



**Ipsos MORI**  
Social Research Institute

June 2019

# High Speed Two Phase 2b: Crewe to Manchester and West Midlands to Leeds

## Consultation on the working draft Environmental Statement

Produced by Ipsos MORI for HS2 Ltd

# Contents

<b>1 Introduction .....</b>	<b>14</b>
<b>2. Structure of this report .....</b>	<b>23</b>
<b>3. Analysis methodology .....</b>	<b>27</b>
<b>4. Comments relating to the Non-technical summary .....</b>	<b>31</b>
<b>5. Comments relating to Volume 1: Introduction and methodology .....</b>	<b>33</b>
<b>6. Comments relating to Volume 2: community area MA01 Hough to Walley's Green .....</b>	<b>36</b>
6.1 Introduction .....	36
6.2 Overview of the area .....	36
6.3 Agriculture, forestry and soils .....	37
6.4 Air quality .....	38
6.5 Community .....	38
6.6 Ecology and biodiversity .....	39
6.7 Health .....	40
6.8 Historic environment .....	40
6.9 Land quality .....	40
6.10 Landscape and visual .....	40
6.11 Socio-economic .....	41
6.12 Noise and vibration .....	41
6.13 Traffic and transport .....	42
6.14 Water resources and flood risk .....	43
<b>7. Comments relating to Volume 2: community area MA02 Wimboldsley to Lostock     Gralam .....</b>	<b>44</b>
7.1 Introduction .....	44
7.2 Overview of the area .....	44
7.3 Agriculture, forestry and soils .....	45
7.4 Air quality .....	46
7.5 Community .....	48
7.6 Ecology and biodiversity .....	50
7.7 Health .....	52
7.8 Historic environment .....	53
7.9 Land quality .....	54
7.10 Landscape and visual .....	54
7.11 Socio-economic .....	55
7.12 Noise and vibration .....	57
7.13 Traffic and transport .....	58

7.14 Water resources and flood risk.....	61
<b>8. Comments relating to Volume 2: community area MA03 Pickmere to Agden and Hulseheath .....</b>	<b>63</b>
8.1 Introduction .....	63
8.2 Overview of the area.....	63
8.3 Agriculture, forestry and soils.....	64
8.4 Air quality .....	65
8.5 Community.....	66
8.6 Ecology and biodiversity .....	68
8.7 Health.....	69
8.8 Historic environment.....	70
8.9 Land quality.....	70
8.10 Landscape and visual .....	71
8.11 Socio-economic .....	72
8.12 Noise and vibration .....	72
8.13 Traffic and transport .....	73
8.14 Water resources and flood risk.....	76
<b>9. Comments relating to Volume 2: community area MA04 Broomedge to Glazebrook ....</b>	<b>77</b>
9.1 Introduction .....	77
9.2 Overview of the area.....	77
9.3 Agriculture, forestry and soils.....	78
9.4 Air quality .....	79
9.5 Community.....	79
9.6 Ecology and biodiversity .....	82
9.7 Health.....	83
9.8 Historic environment.....	84
9.9 Land quality.....	84
9.10 Landscape and visual .....	85
9.11 Socio-economic .....	86
9.12 Noise and vibration .....	86
9.13 Traffic and transport .....	87
9.14 Water resources and flood risk.....	90
<b>10. Comments relating to Volume 2: community area MA05 Risley to Bamfurlong .....</b>	<b>91</b>
10.1 Introduction .....	91
10.2 Overview of the area .....	91
10.3 Agriculture, forestry and soils.....	92
10.4 Air quality.....	93
10.5 Community.....	93

10.6 Ecology and biodiversity.....	96
10.7 Health.....	98
10.8 Historic environment.....	98
10.9 Land quality .....	99
10.10 Landscape and visual.....	99
10.11 Socio-economic.....	99
10.12 Noise and vibration .....	100
10.13 Traffic and transport .....	101
10.14 Water resources and flood risk.....	104
<b>11. Comments relating to Volume 2: community area MA06 Hulseheath to Manchester Airport .....</b>	<b>105</b>
11.1 Introduction .....	105
11.2 Overview of the area .....	105
11.3 Agriculture, forestry and soils.....	106
11.4 Air quality.....	107
11.5 Community.....	107
11.6 Ecology and biodiversity.....	109
11.7 Health.....	111
11.8 Historic environment.....	111
11.9 Land quality .....	111
11.10 Landscape and visual.....	112
11.11 Socio-economic.....	112
11.12 Noise and vibration .....	113
11.13 Traffic and transport .....	113
11.14 Water resources and flood risk.....	116
<b>12. Comments relating to Volume 2: community area MA07 Davenport Green to Ardwick .....</b>	<b>117</b>
12.1 Introduction .....	117
12.2 Overview of the area .....	117
12.3 Agriculture, forestry and soils.....	118
12.4 Air quality.....	118
12.5 Community.....	119
12.6 Ecology and biodiversity.....	120
12.7 Health.....	120
12.8 Historic environment.....	121
12.9 Land quality .....	121
12.10 Landscape and visual.....	121
12.11 Socio-economic.....	121

12.12 Noise and vibration .....	122
12.13 Traffic and transport .....	122
12.14 Water resources and flood risk.....	123
<b>13. Comments relating to Volume 2: community area MA08 Manchester Piccadilly Station</b> .....	<b>124</b>
13.1 Introduction .....	124
13.2 Overview of the area .....	124
13.3 General comments relating to MA08.....	124
13.4 Summary of responses received .....	125
13.4.1 Comments from individuals.....	125
13.4.1 Comments from organisations .....	126
<b>14. Comments relating to Volume 2: community area LA01 Lea Marston to Tamworth ..</b>	<b>128</b>
14.1 Introduction .....	128
14.2 Overview of the area .....	128
14.3 Agriculture, forestry and soils.....	129
14.4 Air quality.....	130
14.5 Community.....	130
14.6 Ecology and biodiversity.....	131
14.7 Health.....	133
14.8 Historic environment.....	133
14.9 Land quality .....	133
14.10 Landscape and visual.....	133
14.11 Socio-economic.....	134
14.12 Noise and vibration .....	135
14.13 Traffic and transport .....	136
14.14 Water resources and flood risk.....	138
<b>15. Comments relating to Volume 2: community area LA02 Birchmoor to Austrey .....</b>	<b>140</b>
15.1 Introduction .....	140
15.2 Overview of the area .....	140
15.3 Agriculture, forestry and soils.....	141
15.4 Air quality.....	142
15.5 Community.....	142
15.6 Ecology and biodiversity.....	144
15.7 Health.....	145
15.8 Historic environment.....	146
15.9 Land quality .....	146
15.10 Landscape and visual.....	147
15.11 Socio-economic.....	147

15.12 Noise and vibration .....	148
15.13 Traffic and transport .....	149
15.14 Water resources and flood risk.....	153
<b>16. Comments relating to Volume 2: community area LA03 Appleby Parva to</b>	<b>154</b>
<b>Ashby-de-la-Zouch .....</b>	<b>154</b>
16.1 Introduction .....	154
16.2 Overview of the area .....	154
16.3 Agriculture, forestry and soils.....	155
16.4 Air quality.....	156
16.5 Community.....	157
16.6 Ecology and biodiversity.....	159
16.7 Health.....	160
16.8 Historic environment.....	161
16.9 Land quality .....	162
16.10 Landscape and visual.....	162
16.11 Socio-economic.....	163
16.12 Noise and vibration .....	164
16.13 Traffic and transport .....	166
16.14 Water resources and flood risk.....	169
<b>17. Comments relating to Volume 2: community area LA04 Coleorton to Kegworth .....</b>	<b>171</b>
17.1 Introduction .....	171
17.2 Overview of the area .....	171
17.3 Agriculture, forestry and soils.....	172
17.4 Air quality.....	173
17.5 Community.....	173
17.6 Ecology and biodiversity.....	176
17.7 Health.....	177
17.8 Historic environment.....	177
17.9 Land quality .....	178
17.10 Landscape and visual.....	179
17.11 Socio-economic.....	179
17.12 Noise and vibration .....	181
17.13 Traffic and transport .....	181
17.14 Water resources and flood risk.....	184
<b>18. Comments relating to Volume 2: community area LA05 Ratcliffe-on-Soar to Long</b>	<b>186</b>
<b>Eaton .....</b>	<b>186</b>
18.1 Introduction .....	186
18.2 Overview of the area .....	186

18.3 Agriculture, forestry and soils.....	187
18.4 Air quality.....	188
18.5 Community.....	189
18.6 Ecology and biodiversity.....	191
18.7 Health.....	193
18.8 Historic environment.....	194
18.9 Land quality .....	195
18.10 Landscape and visual.....	195
18.11 Socio-economic.....	197
18.12 Noise and vibration .....	198
18.13 Traffic and transport .....	200
18.14 Water resources and flood risk.....	202
<b>19. Comments relating to Volume 2: community area LA06 Stapleford to Nuthall .....</b>	<b>204</b>
19.1 Introduction .....	204
19.2 Overview of the area .....	204
19.3 Agriculture, forestry and soils.....	205
19.4 Air quality.....	205
19.5 Community.....	206
19.6 Ecology and biodiversity.....	208
19.7 Health.....	210
19.8 Historic environment.....	212
19.9 Land quality .....	213
19.10 Landscape and visual.....	213
19.11 Socio-economic.....	215
19.12 Noise and vibration .....	216
19.13 Traffic and transport .....	217
19.14 Water resources and flood risk.....	219
<b>20. Comments relating to Volume 2: community area LA07 Hucknall to Selston.....</b>	<b>221</b>
20.1 Introduction .....	221
20.2 Overview of the area .....	221
20.3 Agriculture, forestry and soils.....	222
20.4 Air quality.....	222
20.5 Community.....	223
20.6 Ecology and biodiversity.....	225
20.7 Health.....	226
20.8 Historic environment.....	226
20.9 Land quality .....	227
20.10 Landscape and visual.....	228

20.11 Socio-economic.....	228
20.12 Noise and vibration .....	229
20.13 Traffic and transport .....	229
20.14 Water resources and flood risk.....	231
<b>21. Comments relating to Volume 2: community area LA08 Pinxton to Newton and Huthwaite.....</b>	<b>232</b>
21.1 Introduction .....	232
21.2 Overview of the area .....	232
21.3 Agriculture, forestry and soils.....	233
21.4 Air quality.....	234
21.5 Community.....	235
21.6 Ecology and biodiversity.....	237
21.7 Health.....	238
21.8 Historic environment.....	239
21.9 Land quality .....	239
21.10 Landscape and visual.....	240
21.11 Socio-economic.....	240
21.12 Noise and vibration .....	241
21.13 Traffic and transport .....	242
21.14 Water resources and flood risk.....	244
<b>22. Comments relating to Volume 2: community area LA09 Stonebroom to Clay Cross ..</b>	<b>245</b>
22.1 Introduction .....	245
22.2 Overview of the area .....	245
22.3 Agriculture, forestry and soils.....	246
22.4 Air quality.....	246
22.5 Community.....	247
22.6 Ecology and biodiversity.....	248
22.7 Health.....	249
22.8 Historic environment.....	249
22.9 Land quality .....	250
22.10 Landscape and visual.....	250
22.11 Socio-economic.....	250
22.12 Noise and vibration .....	251
22.13 Traffic and transport .....	251
22.14 Water resources and flood risk.....	253
<b>23. Comments relating to Volume 2: community area LA10 Tibshelf to Shuttlewood.....</b>	<b>254</b>
23.1 Introduction .....	254
23.2 Overview of the area .....	254



23.3 Agriculture, forestry and soils.....	255
23.4 Air quality.....	256
23.5 Community.....	256
23.6 Ecology and biodiversity.....	258
23.7 Health.....	259
23.8 Historic environment.....	260
23.9 Land quality .....	261
23.10 Landscape and visual.....	261
23.11 Socio-economic.....	262
23.12 Noise and vibration .....	263
23.13 Traffic and transport .....	263
23.14 Water resources and flood risk.....	266
<b>24. Comments relating to Volume 2: community area LA11 Staveley to Aston.....</b>	<b>267</b>
24.1 Introduction .....	267
24.2 Overview of the area .....	267
24.3 Agriculture, forestry and soils.....	268
24.4 Air quality.....	269
24.5 Community.....	269
24.6 Ecology and biodiversity.....	271
24.7 Health.....	272
24.8 Historic environment.....	272
24.9 Land quality .....	273
24.10 Landscape and visual.....	273
24.11 Socio-economic.....	273
24.12 Noise and vibration .....	274
24.13 Traffic and transport .....	275
24.14 Water resources and flood risk.....	278
<b>25. Comments relating to Volume 2: community area LA12 Ulley to Bramley.....</b>	<b>279</b>
25.1 Introduction .....	279
25.2 Overview of the area .....	279
25.3 Agriculture, forestry and soils.....	280
25.4 Air quality.....	281
25.5 Community.....	281
25.6 Ecology and biodiversity.....	282
25.7 Health.....	283
25.8 Historic environment.....	283
25.9 Land quality .....	284
25.10 Landscape and visual.....	284

