assets must be suitably maintained in a way that is least harmful.</p>	
<p>Comments/Suggestions for Mitigation</p> <p><i>A comprehensive assessment must be undertaken as a matter of urgency to understand the impacts on the socio-economic factors and structures, including the impact on tourism and local visitor services.</i></p> <p><i>Follow the National Trust detailed proposals for mitigation. This is a National Heritage treasure and its business is an asset of local and national importance and is too significant to be ignored.</i></p>	
<p>13 Sound Noise and Vibration</p> <p>Construction compounds to the West and East of Tibshelf Cut and Cover Tunnel and work to divert the M1 will cause a large increase in noise and vibration at all hours of the day and night. Whilst noise from the M1 has decreased over >30 years since trees on its verges have matured absorbing more sound, these trees will more than likely be decimated by the construction to temporarily divert the motorway so not only will sound from the construction work and the HS2 PS travel further but noise from the motorway will also be increased, travel further and disturb the tranquillity of Stanley Village.</p> <p>Vibration which is likely to be an issue as many properties in Stanley are built on clay without deep foundations, if not addressed properly our homes could suffer from significant damage from both the construction and operation of HS2.</p> <p>The HS2 PS and HS2 proposed Hawking Lane diversion, at a geographically higher level than the existing lanes, would add yet another layer of noise which will travel further and be more much more intrusive and consequently damaging to health and well-being.</p>	<p align="center">CT-05-452</p>

WDES Response from the TSS Neighbourhood Forum: Concerns, Requests, Suggestions and Associated References.

<p>Construction</p> <p>The construction site for the cut and cover tunnel we understand is to have special dispensation which will mean extended working days and hours due to having to work on creation of the satellite construction sites, temporary material stockpile sites, system compounds, electrical sub-stations, balancing pond, water course etc, to include:</p> <ul style="list-style-type: none"> • Tunnelling under the M1 motorway, • Constructing an overbridge over the B6014, Mansfield Road. • Creating a temporary motorway for the re-routing of the M1 and reinstating M1 • Creating cuttings <p>There is no doubt that there will be significant effects from noise, dust (air quality), light pollution, vibration on all the communities in close proximity to the PS especially Stanley. In addition, in the winter the prevailing winds mainly come from the South West, this means that there will be a significant increase the noise and dust and thereby affecting health and wellbeing. The WDES noise map in our view significantly underplays the level of noise on Stanley, including that Stanley is considerably higher than the PS increasing the risks and reducing effectiveness of low level planting. The corridor running through from Junction 29 of the Motorway to Tibshelf which forms the PS will become industrialised, as with heavily industrialised compounds there will be increased noise, traffic, dust and pollution.</p> <p>Operation</p> <p>Once operational despite proposed mitigation there will be a significant ongoing impact from the sonic boom anticipated as the trains exit the Tibshelf Cut and Cover Tunnel. Once fully operational this will mean that a boom will be heard, from both ends of the tunnel, every few minutes.</p> <p>The proposed landscape mitigation planting (F5) is focussed largely on the west side of the Tibshelf Cut and Cover tunnel; it is highly likely that the existing noise-reducing trees on both verges of the M1 will have been destroyed by the construction traffic when diverting the M1 here thus increasing the noise from the motorway as well. Sound will carry straight to Stanley from here. As there will be a significant increase, more serious consideration needs to be given to reduce the impact of noise on the East side of both HS2 and the newly re-installed M1.</p> <ul style="list-style-type: none"> • Increased sound, noise and vibration. Construction compounds to the West and East of Tibshelf Cut and Cover Tunnel and work to divert the M1 causing a large increase in noise and vibration at all hours of the day. We understand that the construction sites required to construct the cut and cover tunnel will more than likely have special dispensation to enable 24/7 working hours, which will have a significant impact on local residents day and night. • The porous portals will not provide enough mitigation for the ‘sonic booms’ from the high speed trains leaving the Tibshelf Cut and Cover tunnel which we feel will be heard at Stanley. More mitigation and better sound assessment needed. 	<p>CT-06-452</p>
<p>Comments/Suggested Mitigation</p> <p><i>Proper assessments must be undertaken at a matter of urgency on the impacts of sound, noise and vibration in our area in order to fully understand the impacts, these will inform the measures that could be used to mitigate some of the impacts.</i></p>	

WDES Response from the TSS Neighbourhood Forum: Concerns, Requests, Suggestions and Associated References.