25.11 Socio-economic.....	285
25.12 Noise and vibration .....	286
25.13 Traffic and transport .....	286
25.14 Water resources and flood risk.....	289
<b>16. Comments relating to Volume 2: community area LA13 Ravenfield to Clayton .....</b>	<b>290</b>
26.1 Introduction .....	290
26.2 Overview of the area .....	290
26.3 Agriculture, forestry and soils.....	291
26.4 Air quality.....	292
26.5 Community.....	292
26.6 Ecology and biodiversity.....	294
26.7 Health.....	296
26.8 Historic environment.....	297
26.9 Land quality .....	297
26.10 Landscape and visual.....	297
26.11 Socio-economic.....	298
26.12 Noise and vibration .....	299
26.13 Traffic and transport .....	299
26.14 Water resources and flood risk.....	302
<b>27. Comments relating to Volume 2: community area LA14 South Kirkby to Charlston Common .....</b>	<b>303</b>
27.1 Introduction .....	303
27.2 Overview of the area .....	303
27.3 Agriculture, forestry and soils.....	304
27.4 Air quality.....	304
27.5 Community.....	305
27.6 Ecology and biodiversity.....	306
27.7 Health.....	307
27.8 Historic environment.....	308
27.9 Land quality .....	308
27.10 Landscape and visual.....	308
27.11 Socio-economic.....	309
27.12 Noise and vibration .....	309
27.13 Traffic and transport .....	310
27.14 Water resources and flood risk.....	312
<b>28. Comments relating to Volume 2: community area LA15 Warmfield to Swillington and Woodlesford .....</b>	<b>313</b>
28.1 Introduction .....	313

28.2 Overview of the area .....	313
28.3 Agriculture, forestry and soils.....	314
28.4 Air quality.....	315
28.5 Community.....	316
28.6 Ecology and biodiversity.....	318
28.7 Health.....	319
28.8 Historic environment.....	320
28.9 Land quality .....	321
28.10 Landscape and visual.....	321
28.11 Socio-economic.....	322
28.12 Noise and vibration .....	323
28.13 Traffic and transport .....	324
28.14 Water resources and flood risk.....	326
<b>29. Comments relating to Volume 2: community area LA16 Garforth &amp; Church Fenton..</b>	<b>328</b>
29.1 Introduction .....	328
29.2 Overview of the area .....	328
29.3 Agriculture, forestry and soils.....	329
29.4 Air quality.....	330
29.5 Community.....	330
29.6 Ecology and biodiversity.....	332
29.7 Health.....	333
29.8 Historic environment.....	334
29.9 Land quality .....	334
29.10 Landscape and visual.....	335
29.11 Socio-economic.....	335
29.12 Noise and vibration .....	336
29.13 Traffic and transport .....	337
29.14 Water resources and flood risk.....	338
<b>30. Comments relating to Volume 2: community area LA17 Stourton to Hunslet.....</b>	<b>339</b>
30.1 Introduction .....	339
30.2 Overview of the area .....	339
30.3 Agriculture, forestry and soils.....	340
30.4 Air quality.....	340
30.5 Community.....	341
30.6 Ecology and biodiversity.....	342
30.7 Health.....	342
30.8 Historic environment.....	343
30.9 Land quality .....	343

30.10 Landscape and visual.....	343
30.11 Socio-economic.....	344
30.12 Noise and vibration .....	345
30.13 Traffic and transport .....	346
30.14 Water resources and flood risk.....	347
<b>31. Comments relating to Volume 2: community area LA18 Leeds Station .....</b>	<b>348</b>
31.1 Introduction .....	348
31.2 Overview of the area .....	348
31.3 Specific comments relating to Leeds station.....	348
31.3.1 Individuals.....	348
31.3.2 Organisations.....	349
<b>32. Comments relating to Volume 2: community area MML01 Danesmoor to Brierley Bridge.....</b>	<b>352</b>
32.1 Introduction .....	352
32.2 Overview of the area .....	352
32.3 Specific comments relating to MML01 .....	353
32.3.1 Individuals.....	353
32.3.2 Organisations.....	354
<b>33. Comments relating to Volume 2: community area MML02 Unstone Green to Sheffield Station .....</b>	<b>357</b>
33.1 Introduction .....	357
33.2 Overview of the area .....	357
33.3 Specific comments relating to MML02.....	358
33.3.1 Individuals.....	358
33.3.2 Organisations.....	359
<b>34. Comments relating to Volume 3: Route-wide effects.....</b>	<b>361</b>
34.1 Introduction .....	361
34.2 Agriculture, forestry and soils .....	361
34.3 Air quality.....	361
34.4 Community.....	361
34.5 Historic environment.....	362
34.6 Ecology and biodiversity.....	362
34.7 Health.....	363
34.8 Land quality .....	364
34.9 Landscape and visual .....	364
34.10 Socio-economic.....	364
34.11 Noise and vibration .....	365
34.12 Traffic and transport .....	365

34.13 Water resources and flood risk.....	366
34.1.13 Other specific Volume 3 comments including climate change, major accidents and disasters, and waste.....	366
<b>35. Comments relating to Volume 4: Off-route effects .....</b>	<b>367</b>
35.1 Introduction .....	367
35.2 Off-route effects .....	367
<b>36. Supporting information.....</b>	<b>371</b>
36.1 Introduction .....	371
36.2 Environmental Impact Assessment Scope and Methodology Report .....	371
36.3 Alternatives report.....	372
36.4 Draft Code of Construction Practice .....	373
<b>37. Other comments .....</b>	<b>375</b>
37.1 Introduction .....	375
37.2 The Environmental Statement .....	375
37.3 Consultation and engagement.....	375
<b>38. Organised campaign responses .....</b>	<b>377</b>
<b>39. Out of scope responses.....</b>	<b>393</b>
<b>40. Late responses.....</b>	<b>394</b>
<b>Appendix A – List of organisations that responded to the consultation</b>	
<b>Appendix B – Response form</b>	
<b>Appendix C – Coding</b>	

# 1. Introduction

## 1.1 Overview

The consultation on the working draft Environmental Statement (working draft ES) for HS2 Phase 2b (Crewe to Manchester and the West Midlands to Leeds) ran from 10:00am on 11 October 2018 to 11:45pm on 21 December 2018. It was run concurrently with the working draft Equality Impact Assessment (WDEQIA) consultation on the same phase of the Proposed Scheme.

The working draft ES describes the likely significant environmental impacts of building and operating Phase 2b of HS2. The purpose of the consultation was to provide members of the public and organisations with an opportunity to review and comment on preliminary environmental information and evolving design and mitigation.

This report provides a summary of the responses received to the consultation on the working draft ES.

## 1.2 Context

High Speed Two (HS2) is a new high speed railway proposed by the Government to connect major cities in Great Britain. New stations in London, Birmingham, Leeds, Manchester and East Midlands would be served by high speed trains running at speeds of up to 360 kilometres per hour (kph) (225 miles per hour (mph)). HS2 trains would also run on the existing network to serve destinations including Crewe, Preston, Liverpool, Sheffield, Newcastle, York, Glasgow and Edinburgh.

Phase 2b (the subject of the working draft ES consultation) comprises the route from Crewe to Manchester with a connection onto the West Coast Main Line (WCML) (referred to as the 'western leg'), and from the West Midlands to Leeds via the East Midlands and South Yorkshire with a connection onto, and part electrification of, the Midland Main Line (MML) and a connection onto the East Coast Main Line (ECML) (referred to as 'the eastern leg').

The powers for Phase 2b will be sought through a hybrid Bill.

Consultation on the working draft ES is not a statutory requirement. However, HS2 Ltd recognises the importance of ensuring widespread engagement on the Proposed Scheme and so decided to consult on the working draft ES.

Feedback provided as part of the consultation will be taken into consideration by HS2 Ltd as they further develop the design for the railway and finalise the Environmental Statement that will be submitted to Parliament alongside the hybrid Bill.

### 1.3 The consultation

The consultation was launched on 11 October 2018 and closed at 23:45pm on 21 December 2018. The purpose of the consultation was to give members of the public and organisations, including public representatives, the opportunity to put forward their views and comments on the working draft ES and supporting appendices.

The working draft ES was made available on the [www.gov.uk](http://www.gov.uk) website.<sup>1</sup> It described the likely environmental impacts of building and operating Phase 2b of HS2; as well as proposed ways to avoid, reduce, mitigate and monitor the effects. It was based on a point-in-time assessment in the ongoing development of Phase 2b.

The documents contained within the working draft ES that were consulted on are set out in Table 1.1 below:

**Table 1.1: Written information provided in the working draft ES**

Document	Content
<b>Main documents</b>	
<b>Non-technical summary (NTS)</b>	The NTS provides a summary of the Proposed Scheme in non-technical language.
<b>Glossary of terms and list of abbreviations</b>	This contains common terms and abbreviations used throughout the working draft ES consultation documents.
<b>Volume 1: Introduction and methodology</b>	This provides an overview of HS2, Phase 2b the environmental impact assessment (EIA) process and the approach to consultation and engagement. It gives details of the permanent features of the Proposed Scheme and it gives generic construction techniques based on a stage in the ongoing design. It summarises the scope and methodology for the environmental topics. Volume 1 outlines the approach to mitigation and monitoring (including measures to manage the effects of construction, the effectiveness of mitigation post construction, as well as the approach to monitoring during the operational phase). Volume 1 also provides a summary of reasonable alternatives studied.
<b>Volume 2: community area reports and map book.</b>	Volume 2 consists of 28 community area reports together with maps where available, as follows: <ul style="list-style-type: none"> <li>for 26 community areas, the reports present an overview of the area, a description of the construction and operation of the Proposed Scheme based on a stage in the ongoing design, a</li> </ul>

<sup>1</sup> <https://www.gov.uk/government/consultations/hs2-phase-2b-working-draft-environmental-statement>

	<p>description of the environmental baseline and the assessment of the likely significant effects of the Proposed Scheme on the environment. They provide a summary of the local alternatives considered since the July 2017 route announcement and explain the design and other mitigation measures included in the Proposed Scheme in order to avoid, prevent or reduce, and if possible, offset, the likely significant adverse environmental effects. The reports outline the proposed monitoring measures; and</p> <ul style="list-style-type: none"> <li>• for the other two community areas, reports are provided at an earlier stage of the design and environmental assessment process, following the inclusion in the Proposed Scheme of the electrification of a section of the Midland Main Line between Clay Cross and Sheffield Midland Station. They include an overview of the area, a description of the proposed works within the area, an outline of potential effects and an overview of stakeholder engagement and consultation to be carried out as part of the EIA process. Mitigation and monitoring measures have not been identified at this stage but will be reported in the ES that will be deposited in Parliament with the hybrid Bill.</li> </ul>
<b>Volume 3: Route-wide effects.</b>	This volume describes the likely significant environmental effects of the Proposed Scheme based on a stage in the ongoing design at a geographical scale greater than the community areas described in Volume 2.
<b>Volume 4: Off-route effects.</b>	Volume 4 provides an overview of the anticipated off route works and the surrounding environment (where locations are known). These works are at an early stage of design and will be reported in full in the ES that will be deposited in Parliament with the hybrid Bill.
<b>Supporting documents:</b>	
<b>EIA Scope and Methodology Report</b>	A technical document which outlines the scope and methodology adopted for the EIA. HS2 Ltd consulted on a draft of the EIA Scope and Methodology Report (SMR) between July and September 2017. This updated version takes into consideration comments received, where appropriate, in addition to changes required as a result of updates to legislation or industry best practice guidance.
<b>Alternatives Report</b>	Describes the evolution of the Proposed Scheme and the reasonable alternatives studied during design development.
<b>Draft Code of Construction Practice</b>	Contains a series of draft measures and standards of work to provide effective planning, management and control of potential



	impacts on individuals, communities and the environment during construction.
--	--

The consultation was publicised in a number of ways:

- a letter and leaflet sent to all properties within 1km of the confirmed Phase 2b route, or 500m of the proposed construction boundary if this exceeded 1km, on 11 October 2018;
- adverts placed in local newspapers circulating in communities along the length of the Proposed Scheme;
- via posts on the HS2 Facebook page and Twitter feed; and
- on the gov.uk and HS2.org.uk websites.

All documents were available to download from the gov.uk site and HS2.org.uk and to order in hardcopy through the HS2 Helpdesk. Copies of the consultation documents and response form were also made available at 61 libraries along the length of the Proposed Scheme, enabling access to physical copies. The address of these libraries were publicised in the leaflet mentioned above. In addition, all documents were sent to the relevant local authorities and statutory consultees.

There were a number of formal channels through which respondents could make known their views on the proposals:

- By completing the **response online** via the response platform which could be accessed through the www.gov.uk website;
- By completing a **pdf version of the response form** that could be downloaded from the www.gov.uk website. This could be completed electronically and submitted via email, or it could be printed out and sent as a hard-copy response through the post. A freepost address (Freepost HS2 PHASE 2B ENVIRONMENTAL CONSULTATION) was provided with response forms in order for members of the public and organisations to post their response;
- Via a **written letter**. A freepost address was provided in the consultation document in order members of the public and organisations to post their response;
- By **email** via a dedicated consultation email address (environment2b@ipsos-mori.com).

These response channels were all managed by Ipsos MORI on behalf of HS2 Ltd. All responses dated and received within the consultation period were analysed and are summarised in this report. In addition, to make allowance for any potential delays with the post or misdirection of emails, paper responses, letters and emails were reviewed up until 28 December 2018 to check the date and time at which they were sent. If they were sent before the closing deadline, they were accepted. All responses with a postmark on

or before 21 December 2018, or other verifiable proof of postage before the deadline, were included in the analysis. In addition, some correspondence about the proposals that had been sent to HS2 Ltd was also received. Where such correspondence was received during the advertised consultation period, it was forwarded to Ipsos MORI by HS2 Ltd. Any such correspondence received by Ipsos MORI within agreed deadlines was processed and included within the consultation analysis where relevant.

Some responses were received after the closing date of the consultation. Ipsos MORI coded and analysed these responses until coding had been completed on responses that had been received on time<sup>2</sup>. As there are strict rules in place with regard to late responses, and in the interests of fairness to those who had responded within the consultation period, late responses have been analysed separately, with a short summary of what was said included in Chapter 40 of this report. Responses received after coding had been completed by Ipsos MORI have not been included in the results presented in this report, but have been passed to HS2 Ltd for their consideration. Such responses will be taken into consideration by HS2 Ltd and used to inform the development of the ES that will be submitted to Parliament alongside the hybrid Bill.

In order to support the consultation, HS2 Ltd held 37 informational events in locations along the proposed Phase 2b route. These events ran between 29 October 2018 and 7 December 2018, with over 6,800 people attending. The information events provided an opportunity for members of the public to view relevant maps and documents and to speak with appropriately qualified members of staff about how the consultation proposals might apply to them. Details of the events, including the date each was held, and the number of attendees is included in table 1.2.

Alongside this consultation, a second consultation was also undertaken on the working draft EQIA report for HS2 Phase 2b. This took place over the same period. Wherever comments were made that properly related to this separate consultation, for example about the potential equality impacts, these comments have been considered out of scope.

In addition to the information events listed above, HS2 Ltd staff were present at a number of stations on the existing rail network to discuss Volume 4 of the working draft Environmental Statement which relates to off-route effects. These stations were Preston (16 November), Edinburgh Waverley (20 November), and Carlisle (27 November).

---

<sup>2</sup> This was until 25 January 2019.

Table 1.2: Public information events

Venue	Date	Attendance
Crofton Academy	Monday 29 October	163
Hellaby Hall Hotel	Tuesday 30 October	374
King Ecgbert School	Wednesday 31 October	158
Measham Leisure Centre	Thursday 1 November	319
Trowell Parish Hall	Friday 2 November	345
Holgate Academy	Saturday 3 November	109
Best Western Aston Hall Hotel	Tuesday 6 November	314
Dronfield Civic Hall	Wednesday 7 November	235
Best Western Pastures Plus Hotel, Mexborough	Thursday 8 November	325
St Thomas Centre, Brampton	Friday 9 November	215
The Wilnecote School	Saturday 10 November	69
Kingsbury Community and Youth Centre	Monday 12 November	105
Canalside Conference Centre, Middlewich	Tuesday 13 November	99
Rixton-with-Glazebrook Community Hall	Wednesday 14 November	204
Best Western Yew Lodge Hotel, Kegworth	Thursday 15 November	189
The Speedwell Rooms, Staveley	Friday 16 November	269
Bainbridge Hall	Saturday 17 November	139
Holiday Inn Leeds - Garforth	Monday 19 November	195
Newton Methodist Church	Tuesday 20 November	277
The Oulton Institute	Wednesday 21 November	421
Hemsworth Community Centre	Thursday 22 November	102
The Met Hotel, Leeds	Friday 23 November	52
Kirk Fenton Parochial Primary School	Saturday 24 November	81
North Wingfield Community Resource Centre	Monday 26 November	99
Golborne Parkside Sports & Community Club	Tuesday 27 November	109
Culcheth Sports Club	Wednesday 28 November	247
The Venue, Rudheath	Thursday 29 November	230
High Legh Village Hall	Friday 30 November	373
Holiday Inn - Manchester City Centre	Monday 3 December	69
Manchester Airport Marriott	Tuesday 4 December	138
Crewe Alexandra FC, Gresty Road	Thursday 6 December	116
West Park Leisure Centre, Long Eaton	Friday 7 December	399
Hunslet Club	Saturday 10 November	48
The New Carlton Social Club, Normanton	Tuesday 13 November	5
Britannia Country House Hotel, Manchester	Tuesday 20 November	118
Polesworth Memorial Hall	Saturday 24 November	91
Winsford Lifestyle Centre	Friday 7 December	38

## 1.4 Summary of responses

In total, 37,899 respondents submitted a response to the consultation through a number of channels as set out in Table 1.3.

Please note that it is possible for a single respondent to make a number of comments about a particular aspect or topic being consulted on. Each chapter of the report is set out so that it makes clear the number of respondents that commented on a particular issue (e.g. number of respondents discussing air quality). Under these overall issues, the report then sets out the number of comments made that are relevant to it (e.g. number of comments about the potential impact on air quality from HGVs).

**Table 1.3 Number of respondents who participated in the consultation**

Response channel	Count
Online response form	1,853
Paper response form	1,178
Emails	32,684
Whitemail <sup>3</sup>	2,184
<b>Total</b>	<b>37,899</b>

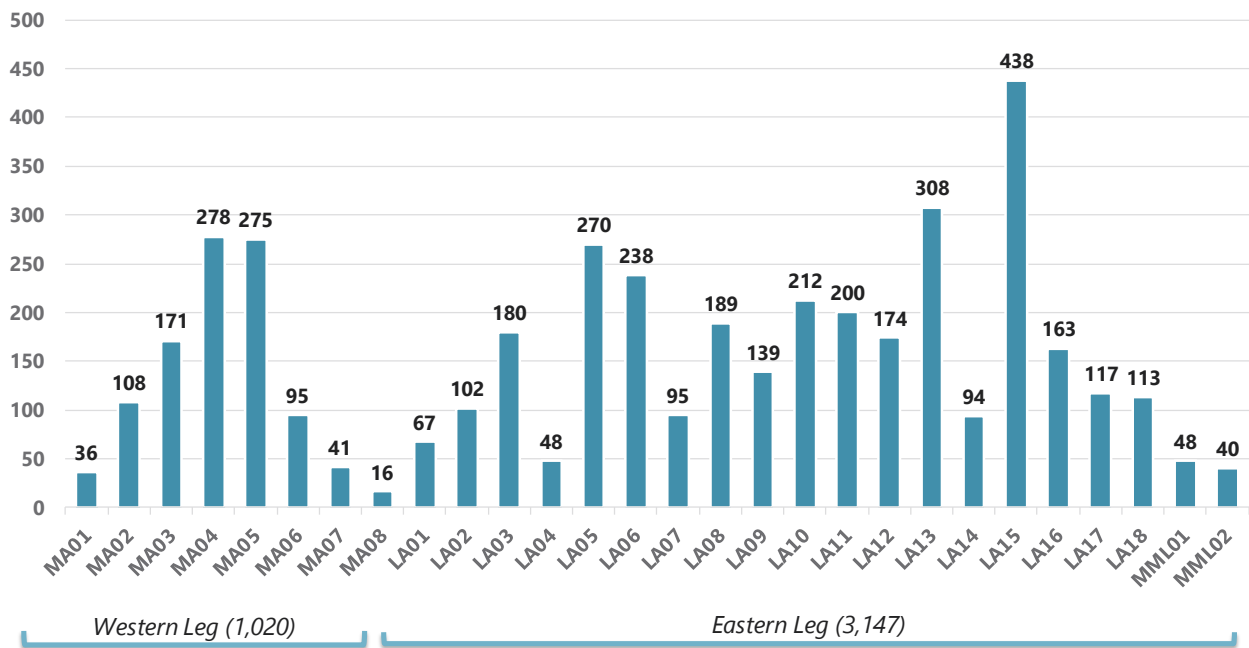
Of those who responded to the consultation, 562 were from organisations and a further 34,419 were associated with an organised campaign. The different campaigns, as well as the total number of responses, attributed to each is set out in Section 1.4.1. Summaries of each organised campaign are presented in Chapter 38 of this report.

At the data processing and analysis stage, a number of duplicate responses were identified (where an individual or organisation had submitted more than one identical response). Where these instances were identified, the duplicate was removed from the final dataset and excluded from the final tally of responses.

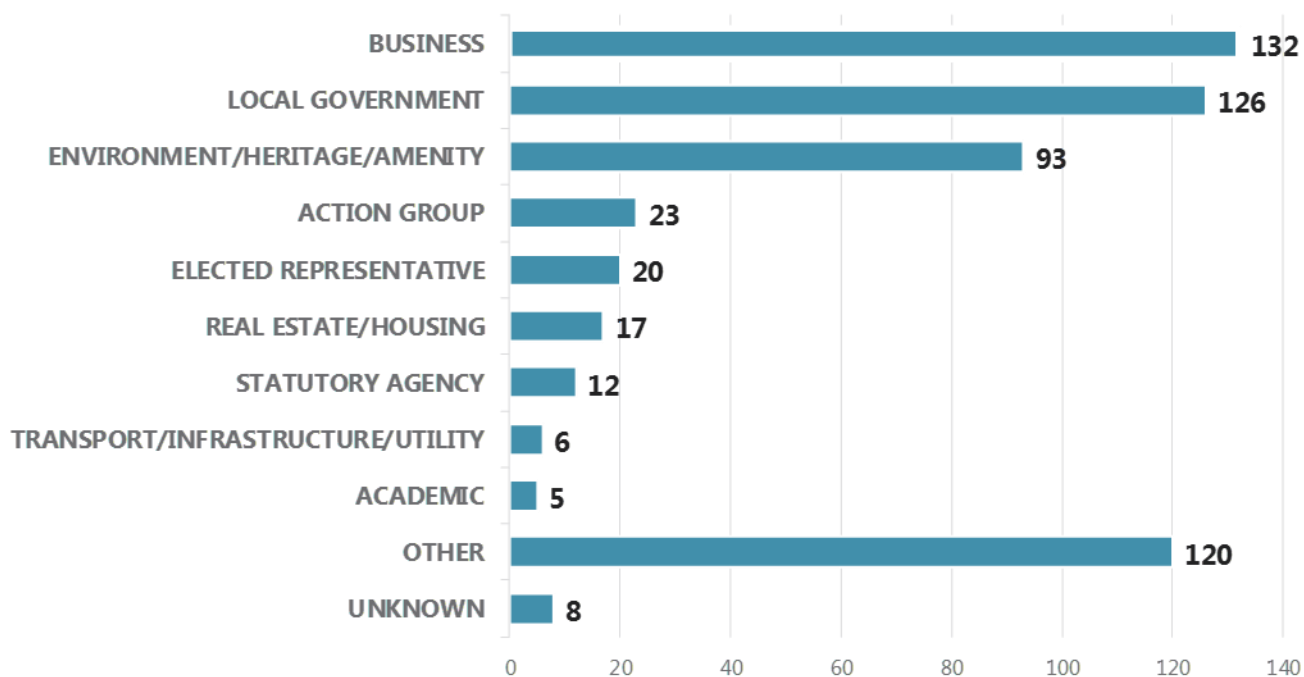
Phase 2b is divided into 28 community areas to assist with the reporting process and to make it easier for the public to find relevant information. Figure 1.1 shows the number of respondents who made comments about each community areas. Some community areas received a more responses than other community areas. Campaign responses are treated separately (please see Chapter 38) as the majority of those who sent a campaign response did not single out a particular community area in their response.

**Figure 1.1: number of respondents (excluding campaigns) making comments on each community area**

<sup>3</sup> Responses submitted by post not using the response form structure (letters, reports etc).



Of the responses received, 562 were considered to be organisational responses. Organisational responses are responses not on behalf of individual members of the public, but on behalf of wider groups. These organisations included businesses, local government organisations, environmental, heritage and amenity groups. For the purpose of this analysis, Members of Parliament and Councillors were also treated as organisations and categorised under elected representatives. Of responses classified under 'other' these included a variety of organisations, including Austrey & Warton Scouts, Royal Armouries Museum, and South Yorkshire Police. A full list of the organisations that responded (excluding those that requested confidentiality) is found in Appendix A in this report.

**Figure 1.2: Category of organisation**

## 2. Structure of this report

### 2.1 Chapter subjects

This report summarises the comments of those who responded to the working draft ES consultation. It does so with chapters that address comments that relate to each of the documents that compose the working draft ES. There is also a chapter summarising comments that were considered to be outside the scope of the consultation.

The structure of this report is as follows:

- **Chapter 3** provides a summary of the **approach to consultation** and the analysis adopted. It provides details on how the responses were analysed and reported, setting out how many individuals and organisations took part and by what means.
- **Chapter 4** examines the comments made about the **non-technical summary** of the working draft ES.
- **Chapter 5** summarises the comments that relate to **Volume 1**.
- **Chapters 6 to 33** summarises the comments that relate to the **Volume 2** reports which each consider a specific community area.
- **Chapter 34** summarises the comments that relate to **Volume 3: Route-wide effects**.
- **Chapter 35** summarises the comments that relate to **Volume 4: Off-route effects**.
- **Chapter 36** summarises the comments that relate to the **supporting information** published alongside the working draft ES.
- **Chapter 37** summarises 'other comments' which could not be attributed to the other chapters.
- **Chapter 38** examines the **organised campaign responses**.
- **Chapter 39** summarises the responses that were received, but which were considered to be **outside the scope of this consultation**.
- **Chapter 40** summarises the **late responses** that were received after the close of the consultation.

## Note on chapters 6 to 33

Each of these chapters has been structured to report on the key themes from consultation response that relate to the topics assessed as part of the Environmental Impact Assessment process. These topics are:

- Agriculture, forestry and soils
- Air quality
- Community
- Ecology and biodiversity
- Health
- Historic environment
- Land quality
- Landscape and visual
- Socio-economic
- Noise and vibration
- Traffic and transport
- Water resources and flood risk

Only where comments have been made in relation to these topics is a specific sub-section included within each of these chapters. For example, if there were no comments with relation to land quality in MA08 (Manchester Piccadilly Station) this absence will not be explicitly highlighted.