CT-05-453
CT-06-453
E/F:10

With considerable road closures, re-routing and additional traffic (HGVs and light vehicles) it is highly likely that there will be significant effects on the Ashfield roads.

Currently when the M1 is closed traffic moves from the motorway to the local roads in both Derbyshire and Nottinghamshire. Some of this traffic finds itself on the single track roads around Stanley. There are currently times when the residents of Stanley are unable to get to or from their own homes as the roads become gridlocked or blocked by HGVs which have unwittingly found their way onto it via Satellite Navigation. This is an ongoing problem.

With planned motorway closures, temporary and permanent re-routing of roads, diversions and closures of roads on the Derbyshire side of the PS this will mean that our current problems with the single track lanes will only worsen, thus making it impossible at time for the residents to get to and from their own homes.

We are concerned about the number of HS2 access roads. It is unclear as to whether they will be temporary or permanent. These road give access to area that are currently inaccessible to vehicles, this could result in a number of negative impacts, including increasing the risk of crimes.

Operation

Stopping up and/or Diversion of Roads: Hawking Lane and Mill Lane. These proposed diversions and new roads will have a profound effect on people living in the area. The existing lanes are widely used by residents travelling to Heath, Holmewood, Sutton Scarsdale and Chesterfield; the proposed diversions will add at least 10 minutes to the journey time and make the new journeys unnecessarily complicated. Chesterfield Rail Station is used by a number of residents to access the current rail network for commuting to and from work.

Combined with the above challenges, expected higher costs for HS2 passenger fares, no HS2 route north from Chesterfield with only travel to the south (with the first part of the journey being at normal speeds for a local line and no high speed) the residents of our area will realise no travel benefits from HS2. They instead will suffer significant detriment.

The Junction from Deep Lane approaching Stanley Lane and Hawking Lane and the roads from Hardwick Hall and Inn is very dangerous already even with comparatively less traffic than when construction is underway, it includes a blind entry for Stanley Lane. When diverted, this exit from Deep Lane will become extremely hazardous both for traffic, walkers and horse-riders diverted onto this lane from Ault Hucknall Footpaths/Bridlepaths 17 & 18.

- Construction traffic causing congestion on local roads
- Diversion of Hawking Lane
- Closure of Hawking Lane
- Diversion of Mill Lane
- Closure of Mill Lane
- Diversion of Access to and from Hardwick Hall
- Creation of a new road through to the A617 east through a housing estate in Doe Lea, risking the safety of the residents of Doe Lea and other significant risks.

WDES Response from the TSS Neighbourhood Forum: Concerns, Requests, Suggestions and Associated References.