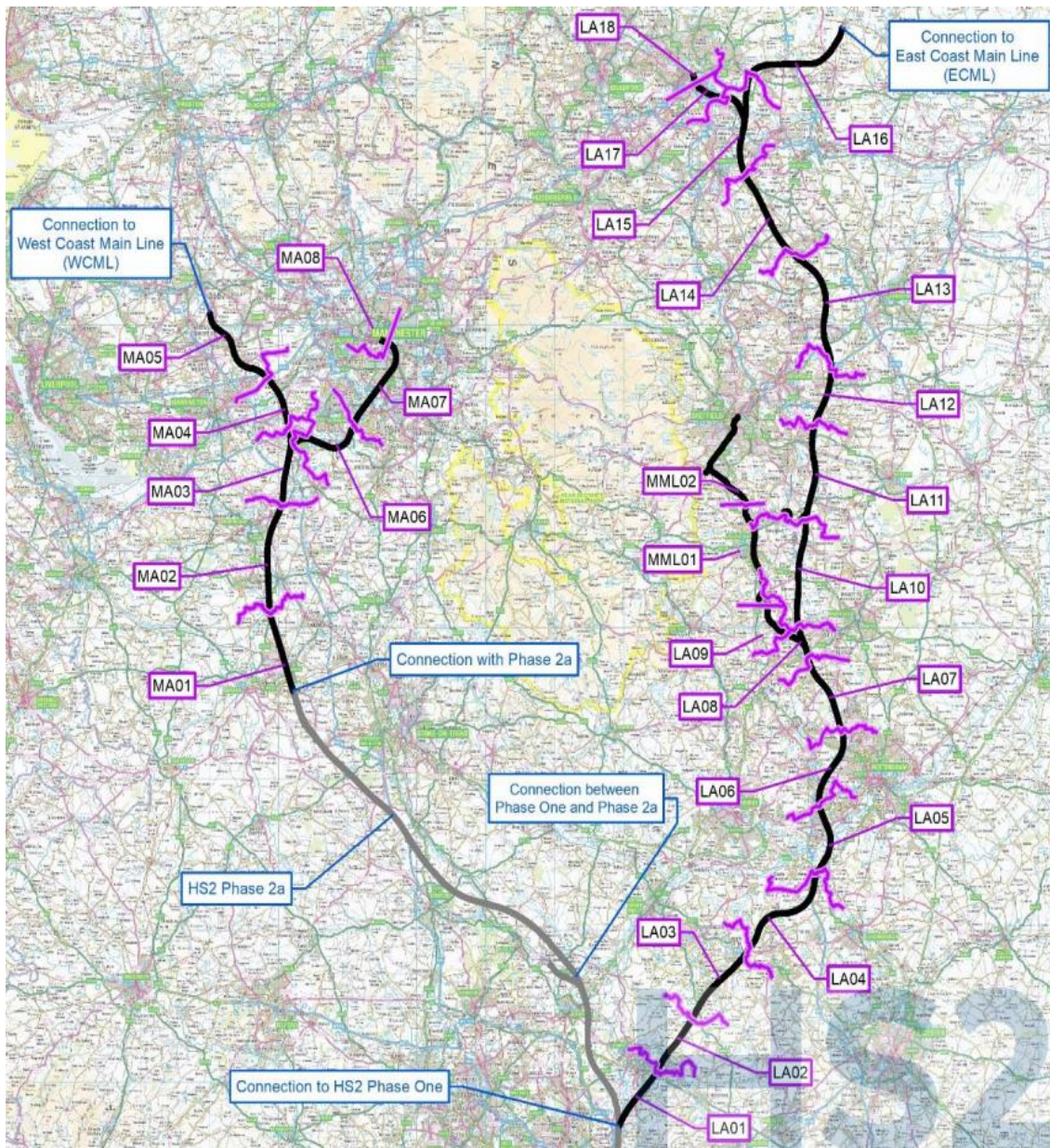
## 2.2 Geographical analysis

The HS2 Phase 2b Proposed Scheme is divided into community areas for the purpose of undertaking environmental impact assessments and engaging with communities. There are eight community areas on the western leg to Manchester and 20 on the eastern leg to Leeds. Each community area is named by the place it begins and ends, and the boundaries are predominately formed by local authority boundaries such as districts and boroughs. Please refer to the consultation website for full details of each community area: <https://www.gov.uk/government/publications/hs2-phase-2b-working-draft-environmental-statement-volume-2-community-area-reports>.

A navigator tool was made available to help people find, which community area they were interested in. The tool was accessible via HS2 Ltd.'s Phase 2b webpage: <https://www.hs2.org.uk/building-hs2/building-the-line/phase-2b/>. This tool linked people to the relevant community area report for their area of interest.



**Figure 2.1: community areas along the Proposed Scheme**



The number of responses received from each of the community areas is set out in Table 2.1. Those who used the online or paper response form were able to check a box or boxes to cover which community areas their response related to. However, it was clear that some respondents selected a community area, but then made comments not related to that community area or areas. In addition, those who responded by email or letter did not have a tick box to indicate which community area or areas their responses related to.

During the coding of responses, effort was made to connect a comment with a specific community area so that geographical analysis and comparison could be done. However, it was not always possible to make this assignment. If a respondent spoke only in general terms without reference to an identifiable location, then the comment had to be considered 'general' and analysed separately. Also, if a respondent

mentioned a place that could not be specifically identified, such as a common street name, then this comment also had to be categorised as 'general' and not related back to a specific community area.

Table 2.1 shows the number of respondents who made comments about each of the community areas along the Proposed 2b Route. For example, 67 respondents were identified as providing a response or responses about LA01. Some of the community areas attracted comments from more respondents than others. For example, while 16 respondents made comments about MA08, 438 respondents made comments about LA15.

**Table 2.1: Number of non-campaign responses from each community area**

Community Area		Number of respondents
<b>Eastern Leg</b>	LA01 - Lea Marston to Tamworth	67
	LA02 - Birchmoor to Austrey	102
	LA03 - Appleby Parva to Ashby-de-la-Zouch	180
	LA04 - Coleorton to Kegworth	48
	LA05 - Ratcliffe-on-Soar to Long Eaton	270
	LA06- Stapleford to Nuthall	238
	LA07 - Hucknall to Selston	95
	LA08 - Pinxton to Newton and Huthwaite	189
	LA09 - Stonebroom to Clay Cross	139
	LA10 - Tibshelf to Shuttlewood	212
	LA11 - Staveley to Aston	200
	LA12 - Ulley to Bramley	174
	LA13 - Ravenfield to Clayton	308
	LA14 - South Kirkby to Charlston Common	94
	LA15 - Warmfield to Swillington and Woodlesford	438
	LA16 - Garforth and Church Fenton	163
	LA17 - Stourton to Hunslet	117
	LA18 - Leeds Station	113
	MML01 (Danesmoor to Brierley Bridge)	48
	MML02 (Unstone Green to Sheffield Station)	40
<b>Western Leg</b>	MA01 - Hough to Walley's Green	36
	MA02 - Wimboldsley to Lostock Gralam	108
	MA03 - Pickmere to Agden and Hulseheath	171
	MA04 - Broomedge to Glazebrook	278
	MA05 - Risley to Bamfurlong	275
	MA06 - Hulseheath to Manchester Airport	95
	MA07 - Davenport Green to Ardwick	41
	MA08 - Manchester Piccadilly Station	16
<b>TOTAL</b>		<b>4,255</b>

## 3. Analysis methodology

### 3.1 Receipt and handling of responses

The handling of consultation responses was subject to a process of checking, logging and confirmation to ensure a full audit trail. All original electronic and hard copy responses remained securely filed, catalogued and given a serial number for future reference, in line with requirements of the Data Protection Act (2018), and General Data Protection Regulations (GDPR).

### 3.2 Analysis of responses

The process of analysing the content of each response was based on a system where unique summary 'codes' are applied to specific words or phrases contained in the text of the response. The application of these summary codes and sub-codes to the content of the responses allows systematic analysis of the data.

Ipsos MORI developed an initial coding framework (i.e. a list of codes to be applied) based on the text of the first 50 responses received. This initial set of codes was created by drawing out the common themes and points raised. The initial coding framework was then updated throughout the analysis process to ensure that any newly-emerging themes were captured. Developing the coding framework in this way ensured that it provided an accurate representation of what respondents said.

Ipsos MORI used a web-based system called Ascribe to manage the coding of all the text in the responses. Ascribe is a system which has been used on numerous large-scale consultation projects. Responses were uploaded into the Ascribe system, where members of the Ipsos MORI coding team then worked systematically through the comments and applied a code to each relevant part(s) of them.

The Ascribe system allowed for detailed monitoring of coding progress, the organic development of the coding framework (i.e. the addition of new codes to new comments). A team of coders worked to review all of the responses as they were uploaded to the Ascribe system. The coding team was fully briefed on the consultation to aid their interpretation of the comments contained in the responses.

To ensure that no detail was lost, coders were briefed to raise codes that reflected the exact sentiment of a response, and these were then collapsed into a smaller number of key themes at the analysis stage to help with reporting. During the initial stages of the coding process, weekly meetings were held with the coding team to ensure that a consistent approach was taken to raising new codes and that all extra codes were appropriate and consistently assigned. In particular, the coding framework sought to cover the precise nuances of respondent participants' comments in such a way as to be comprehensive.

### 3.3 Interpreting the consultation findings

Consultation is a valuable way to gather opinions about a topic, however there are a number of points to bear in mind when interpreting the responses received. While the consultation was open to everyone, the participants were self-selecting, and certain categories of people may have been more likely to contribute than others. This means that the responses can never be representative of the population as a whole, as would be the case with a representative sample survey.

Typically, with any consultation, there can be a tendency for responses to come from those more likely to consider themselves affected and more motivated to express their views. Responses are also likely to be influenced by local campaigns.

It must be understood, therefore, that the consultation as reflected through this report can only aim to catalogue the various opinions of the members of the local community and organisations who have chosen to respond to the consultation. It can never measure the exact strength of particular views or concerns amongst members of the local community, nor may the responses have fully explained the views of those responding on every relevant matter. It cannot, therefore, be taken as a comprehensive, representative statement of opinion.

While attempts are made to draw out the variations between the different audiences, it is important to note that responses are not directly comparable. Participants will have chosen to access differing levels of information about the proposals. Some responses are therefore based on more information than others and may also reflect differing degrees of interest across participants.

It is important to note that the aim of the consultation process is not to gauge the popularity of a proposal; rather it is a process for identifying new and relevant information that should be taken into account in the decision-making process. All relevant issues are, therefore, considered equally whether they are raised by a single respondent or a majority; a consultation is not a referendum.

### 3.4 Organisational responses

Those who responded on behalf of an organisation or group were classified as organisational responses. Those classified as organisations included statutory agencies, elected representatives, action groups, transport groups, community groups, local government organisations (including county, district, and parish councils), and local/national businesses.

The response form asked respondents to indicate whether they were responding on behalf of an organisation or group or as an individual. Respondents who said they were responding on behalf of a group or organisation were generally classified as an organisation, unless it was clear from their response that they were actually members of the public (for instance, those who stated that the group they represented was their family).

While Ipsos MORI expects HS2 Ltd will consider responses on their own merits, these organisations often represent large groups of people, national statutory bodies, or specialists – as such, they are highlighted were relevant.

Please note that in some cases, some respondents (particularly farms), stated that they were responding on behalf of an organisation. Others said that they were not responding as an organisation. In this latter case, such responses were generally reported as being from individual members of the public.

A full list of the organisations that took part (excluding those requesting confidentiality or who responded anonymously) can be found in Appendix A.

### 3.4 General public responses

Respondents who said they were providing their own response in the online and paper response form were generally classified as members of the public, unless it was clear from their response that they were responding on behalf of a group or organisation (i.e. they self-identified as such on the tick-box question on the response form). Those who responded by email or letter (i.e. not using the online response form) were classified as members of the public, unless it was clear that they were responding on behalf of an organisation or group.

### 3.5 Free text responses

The consultation was centred on three free text questions which were exploratory in nature and allowed respondents to feed back their views in their own words. Not all respondents chose to answer all questions, as they often had views on certain aspects of the consultation, and made their views on these clear, but left other questions blank. Therefore, there were blank responses to certain questions. The figures in this report are based on all respondents commenting on the issues relating to the question (i.e. excluding those who did not answer) and this means that the base size (number of people the results for the question are based on) is different for each question.

A number of verbatim comments are included in this report to help illustrate and highlight key issues that were raised in the feedback received. These are included in the report in italics. These quotes have been selected to provide a mix of positive and negative comments and to represent the views of both members of the public and organisations. Please note that such comments may not, in all cases, be factually correct, but are nevertheless reported to help illustrate points being made by respondents. HS2 Ltd will be preparing its own report, including a response to responses made to the consultation.

Given the number of respondents and the comments they made, it is not possible to report on every single comment that was made. This report is intended to be a summary of comments made. However, all responses received were coded and analysed, with the coding framework provided as a separate document.

### 3.6 Organised campaign responses

It is common in high profile public consultations for interest or campaign groups to ask their members, supporters and others to submit responses conveying the same specific views. Where identically-worded responses have been received, or those that contain text that has been centrally supplied by an organisation to be subsequently used in a response (and then sometimes added to), these have been treated as organised campaign responses. A total of 34,419 organised campaign responses were received and are reported on separately from bespoke responses. Table 3.4 provides a breakdown of the type and number of organised campaign responses received. Chapter 38 of this report provides a summary of each of the organised campaigns that were received.

**Table 3.4 Organised campaign responses submitted**

Campaign number	Campaign name	Total
<b>Campaign 1</b>	Woodland Trust – Electronic	31,936
<b>Campaign 2</b>	Woodland Trust – Paper	2,120
<b>Campaign 3</b>	Clayton with Frickley Campaign	127
<b>Campaign 4</b>	Ravenfield to Clayton Campaign	34
<b>Campaign 5</b>	Warburton Campaign	38
<b>Campaign 6</b>	High Legh Parish Council Campaign	43
<b>Campaign 7</b>	Firsby Campaign	16
<b>Campaign 8</b>	Withington Golf Course Campaign	78
<b>Campaign 9</b>	Withington Golf Course Campaign (Variation: Ashfield Lodge)	27
	<b>Total</b>	<b>34,419</b>

## 4. Comments relating to the Non-technical summary

### 4.1 Introduction

This section briefly covers responses received about the non-technical summary (NTS). The NTS provides a summary in non-technical language of the following, identified at a stage in the ongoing design and environmental assessment:

- the Proposed Scheme and the reasonable alternatives studied;
- the likely significant beneficial and adverse effects of the Proposed Scheme;
- the means to avoid or reduce likely significant environmental effects; and
- an outline of the monitoring measures to manage the effects of construction and the effectiveness of mitigation post construction, as well as appropriate monitoring during operation.

### 4.2 Summary of responses received

Those who provided comments included as follows:

- There were two members of the public who made comments in relation to the Chesterfield Canal. Both were concerned that the NTS did not mention the canal.

*"I was disappointed to notice, when I read the Non-Technical Summary, that the canal restoration work was not considered worthy of mention."*

Member of the public

*"Your officers and consultants have had numerous meetings with officers of the Chesterfield Canal Trust and the local authority partners regarding the continuing blight that HS2 has caused to the restoration of the Chesterfield Canal since January 2013. Despite the above, the canal is not mentioned in the Working Draft Environmental Statement (Non-Technical Summary) or clearly indicated in the LA11 maps."*

Member of the public

- In addition, Burton Waters Boat Club also said it was surprised that the Chesterfield Canal had not been referenced in the Non-Technical Summary
- There were two members of the public who were concerned that the Non-Technical Summary had made reference to historic Grade II listed buildings that would be affected by proposed works to construct HS2.

*"On page 170 of the Non-Technical Summary, it is stated that the Grade II listed ruins of Old Heath Church would be removed." This is causing distress to many people in & around Heath."*

Member of the public

Other responses received included those from organisations that made comments about the Non-Technical Summary. These included the comments set out below:

- Friends of the Peak District and CPRE South Yorkshire stated that they remained unconvinced by the case made in the working draft ES, Non-Technical Summary, as well as what was in Chapter 2 of the Alternatives Report. A number of reasons were provided for this.

*"(1) There is insufficient evidence of integration with the existing rail network or any specific information as to how existing rail capacity will be released for better local services. (2) Over-emphasis is placed on high speed and short journey times that not only detract from the real potential benefits of a new rail route, but also result in an engineering-led solution and choice of route to enable the fastest speeds, rather than a service-led solution designed to provide the most benefit to the most people..."*

Friends of the Peak District and CPRE South Yorkshire

- Stop HS2 believed that the Non-Technical Summary was misleading, and that there would be more environmental impacts than identified in the documentation.

*"The Non-Technical Summary may seem easier to understand, but instead it is misleading in places: for example, on the topic of carbon emissions. There is a long discussion of policy...but the most important point from the Environmental Statement is not there..."*

Stop HS2

- The National Farmers Union (NFU) also made comments.

*"In the foreword it states that stakeholder feedback will be considered through measures identified to avoid, manage or reduce likely significant adverse effects. It is essential that these "adverse effects" consider both the economic and physical consequences to farm businesses being dissected and not just environmental effects."*

The National Farmers Union (NFU)



# 5. Comments relating to Volume 1: Introduction and methodology

## 5.1 Introduction

In summary, Volume 1 of the working draft ES:

- introduces the Proposed Scheme, the hybrid Bill procedure and the EIA process;
- explains how the Government's case for the Proposed Scheme has evolved;
- describes the approach to consultation and engagement for the working draft ES and the process going forward;
- provides a summary of the Proposed Scheme, the service pattern and other operational characteristics;
- describes the main features of the Proposed Scheme;
- describes the general construction methods likely to be used;
- explains how the EIA is being carried out and the scope of the assessment
- provides an outline of the approach adopted for each environmental topic;
- describes the proposed mitigation approach for each environmental topic and the approach to monitoring, including measures to manage the effects of construction, the effectiveness of mitigation post construction, as well as the approach to monitoring during the operational phase;
- provides a summary of the various reasonable alternatives that have been studied at a strategic, route-wide and route corridor level; and
- explains the reasonable local alternatives studied prior to the announcement of the Phase 2b preferred route in July 2017.

The total number of respondents who made comments relating to Volume 1 of the working draft ES was difficult to determine. This was because respondents sometimes made comments that might be considered generic or route-wide, if viewed in isolation, but which were part of a response that referred to many particular sections of the Proposed Scheme. To ensure nothing was missed, their comments have been covered either in this chapter on volume 1 or in the subsequent chapters on the volume 2 community area reports.

## 5.2 Summary of responses received

### 5.2.1 Viaducts

Overall, there were 591 respondents who made comments about viaducts. The most frequently made comments were largely critical or negative, and included opposition to the size or height of viaducts (216 comments), or opposition to viaduct construction overall (170).

Some of those making comments about viaducts suggested that they should be designed to fit in with local areas, and that they should be bespoke.

### 5.2.2 Bridges

There were 397 respondents who provided comments about bridges, although many of those who made comments made reference to bridges within specific community areas, and as such, these comments are not included in this chapter of the report. Of those who made more general comments about bridges, it was suggested (by 41 respondents) that bridges or crossings be constructed at various locations across the Proposed Scheme. There were also 36 respondents who were opposed to the size, scale or heights of various bridges and crossings across the Proposed Scheme.

Leicestershire & Rutland Bridleways Association and British Horse Society made a number of comments about bridges, including about safety issues for vulnerable road users, and also bridges for Public Rights of Way.

*"All new road bridges need to have wide pavements on each side so that VRUs can travel with the traffic but not in the carriageway, and be able to pass each other comfortably. Travelling with the traffic also prevents motorists being blinded by the powerful LED lights some cyclists now carry."*

Leicestershire & Rutland Bridleways Association and British Horse Society

### 5.2.3 Construction compounds

Overall there were 361 respondents who made comments about the potential impact of construction compounds across the Proposed Scheme. The most frequently made comments were as follows:

- There were 86 respondents who believed that construction compounds would have negative consequences on local towns and villages.
- Some 23 respondents were worried about how construction compounds would cause light pollution after dark, and thus affect local communities.
- There were 21 respondents who believed that construction compounds would generate noise effects.

- Nineteen respondents believed that construction compounds were in the wrong place or location.

#### 5.2.4 Tunnels

There were 178 respondents who made comments about tunnels. The most frequently made comment received was about concerns over negative impacts of tunnelling (66). Twenty four respondents suggested that viaducts should be built as an alternative to the construction of tunnels.

#### 5.2.5 Electrical infrastructure

There were 122 respondents who provided comments about electrical infrastructure and power supply across the Proposed Scheme. The most frequently made comments discussed perceived negative impacts of auto-transformer feeder stations in general (18 respondents), but also about the size, scale or height of such structures (15).

*"Booster Transformers suggestion: We request that there is none within 200 yards of properties. Reason: to reduce any electrical interference and other associated noise."*

Member of the public

#### 5.2.6 Depots

There were 70 respondents who provided comments about depots. A range of comments were provided, with the most frequently made comments reflecting concerns about the potential impact of depots (13), followed by impacts more generally (7).

*"Given that on-board toilets will need to be emptied and the carriage washed on each visit to the depot and given that there will be a sizeable workforce on site day and night, the likely water consumption of the site will be considerable. The environmental, including potential geological risks, and practical implications of this have not been considered."*

Member of the public

# 6. Comments relating to Volume 2: community area MA01 Hough to Walley's Green

## 6.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for MA01: Hough to Walley's Green. While responses from a number of respondents covered more than one community area, comments specifically relating to MA01 are reported here.

Comments were received from 14 members of the public and 22 organisations. Organisations that made comments about this community area included: Crewe Town Council, the Cheshire Wildlife Trust and Tata Chemical Europe. A full list of organisations that responded is included in Appendix A.

## 6.2 Overview of the area

The Proposed Scheme through the Hough to Walley's Green area<sup>4</sup> would be approximately 11 km in length, and lies within the local authority area of Cheshire East Council. The Proposed Scheme would pass through the parishes of Basford, Crewe, Warmingham and Minshull Vernon. The boundary between Minshull Vernon parish and Stanthorne and Wimboldsley parish forms the northern boundary of this section. The connection with HS2 Phase 2a lies to the south and the Wimboldsley to Lostock Gralam area (MA02) lies to the north.

The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

---

<sup>4</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

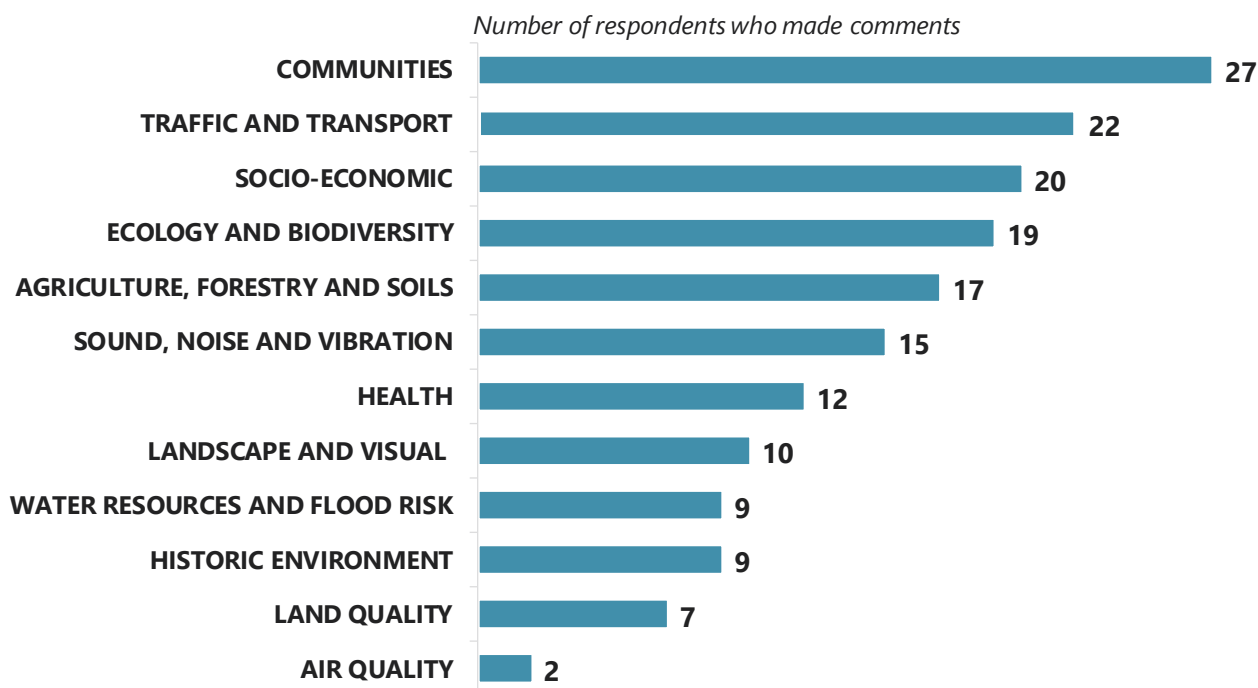
MA01: Hough to Walley's Green:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745199/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_MA01\\_Hough\\_to\\_Walley\\_s\\_Green.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745199/HS2_Phase_2b_WDES_Volume_2_MA01_Hough_to_Walley_s_Green.pdf)

Figure 6.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 6.1: Number of respondents who made comments about MA01**

### MA01: HOUGH TO WALLEY'S GREEN



Base: 36 respondents submitting responses related to MA01: Hough to Walley's Green

### 6.3 Agriculture, forestry and soils

Seventeen respondents (4 individuals and 13 organisations) provided comments about the possible impact of the Proposed Scheme on agriculture, forestry and soils. Individuals were most likely to have concerns about loss of agricultural land (3). Other comments included concerns about a general loss of land (2) and about a need to mitigate any loss of land (1). There were also concerns about the potential impacts of the Proposed Scheme on livestock (1), including the effect that noise may have on them (1) and the spread of bovine TB (1). Organisations were also most concerned about a potential loss of land (7), the loss of agricultural land (4) and about the need to mitigate any losses of land (5). Other concerns were about the potential impact on agricultural land during construction (3) the potential impact on livestock (2) and a specific comment about loss of land at the Spring Plantation Grassland, near Warmingham (1).

*"The village I live in (Church Minshull) appears to be about a quarter of the depot size and scale on the map. The noise and sight and land used not the [sic] mention the road and infrastructure will turn agricultural land into an industrial site."*

Member of the public

## 6.4 Air quality

Two organisations made comments about how the Proposed Scheme could impact on air quality locally. Comments received raised concerns about the effect on air quality by heavy goods vehicles (HGVs) (1) and about the need to mitigate the potential impact on air quality (1).

## 6.5 Community

A total of 27 respondents made comments about the possible impact of the Proposed Scheme on communities in the community area (10 individuals and 17 organisations).

The most frequent comments from individuals were about the potential impact on towns and villages (5), with some specific mentions of Church Minshull (2). Five individuals had comments about open spaces and Public Rights of Way, most often about the potential impact on the landscape and the greenbelt (4). Other comments from individuals included concerns about the potential impact of construction work (4), on residential properties (3), on community facilities (2) and recreational facilities (1).

Among the 17 organisations that provided comments on communities, the most frequent were concerns about open spaces and rights of way (10). This included concerns about the potential impact on the landscape and the greenbelt (4). Other comments were made about the perceived impact on residential properties (8), community facilities (6), recreational facilities (5), towns and villages (4), and the potential impact during construction (2).