<p>The choice of the deeply unsatisfactory diversion of Hawking/Mill Lane would appear to have been made purely on cost and not on what is least harmful.</p>	
<p>Comments/Suggestions for Mitigation</p> <p><i>Proper assessments must be undertaken at a matter of urgency on the whole of the road network in the area and surrounding area involving Highway Authorities of Nottinghamshire County Council and Derbyshire County Council in order to fully understand the impacts on the area, develop the best options for road realignments and to inform the measures that could be used as mitigation.</i></p> <p><i>Reconsider the overwhelming number and locations of compounds and stockpile along the LA10 corridor.</i></p> <p><i>Review the number of HS2 access roads and make clear as to whether they are planned to be permanent or temporary. Work with the Highways Authorities to ensure that the junctions are properly integrated into the road networks.</i></p> <p><i>Use the track bed for construction traffic routes.</i></p> <p><i>Review the Hawking Lane/Mill Lane diversion and consider an option that is the least harmful. Alternatives to consider would be:</i></p> <ul style="list-style-type: none"> • <i>To continue the diverted Mill Lane on the west side of PS to Stainsby and then join up with Hawking Lane and go under the PS and the motorway to Hardwick Hall and Stainsby Mill.</i> • <i>Keep Hawking Lane open as far as possible by building a bridge to carry HS2 over Hawking Lane near the Hardstoft North Embankment, (where there is already a bridge for the M1) and keep Mill Lane open between the A6175 and Stainsby Mill as much as possible by building a land bridge, as also proposed by the National Trust, over the M1 & HS2 map ref CT-06-455 E6 or nearby.</i> <p><i>To undertake a full assessment of Stanley Lane, Silverhill Lane and Shepherds Lane. As a priority mitigation only allow access only vehicles.</i></p>	
<p>15. Water Resource and Flood Risk</p> <ul style="list-style-type: none"> • The PS crosses from Tibshelf (Derbyshire) on the East of the motorway to the West (Derbyshire) through a Cut and Cover Tunnel • The proximity of the PS cut and cover tunnel is very close to Stanley which is in Nottinghamshire (Ashfield). • The PS plans to use a water course which is entirely in Nottinghamshire. The planned water course runs from the PS HS2 balancing pond into the land dyke. • There is insufficient mitigation for the water run-off from the balancing pond; the land dyke serves the hamlet of Stanley which has 17 residential properties (including a large dairy farm). • The land dyke (part of the River Doe Lea) flows at the rear of the residential barns in Stanley, between two cottages, under Silverhill Lane through Dovedale Wood SSSI, to the Hardwick Ponds, exiting at the Stainsby end again on the River Doe Lea; during heavy rain the land dyke/River Doe Lea is already unable to contain the all the additional water and it runs over Silverhill Lane. • We do not accept yourcF assessment that the Dovedale SSSI will not suffer any detriment. Recent planning applications have attracted responses from Natural England and the National Trust as they are concerned that any additional water flowing through the River Doe Lea to Dovedale Wood SSSI would impact negatively on the rare plants and woodlands. 	<p align="center">CT-06-452-R1</p>

WDES Response from the TSS Neighbourhood Forum: Concerns, Requests, Suggestions and Associated References.

<ul style="list-style-type: none">• A tributary runs into the Doe Lea at by Frankenbridge (near Hardwick Inn), Stanley Lane around Frankenbridge is often flooded; this is despite considerable works that were undertaken a couple of years ago to prevent flooding. At times the road is impassable.• Water run-off from Tibshelf Cut and Cover tunnel causing overflow of dyke/streams and flooding at bottom of Silverhill Lane and at Frankenbridge (on Nottinghamshire/Derbyshire county boundary near to Hardwick Inn). Additional running water will exacerbate where there is currently overflow onto the lanes and properties in the dip of Shepherds Lane and the bottom of Silverhill Lane from the land dyke/River Doe Lea.	
<p>Comments/Mitigation</p> <p><i>Proper assessments must be undertaken at a matter of urgency in conjunction with the Environment Agency, Natural England and the National Trust and other relevant parties in order to fully understand the impacts on water resource and flood risk in the area to ensure appropriate measures are used to mitigate against the negative impacts</i></p> <p><i>More mitigation measures need to be taken to reduce water run off towards Stanley: Maybe tree planting is needed around and to the east of the Balancing Pond and the Ecological mitigation Pond (D2) to help to soak up and reduce the water run-off from these ponds; dredging or deepening the existing water dykes might also help to reduce any increased risk of flooding in the area.</i></p>	

Response prepared by Janice Ashley shfjan@btinternet.com and Lis Reid bethr.123@hotmail.co.uk members of the TSS Forum and coordinators for the HS2 sub-group. Please refer all correspondence to Janice or Lis