Among these comments by organisations, Crewe Town Council was concerned about the possible impact of noise, dust and construction traffic on the Bentley Manor Care Home and on the Crewe Neurological Care Centre, both near Middlewich Street. The council requested more information about these impacts and assurance that the two organisations would be fully consulted about the design process.

The Guinness Partnership expressed concern about the effect of the Proposed Scheme on its properties within Crewe. This included 1 Cemetery Lodge, property on Broughton Road, and land on the south-east side of Lime Street. Among its requests, the Guinness Partnership wanted replacement of open space or upgrades to existing open space as compensation, traffic modelling to assess and mitigate the potential impact of increased traffic, assessment of the potential impact of increased traffic on the environment and health, and noise mitigation during construction and operations.

Whinmoor Estates Ltd was also concerned about the potential impact of the Proposed Scheme on property it owned south-east of Crewe.

*"The HS2 route will pass underneath Weston Interchange. Sound, noise and vibration caused from the railway will be a concern for this property and the tenant occupying this. This is of particular concern during the construction stage."*

Whinmoor Estates Ltd

Seven organisations made comments about mitigating the potential impact on communities. Most often, this was about mitigating the potential impact on the landscape and the greenbelt (2), and on noise levels (2).

## 6.6 Ecology and biodiversity

Nineteen respondents provided comments about how the Proposed Scheme might have negative consequences for ecology and biodiversity in the community area

Individuals expressed concerns about the potential impact on ancient woodlands (4), on wildlife (3) and habitats (2). Particular wildlife mentioned most often were badgers (2), foxes (2) and rabbits (2). Six individuals provided comments about mitigating negative the potential impact on ecology and biodiversity. Such comments included a suggestion to plant new trees (2), but also a view that planting could not replace lost ancient woods (2) or lost wildlife and habitats (2). Among the 12 organisations that commented, some had concerns about habitats (7), with comments about the potential impact on habitats in general (3), but also on fields, trees and hedgerows (4) and wetlands (2). For example, the Cheshire Wildlife Trust expressed concerns about the potential impact on the Winton Equestrian Centre.

Other comments received from organisations related to ecology and biodiversity included a number on: Wildlife (5), with comments about the potential impact on wildlife in general (2) and on rare species (2). There were also comments about the potential impact on otters (2), kingfishers (3), water voles (2), fish (2), aquatic invertebrates (2), river lamprey (2), bats (2), birds generally (2), barn owls and tawny owls (2), willow tits (2), plovers (2), and designated scientific sites (3).

Ten organisations also had comments about mitigating potential negative impacts of the Proposed Scheme on local wildlife. Comments received included planting trees and shrubs (3), mitigating the potential impact on habitats (3), finding alternative places for planting woodlands (3) and mitigating the potential impact on bats (3).

*“Woodland habitat creation should not be carried out on this piece of grassland [Spring Plantation Grassland]. Depending on the quality of the already existing grassland, perhaps woodland habitat creation would be better suited to the south west.”*

Cheshire Wildlife Trust

## 6.7 Health

Twelve respondents commented about the potential impact of the Proposed Scheme on people's health in the community area (four individuals and eight organisations). All four individuals who commented had concerns about the potential impact on people's mental health, for example from stress (2) and frustration (2). There were other comments about the general impact on health, quality of life and wellbeing (1) and on safety as a result of accidents and derailments (1).

Of the eight organisations that commented, six had concerns about the general impact on people's health, quality of life and wellbeing. Three had concerns about the potential impact on safety, for example from accidents and derailments (2). One organisation was concerned about how people's mental health might be affected.

## 6.8 Historic environment

Nine respondents commented about potential impacts on the historic environment by the Proposed Scheme. Individuals commented about the potential impacts on designated sites, such as historic buildings (3) and other designated sites (1). One individual also had concerns about the potential impact on the national heritage as a whole. All five organisations that commented expressed concerns about the effect on designated sites. There were also three organisations that had concerns about non-designated sites and two that commented about mitigating the potential impact on the historic environment.

*"Permanent shading of the Shropshire Union Canal, a historic part of the countryside, is totally unacceptable."*

Member of the public

## 6.9 Land quality

Seven respondents made comments about land quality in the community area (two individuals and five organisations). Concerns were raised about the potential impact of using former mining land, and the use of contaminated land. There were also concerns raised about using other types of land such as brine fields generally (2), brine fields in Warmingham (1), and land subject to subsidence (1).

## 6.10 Landscape and visual

Ten respondents made comments about the potential impact on the landscape and on visual receptors in this community area. Comments from individuals included concerns about creating negative visual impact (2), light pollution (1) and the visual impact of power cables associated with the railway (1). Concerns expressed by organisations about the potential impact on visual receptors included the loss of unique character of local areas (2), creating negative visual impact generally (1), light pollution in Crewe (1) and creating negative visual impact in Crewe (1). Four organisations also commented on the need to mitigate for the visual impact.



## 6.11 Socio-economic

Twenty respondents made a comment on the socio-economic impacts of the Proposed Scheme (three individuals and 17 organisations). Individuals commented about the potential impacts on business and industry in general (1) and on tourism (1). There were also comments about the local economy (1) and about too much investment in London rather than the North (1).

*"A review undertaken by TCE of the MA01: Hough to Walley's Green Community Area Map Book has confirmed that planning permission 7/2007/CCC/13 (Brine extraction and underground gas storage together with gas processing plant, pipelines, link to National Gas Transmission System and associated infrastructure; at Parkfield and Hill Top Farms, Warmingham, The British Salt Work, Cledford Lane, Middlewich, and pipeline route between) will be prevented from being developed in full due to the partial land take of the proposed HS2 Phase 2b scheme."*

Tata Chemical Europe

Of the 17 organisations that commented, 16 made comments about the potential impact on industry and business. This included the potential impact on business and industry in general (4), on the respondents' own business (3), on the loss of commercial premises (3) and on tourism in Cheshire (2). Comments included a positive assessment by Crewe Town Council, which believed the Proposed Scheme would benefit local employment.

*"The creation of temporary construction employment is welcomed, and the Town Council hopes that in the longer term the HS2 hub station will stimulate regeneration and permanent job creation in the local economy."*

Crewe Town Council

Four organisations commented on the potential impact on the local or national economy, for example about the effect on the economy of Cheshire (1) or to say that people will be worse off as a result of the Proposed Scheme (2). One organisation also commented about the potential impact on businesses during employment. In addition, six businesses commented about the need to mitigate socio-economic impacts. This included comments about how HS2 should help businesses relocate (2), about the general need for businesses to be compensated (1) and about how compensation should be considered for businesses connected with canals and waterways (1).

## 6.12 Noise and vibration

Fifteen respondents made comments about the potential impact of the Proposed Scheme on noise and vibration in this community area (five individuals and 10 organisations). Of the individuals who made comments, four discussed the general impact on residents. Other comments discussed the potential impact of noise (1) and vibration (1) on the Trent and Mersey Canal, as well as the need to construct a sound barrier at Parkfield Farm (1) and the night-time effect of vibrations caused by construction (1).

All 10 organisations that made comments had concerns about the potential impact of noise and/or vibration on residents. These included concerns about the general impact of noise (3) and vibrations (2) on people in general, as well as on people in Crewe (2) specifically. Six organisations commented about effects of noise (2) and vibration (2) caused by construction and on noise levels in Crewe (2). Two organisations commented about the effects of noise and vibration caused by the operation of the Proposed Scheme. Three also made comments about mitigating these impacts. Their comments were similar to those of individuals, in that they favoured mitigating the general impact of noise (1), mitigating the effect on canals and waterways (1) and building a sound barrier (1).

### 6.13 Traffic and transport

Twenty two respondents made comments about the potential impact of the Proposed Scheme on traffic and transport systems within this community area (10 individuals and 12 organisations). Individuals were most likely to comment on the potential impact on public transport (7), and their most frequent comments discussed the need to upgrade the existing rail infrastructure (4) and the West Coast Main Line (3). Three individuals commented on the potential impact of construction on affected routes, and three commented about the effect of closing or diverting roads. Two individuals made comments about the potential impact of the Proposed Scheme on road safety. Lastly, there were four individuals who commented on mitigating the potential impact on transport, for example by encouraging walking (1) and by constructing tunnels (1).

Organisations commented on the potential impacts from road diversions and closures (8). This was followed by the potential effects on roads impacted by construction traffic and works (6), of construction compounds (5), on accessibility (5), of construction traffic (4) and on public transport (3).

*"The possible impact of noise, dust, and construction traffic arising from the construction work at Middlewich Street on the nearby Care Home and Neurological Centre is a concern. The Town Council would like more information on these impacts, and assurance that the two organisations will be fully consulted as the design process develops. It would be preferable if a less sensitive location could be identified."*

Crewe Town Council

Eight organisations also made comments about mitigating the potential impacts of the Proposed Scheme on traffic and the transport system. The most frequent of these comments discussed mitigating the potential impact on roads (2). Among these comments, Crewe Town Council was concerned about the potential impact on routes in Crewe, which in its opinion are already congested, including Earle Street and the Nantwich Road/Weston Road roundabout. The Council also wanted assurance that material excavated during tunnelling required to construct the railway would be moved to the Wimboldsley site along the line of the Proposed Scheme, not transported by road.

## 6.14 Water resources and flood risk

Nine respondents (1 individual and 8 organisations) made comments about the potential impact on water resources and flood risk (one individual and eight organisations). The individual that commented expressed concerns about the potential impact on ponds. The organisations that made comments were concerned about how the Proposed Scheme could impact on drainage in the local area (3) as well as how local water quality could be affected (3). Three organisations made comments about mitigating the potential impact on water resources. This included mitigating the potential impact on canals and waterways (2), improving flood defences (1), mitigation through the use of culverts (1) and creating additional flood storage capacity (1).

# 7. Comments relating to Volume 2: community area MA02 Wimboldsley to Lostock Gralam

## 7.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for MA02: Wimboldsley to Lostock Gralam. While responses from a number of respondents covered more than one community area, comments specifically relating to MA02 are reported in this chapter.

Comments were received from 67 members of the public and 41 organisations. Organisations that made comments about this community area included: Antoinette Sandbach (MP for Eddisbury), Northwich Town Council, The Campaign to Protect Rural England (Cheshire), the Cheshire Wildlife Trust, and Cheshire West and Chester Borough Council. A full list of organisations that responded is included in Appendix A.

## 7.2 Overview of the area

The Proposed Scheme through the Wimboldsley to Lostock Gralam area<sup>5</sup> would be approximately 14.7 km in length, and lies within the local authority areas of Cheshire West and Chester Borough Council and Cheshire East Council. The Proposed Scheme would pass through the parishes of Stanthorne and Wimboldsley, Winsford, Bostock, Byley, Davenham, Rudheath, Lach Dennis, Lostock Gralam and Plumley. The boundary between Minshull Vernon parish and Stanthorne and Wimboldsley parish forms the southern boundary of this section. The boundary between Plumley parish and Tabley Inferior parish forms the northern boundary of this section.

The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

---

<sup>5</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

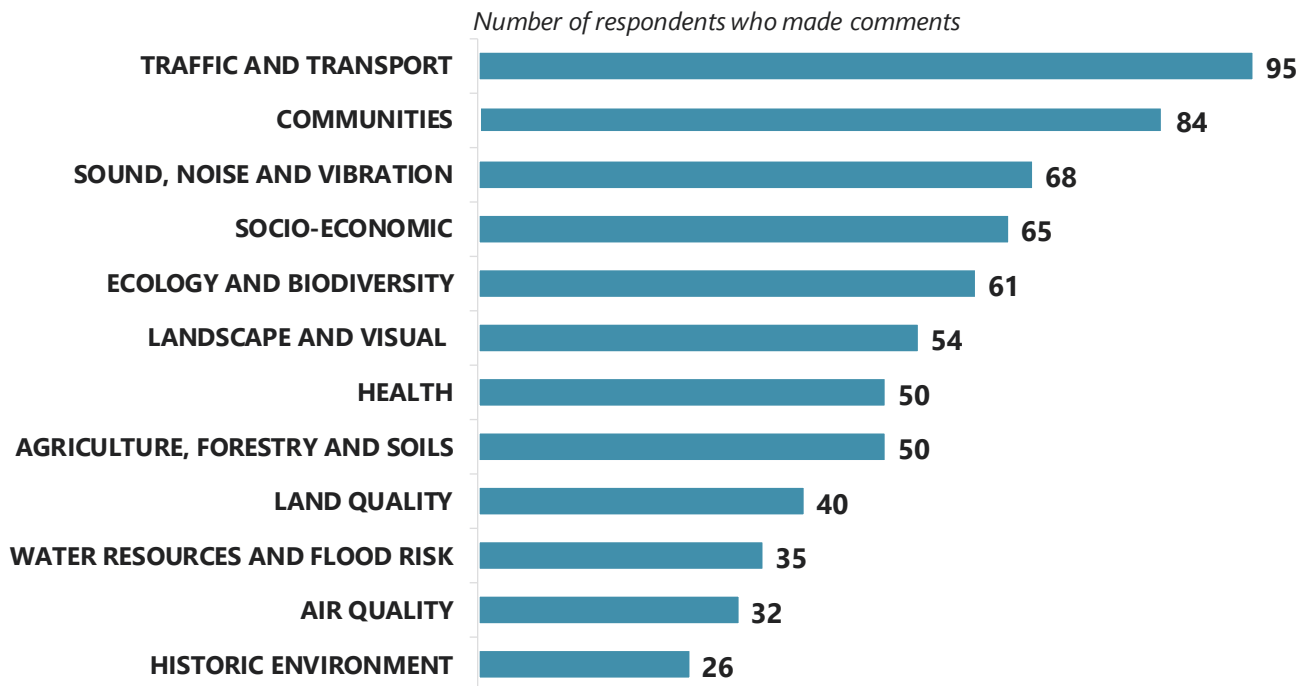
MA02: Wimboldsley to Lostock Gralam

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745200/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_MA02\\_Wimboldsley\\_to\\_Lostock\\_Gralam.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745200/HS2_Phase_2b_WDES_Volume_2_MA02_Wimboldsley_to_Lostock_Gralam.pdf)

Figure 7.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 7.1: Number of respondents who made comments about MA02**

### MA02: WIMBOLDSLEY TO LOSTOCK GRALAM



Base: 108 respondents submitting responses related to MA02: Wimboldsley to Lostock Gralam

### 7.3 Agriculture, forestry and soils

A total of 50 respondents provided comments about agriculture, forestry and soils (21 individuals and 29 organisations).

Among the 21 individuals who made comments:

- Twenty expressed concerns about the effect on agricultural land. This included the loss of agricultural land (15) and possible disruption during the construction phase of the Proposed Scheme (7). It also included concerns about the effect on agricultural land Wimboldsley (4), Stanthorne (3) and in Middlewich/Bostock Hall (1).

*"Due to the siting of the depot and mainline underpass to provide access for trains to and from the depot, the intensity of development and 'land grab' in the Stanthorne and Wimboldsley area is significantly more than any other location along the entire HS2 route through open countryside!"*

Member of the public

- Other concerns were expressed about the general impact on livestock (6), about the potential impact of noise on livestock (5) and about bovine TB (3). Four also commented on the potential impact of the general loss of land.
- Nine individuals also made comments about mitigating the potential impact on agriculture. This included the view that the loss of land would be irreplaceable and could not be mitigated (4). There were also comments that there should be mitigation of the loss of land (2) or of any impacts on soil quality (2).

Among the 29 organisations that made comments:

- Twenty had concerns about the effect on agricultural land. This included the loss of agricultural land (6) and disruption during construction (6). There were concerns about the loss of a land at specific places such as Wimboldsley (2), Park Hall Farm (1), Yew Tree Farm (1), Dairy Farm near Whatcroft (1), and Lach Dennis (1). In addition, there were concerns about biosecurity risks, either in general (3) or during construction (3). As an example of the concerns raised, Lach Dennis Parish Council expected negative effects from the temporary use of agricultural land for construction.

*“The agricultural land used temporarily during construction of the Proposed Scheme for the five or more temporary compounds in the area from the A530/A566 roundabout to the A556/A559 junction in Lach Dennis and Lostock Green Parish, are likely to have major and moderate adverse significant permanent residual effects.”*

Lach Dennis Parish Council

- Other concerns were expressed about the potential impact of the general loss of land (12). This was followed by concerns about the general impact on livestock (6), potential fatalities to livestock (5), the potential impact of noise upon livestock (4) and bovine TB (3).
- Thirteen organisations also made comments about mitigating the potential impact on agriculture. Their comments included wanting mitigation for any loss of land (4) for livestock fatalities (4), for impacts on soil quality (3), or for the loss of agricultural land (3).

## 7.4 Air quality

There were 32 respondents (22 individuals and 10 organisations) who commented on the potential impact on air quality in this community area.

- The individuals who made comments were most likely to have concerns about the general impact on air quality (12) as well as on specific places such as Ascol Drive (3), Winnington Wood (2) and on the A556 (2), as well as in Plumley (1), Lostock (1), Lostock Gralam (1) and Wimboldsley (1).

*“There is no information on the impact of the construction on air pollution, I suffer breathing problems as a result of cancer treatment and I'm not looking forward to having to breath increased levels of dust and diesel particulates.”*

Member of the public

- There were comments from individuals about the potential impact on air quality during construction, generally (6), as well as in Plumley (2), and Lostock (1).
- Four individuals also commented on mitigating impacts on air quality, either generally (2) or around the proposed rolling stock depot at Wimboldsley (2).

Among the 10 organisations that made comments:

- Four raised general concerns about how the Proposed Scheme could have negative consequences on air quality in the local area. There was also concerns raised about how air quality might be affected in specific locations including on the A556 (3), in Wimboldsley (1), Ascot Drive (1), Lach Dennis (1) and Lostock Gramam (1). Four organisations commented on mitigating the potential impact on air quality.

Among the organisations concerned about air quality was Davenham Parish Council, which anticipated negative impacts as a result of works on the A556.

*“Congestion at this point of the A556 will result in a marked decrease in air quality, producing higher levels of particulate matter and nitrogen dioxide which along with potential to adversely affect motorists, will have potential consequences for the health of pedestrians and cyclists and may also be dispersed to adjacent residential areas.”*

Davenham Parish Council

Cheshire West and Chester Borough Council also had several comments about how to mitigate the potential impact on air quality. This included suggesting a commitment by HS2 Ltd to use low-emission vehicles during construction work

*“As Euro 4 and Euro 6 came into effect in 2005 and 2014 respectively, we would expect that Euro 6 is an achievable standard for the majority of construction road vehicles associated with the project. Furthermore, the inclusion of a commitment towards the use of alternatively fuelled vehicles on the project would be welcomed in concert with the aims of the Local Authority's Low Emission Strategy.”*

Cheshire West and Chester Borough Council

## 7.5 Community

There were 84 respondents who made comments about the potential impacts on communities in this area (54 individuals and 30 organisations).

Responses from individuals covered a wide range of issues:

- A total of 32 individuals commented on the potential impact on residential properties in this community area. Most often, they expressed general concern about the potential impact on properties (12), on property prices (8) and the potential impact of demolishing homes (6). There were also specific references to the potential impact of demolishing homes in Wimboldsley (6) and on property prices in Wimboldsley (2). Other comments included references to the potential impact on homes in Lostock Green (1), Middlewich (1) and Ascol Drive (1).
- A total of 28 individuals commented on open spaces and Public Rights of Way in this community area. Most often, they had concerns about the general impact on the landscape and the greenbelt (15) and the general impact on Public Rights of Way (6). There were specific concerns about the potential impact on the landscape and greenbelt in such places as Winnington Wood (2), Stanthorne (2), Cheshire Ring (2) and the Trent and Mersey Canal Conservation Area (2). Comments about specific footpaths included the canal path of the Shropshire Union Canal (6) and the canal path at Whatcroft (2), and footpaths in the Dane Valley (2) and, Lostock Green (2).
- There were 24 individuals who commented on the potential impact on towns and villages in this community area. Eight individuals expressed general concerns, and four had concerns about the general level of blight. The specific places mentioned most often were Wimboldsley (7), Lostock Green (4) and Stanthorne (2).
- There were 23 individuals who commented on the potential impact on communities during construction. Most often, they expressed general concerns about the potential impact in this community area (18). However, there were references to the potential impact on Lostock Gralam (2), Ascol Drive (2), Northwich (1), Lostock (1), and Lostock Green (1) and on Bostock Hall near Middlewich (1).
- Eighteen individuals commented on the potential impact on community facilities. Concerns were expressed about the general impact on facilities (3), on schools (3) and on medical and healthcare facilities (3). The most frequent comments about particular places were concerns about the potential impact on schools in Wimboldsley (10) and Stanthorne (2).

*"The site for the rolling stock depot at Wimboldsley meets none of the criteria set out by HS2, and has severe impact on the high-performing and growing Wimboldsley Primary School. Noise disturbance, poor air quality and road access to the school being only three of the issues."*

Member of the public



- Ten individuals commented on the effect on recreational facilities. This included general concerns about the potential impact in this community area (4), and specific concerns about the potential impact on the Shropshire Union Canal (3), the Trent and Mersey Canal (2) and on facilities in Lostock Gralam (2).
- Other comments about impacts included general concerns about the effect on communities in this community area (22). There were concerns about the effect on elderly, disabled or vulnerable people (4) and about workers' accommodation (3). References were also made to the general impact on Wimboldsley (8) and on elderly, disabled and vulnerable people in Wimboldsley (4).
- Fifteen individuals also made comments about mitigating the potential impact on communities. This included compensating for the potential impact of noise and vibrations (2) and mitigating the potential impact on landscapes and the greenbelt (2) and on towns and villages (2). There were also comments about the inadequacy of any compensation for homeowners (2) and that the potential impact on communities was irreversible and could not be mitigated.

Among the 30 organisations that commented on the potential impact on communities in this community area:

- Eighteen organisations commented on the potential impact on residential properties, either across this community area as a whole (5) or in places such as Ascol Drive (3), Birch Grove (2) and Birches Lane (2). There were also comments about how residential properties might be affected (2), as well as how property prices in general could be affected (2). Specific comments were made about the effect on property prices in Lostock Gralam (2) and of the loss of Wimboldsley (2). Examples of these concerns included the adverse impacts anticipated by Antoinette Sandbach, MP, and by Lostock Gralam Parish Council.

*"It is clear that the construction of the RSD and the line will have a devastating impact on the village of Wimboldsley, with approximately 20% of the properties in the village being demolished."*

Antoinette Sandbach, MP

*"The increased noise, dust, fumes, light pollution and stripping away of the landscape will not bring any benefit to the Lostock Gralam people as HS2 will blight the area creating a huge dividing wall isolating those either side of the embankments and viaducts."*

Lostock Gralam Parish Council

- There were 18 organisations that commented about open spaces and Public Rights of Way. Most often, they had concerns about the general impact on landscape and the greenbelt (8) and on Public Rights of Way (4). There were also concerns about the effect on landscape and greenbelt specifically in Wimboldsley (2), and about Public Rights of Way near the A556 (3), the Cheshire Ring (2) and Lostock Green (2).

- Twelve organisations had comments on community facilities. Most often, they expressed concerns about the potential impact on utilities (4), on gas storage (4) and on schools specifically in Wimboldsley (4). There were also concerns about the potential impact on medical and healthcare facilities in Lostock Gralam (3), or community facilities generally in Lostock Green (3) or schools across the area (2) and on schools in Northwich (2).
- Twelve organisations had comments about the potential impact on towns and villages. This included concerns about the potential impact on communities across this community area (2), as well as on specific places such as Lostock Green (2), Wimboldsley (2) and Rudheath (2).
- Twelve organisations made comments about the impact on recreational facilities. This included general comments about the potential impact on these facilities locally (3). It also included more specific concerns about the possible effect on the Trent and Mersey Canal (3), and Holford Hall (2).
- Eleven had comments about the potential impact on communities during construction, either across the local area as whole (6) or on places such as Lostock Gralam (2), Northwich (2) and Rudheath (2).
- A total of 18 organisations had comments about other community impacts in this local area. This included the general impact on communities (7). It also included concerns about disruption caused by operations (5), the potential impact of blight (3) and the general impact on Wimboldsley (2), Ascol Drive (2), Lach Dennis (2) and Lostock Gralam (2). Concerns were also expressed about the potential impact on young people in Lostock Gralam (2) and Wimboldsley (2).
- There were also 15 organisations that commented on mitigating the potential impact on communities. This included mitigating the potential impact on open spaces and the greenbelt (4), noise levels (4) and health and wellbeing (3). It also included covering a wider area in any compensation measures for residents (2).

## 7.6 Ecology and biodiversity

A total of 61 respondents commented on the potential negative impact of the Proposed Scheme on ecology and biodiversity (30 individuals and 31 organisations).

Among the 30 individuals who raised concerns about these issues:

- Seventeen individuals commented about the potential impact on wildlife. Most often, they had general concerns about the potential impact on wildlife (13), but there were concerns about a range of specific types of wildlife. These included bats (8), rabbits (5), newts (5), foxes (4), badgers (4), stoats (4), birds generally (4) and owls (4).
- Sixteen individuals had concerns about the potential impact on habitats. All sixteen had general concerns about the potential impact on habitats, and four had concerns about the effect on

biodiversity. Specific concerns were raised about the effect on habitats in Winnington Wood (2) and Wimboldsley (2), as well as around the proposed rolling stock depot near Wimboldsley (1).

*"Our area of Cheshire is a popular tourist area, as well as being a beautiful, tranquil green county. People move here to live in such an environment. It has dairy farms, ancient woodland, Grade 1 listed buildings, gardens of distinction, flashes and waterfowl environments, abundant wildlife habitats and corridors. The proposed route cuts a devastating swathe across all this."*

Member of the public

- A total of 15 individuals had concerns about the potential impact on ancient woodlands, either generally (13) or with specific reference to Winnington Wood (1) or Wimboldsley (1).
- Twenty three individuals also commented about mitigating the effects on wildlife. Most frequently, their recommendations were for the planting of trees and shrubs (7), and a view that planting would not be able replace the loss of ancient woodlands (6).

Among the 31 organisations that raised concerns about the potential impacts on wildlife and biodiversity:

- Sixteen organisations had concerns about the potential impact on habitats. This included comments about the general impact on fields, trees and hedgerows (5) and biodiversity (5). It also included specific comments about the potential impact on fields, trees and hedgerows during construction (3), on wetlands (3), Lostock Lime Beds (3) and fields, trees and hedgerows in Wimboldsley (3). As an example of the concerns raised, Plumley with Toft and Bexton Parish Council expected negative impacts on a range of local wildlife sites, such as Winnington Wood.

*"The 15 Local Wildlife Sites (LWS) and 9 ancient woodlands will be significantly affected by the construction on the route of the Proposed Scheme in the Wimboldsley to Lostock Gralam area. It is imperative that every effort is made to minimise the damage to these sites."*

Plumley with Toft and Bexton Parish Council

- A total of 14 organisations commented on the potential impact on wildlife. This included general comments about the potential impacts in this community area (6), as well as on rare or protected species (3). It also included concerns about the potential impacts on some specific types of wildlife, such as lapwings (5), curlews (5), bats (4), birds in general (4), buzzards (4), redwings (4) and fieldfares (4).
- There were nine organisations that commented on the effect on ancient woodlands. Three made general comments about the potential impact across this community area, but there were specific comments about the potential impact on Winnington Wood (4), Leonard's Wood (2), Smokers Wood Local Wildlife Site (2) and woods along the River Dane (2).

- Seven organisations raised concerns about the potential impact on designated sites. Their concerns covered the general impact on designated Local Wildlife Sites (3), as well as the Plumley Lime Beds (3), Billinge Green Flashes (2) and designated Sites of Biological Importance (2).
- There were also 25 organisations that commented on how to mitigate impacts on wildlife and biodiversity. Most often, they favoured the planting of trees and woodlands (9), the mitigation of impacts on trees, fields and hedgerows (6) and the moving of proposed balancing ponds to different sites (6). There were also comments that the potential impacts on trees, fields and hedgerows should be managed or monitored (4), and that the potential impact on bats should be mitigated (4).

## 7.7 Health

Fifty respondents made comments about the potential impact of the Proposed Scheme on the health of people in this community area (32 individuals and 18 organisations).

Among the 32 individuals who discussed the potential impact on residents' health:

- They were most often concerned about the general impact on health, wellbeing and quality of life (15). There were additional concerns about the effect on health and wellbeing in Wimboldsley (2) and Lostock (1), the effect on people's sleeping patterns (1) and the effect during the operation of the Proposed Scheme (1).

*"How is the rolling stock going to operate with regards no close sewerage system? How will it dispose of waste etc. These are all health concerns for us."*

Member of the public

- Fourteen individuals had concerns about the effect on public safety, for example from pests and disease (5) and from derailments and accidents (4).
- Twelve individuals also commented about the potential impact on people's mental health. Their comments included general concerns about mental health in the area (6), and about the effects on stress (5), frustration (2), depression (2) and feeling upset (2).

Among the 18 organisations that made comments:

- Most expressed concerns about the general impact on health, wellbeing and quality of life (10). There were specific concerns about the effect on health and wellbeing during construction (5) and during operation of the Proposed Scheme (3), as well as on the potential impact on health and wellbeing in Stanthorne (2) and Wimboldsley (2).

- Eight organisations commented on the potential impact on mental health. Their comments included general concerns about mental health in the area (5), and about the effects of stress (3) and anxiety (2).
- Seven organisations had concerns about the effect on public safety, for example from derailments and accidents (3).

## 7.8 Historic environment

There were 26 respondents who commented about the potential impact on the historic environment in this community area (12 individuals and 14 organisations).

Responses from individuals were chiefly about the general impact on designated heritage assets in the local area (8) and specifically in Wimboldsley (1). Two individuals had concerns about the potential impact on non-designated heritage assets, such as Manor Cottage in Wimboldsley (1). Two individuals also said mitigation was needed for the potential impact of the Proposed Scheme on the historic environment.

*“This property [Manor Cottage] is listed for demolition in table 1 of document MA02 (H5), however, HS2 has yet to safeguard the property. The specific naming of the property for demolition in effect means that the property is now unsellable and more importantly un-mortgageable, however, the scheme does not recognise this.”*

Member of the public

Among the fourteen organisations that made comments, concerns were expressed about some designated heritage assets such as Whatcroft Hall (2), historic buildings in the Bostock Conservation Area (2), and in Lostock Green (2). Eight organisations also commented about mitigating the effect on the historic environment. This included comments about reducing the general impact on historic listed buildings (3) and the specific impact on them from noise (2). It also included reducing the general impact on non-designated assets (3).

The Cheshire Gardens Trust voiced particular concerns about several historic sites in this community area. It expected reduced access to Stanthorne Hall; it also expected negative effects on this property from the proposed embankment nearby and from the proposed Middlewich Road overbridge. It expected negative impacts on Bostock Hall from a proposed viaduct and from accompanying construction traffic. It also expected the Proposed Scheme to isolate Whatcroft Hall.

## 7.9 Land quality

A total of 40 respondents commented about the potential impact on land quality (23 individuals and 17 organisations).

Among the individuals who made comments, the most frequent concerns were about subsidence (8) about the use of unsuitable land (4) and about building on brine fields in Winsford (3).

*"This section of line passes across one of the most geologically unstable areas of inland Britain. This is a consequence of the extensive salt deposits underground. There are natural brine streams in the area that dissolve salt in unknown locations. Such dissolution has caused collapses over both small and large areas."*

Member of the public

Among the 17 organisations that made comments, concerns were about subsidence were the most common (8). There were also concerns about the effect of disturbing old mining and quarry sites (5) and lime beds (5), as well as about using contaminated land (4), using unsuitable lands (4) and of disturbing brine fields in Warrington (4). Four comments were also made about the potential for chemical disturbance. As an example of these concerns, CPRE Cheshire warned against building on some of the land earmarked for the Proposed Scheme, especially near Wade Brook.

*"At the proposed HS2 crossing of Wade Brook and A556, at chainage 25+100 to 25+500, there are interfaces between very soft or very loose soils with stiff or very dense soils as well as interfaces between brittle cast iron large diameter water and brine pipework buried within very soft and very loose superficial deposits."*

CPRE Cheshire

Lostock Gralam Parish Council was also concerned about the plan for the Proposed Scheme to cross between Davenham and Lostock Gralam Gyratory.

*"The geotechnical risk along with the cost of safely crossing this area of land cannot [sic] be a realistic viable option. The build process of the embankments and viaducts will need additional strength to enable the land to cope with the HS2 vibrations and sheer weight of earth onto our already wet unstable soft ground."*

Lostock Gralam Parish Council

## 7.10 Landscape and visual

There were 54 respondents who commented on the potential impact of the Proposed Scheme on the landscape and on visual receptors in this community area (34 individuals and 20 organisations).

The most common responses from individuals were that the Proposed Scheme would have negative visual impact (15) and light pollution (9). This was followed by comments about the loss of the unique

character of local areas (4). There were also comments about light pollution in Wimboldsley (4), from the proposed rolling stock depot near Wimboldsley (4) and in Ascol Drive (3).

*"The large proposed embankments will be an eyesore on the landscape. They will ruin the main walks along the designated footpaths and will be visible from many houses in [Higher] Wincham and Pickmere."*

Member of the public

Seven individuals made comments about mitigating the visual effect of the Proposed Scheme. Their comments included wanting the Proposed Scheme to be aesthetically pleasing in general (5) and during construction in particular (3).

Among the organisations that made comments, the most frequent concerns were that the Proposed Scheme would create negative visual impact (5), as well as comments about the visual impact of construction compounds (3), auto-transformer feeder stations (3), and the potential impact during construction (3) and the potential impact on Rudheath (3). Lach Dennis Parish Council is an example of one of the organisations that was concerned about the visual impact of the Proposed Scheme.

*"The preservation of a rural landscape with wide open views and easy access to open countryside is particularly important to the well-being of the rural community who are close to a heavily industrialised area of the Lostock Works at Rudheath and surrounded by the underground salt solution mining of the Holford Brine Field, with up to 200 underground salt caverns beneath the open fields."*

Lach Dennis Parish Council

Comments made by organisations about mitigation included the view that the Proposed Scheme must be made aesthetically pleasing (4), that new planting was needed to reduce the visual impact (3) and that there should be consideration given to green infrastructure (2).

## 7.11 Socio-economic

Sixty five respondents made comments about the socio-economic effects of the Proposed Scheme on this community area (30 individuals and 35 organisations). Individuals were most likely to discuss the potential impact on business and industry (20). They commented on the general effect on business and industry (9), tourism (3) and on businesses in Northwich (3) Stanthorne (2), Lostock (1), Lostock Gramam (1) and Wimboldsley (1). There were also comments about the potential impact on tourism on Cheshire Ring (1) and Middlewich (1).

*"We also run our business from home as man and wife, and the upheaval of all the construction etc. may well impact on our business. This is the only income we rely on and therefore could affect our business and therefore would have to sell our property if need be, which as we know would be impossible because of HS2, as no one is buying properties on the HS2 route."*

Member of the public

Nine individuals commented about the potential impact on the local or national economy, most often to say that people would be worse off as a result of the proposed scheme. Two individuals commented on the potential impact on businesses during construction, and three commented on the potential impact on local employment opportunities.

There were also eight individuals who made comments about mitigating socio-economic impacts. Most often, it was to say that HS2 should cover all the costs rather than local councils or residents.

Of the 35 organisations that made comments:

- Almost all (33) comments on the effect on business and industry. Most often, their comments discussed the general impact of business and industry (12), on the respondents' own business (4) and about reduced access to commercial premises (4). There were specific comments about the business impact on Gadbrook Park (4) and Northwich (2). In particular, Northwich Town Council was concerned about the effect of realigning the A556 and the A54 on both Gadbrook Park and the Road One Industrial Estate.

*"To re-iterate, the A556 and the A54 are the only two methods of access to the M6 from Road One Industrial Estate in Winsford, from Gadbrook Park in Northwich, and from Northwich more generally. Proposing to carry out these realignment works simultaneously is both negligent and deeply concerning..."*

Northwich Town Council

- Twelve organisations made comments about the potential impact on the local or national economy. This included comments about the local economy (5), concerns that people would generally be worse off (4) and concerns that Lostock Green residents would be worse off (4). It also included comments on the overall economic effect on Lostock Gralam (2) and Wimboldsley (2).
- Eight organisations made comments about the potential impact on businesses during construction. Seven commented about the potential impact on employment. This included general comments about the potential impact on jobs in the local area (3) and more specific references to Gadbrook Park (2) and Rudheath (2).
- Twelve organisations also made comments about mitigating the economic impact on the Proposed Scheme. This included compensating businesses and industries (2), and getting HS2 Ltd to help businesses to relocate (2). There were also comments made about lack of adequate compensation for businesses (2) and that businesses affected during the construction phase should be compensated (2).



## 7.12 Noise and vibration

A total of 68 respondents commented on the effect of the Proposed Scheme on noise and vibration this community area (45 individuals and 23 organisations).

Among the 45 individuals who made comments,

- Thirty five had concerns about the potential impact on residents. Most often, their concerns about were the general impact of noise (24) and vibration (3). There were also specific references to the potential impact of noise on Wimboldsley (5), Winnington Wood (2), Lostock Green (2), Stanthorne (2), Ascot Drive (2) and on the Trent and Mersey Canal (2).

*"The noise impact will be particularly felt by residents in the area of the RSD and at the crossover leading to it; where trains are either accelerating or decelerating and operating at their maximum noise. It is noted in drawing SV-01-304b through to SV-01-309a that the noise levels are indicated as 'time weighted' averages. This is very unrepresentative of the absolute magnitude of the noise that will be endured by the local population and is very misleading."*

Member of the public

- Eighteen individuals had concerns about the potential impact during construction. Most often, their concerns were about the general impact from construction noise (13), the effect of construction noise at night (2) and the potential impact of noise and vibration on agricultural land (2).
- Seven individuals commented on the potential impact during the operation of the Proposed Scheme. Their concerns were about the general impact of operation noise (5), the effect of operation noise on Lostock Gralam (1) and the effect of operation vibrations (1).
- Eleven individuals had comments about mitigating impacts from noise and vibrations. Most often, they said that there should be mitigation of noise (5) and that a sound barrier should be constructed (3).

*"There is an indication that two meter high barriers are to be used to reduce noise. These have been used in Japan on their high speed network. They were shown to be inadequate with trains travelling at speeds higher than 300km/hr... It is suggested that in the Stanthorne and Wimposley area either more substantial noise mitigation measures are taken or the speed of trains is reduced to sub 300km/h in this area."*

Member of the public

Of the 23 organisations that raised concerns about the potential impact from noise and vibrations in this local area:

- Almost all (19) had concerns about the potential impact of noise and vibrations on residents. This included the general impact of noise (8), the potential impact of noise on Rudheath (4) and the

effect of noise from the proposed rolling stock depot at Wimboldsley (3). There were also comments about the potential impact of noise of residents in Lostock Gralam, Lostock Green, Middlewich, Ascol Drive, Wimboldsley, and along the A556 (2 comments in each case). Among the organisations concerned about noise was Northwich Town Council.

*“Several properties as well as a lot of residential and educational buildings in Lostock and Rudheath are very likely to experience prolonged loud noises (in excess of 50db).”*

Northwich Town Council

- Twelve organisations commented about the potential impact on residents during construction. This included concerns about the general impact across the local area from construction noise (6) and from vibrations (4). There were also concerns about constructions noise in Wimboldsley (2), and Lostock Green (2).
- Eight organisations had comments about the potential impact on residents from the operations of the Proposed Scheme. This included impacts from operational noise in general (3) and noise from operations around Lostock Gralam (3), Lostock Green (2) and Stanthorne (2). There were also comments about the potential impact from vibrations caused by operation (3).
- Twelve organisations also made comments about mitigating the potential impact of noise and vibrations. Most often, their comments discussed mitigating noise in and around Ascol Drive (2) and about the need for noise insulation (2).

### 7.13 Traffic and transport

There were 95 respondents who made comments about the potential impact on traffic and transport networks in this community area (59 individuals and 36 organisations).

Of the 59 individuals who made comments:

- Forty one individuals commented on construction-impacted routes. Most often, they raised general concerns about the potential impact on traffic (18) and disruption (6). However, there were specific comments about the potential impact on traffic on roads such as the A530 (10), the A556 (9) and Clive Green Lane (6). There were also concerns about the potential impact on traffic around particular places such as Winsford (4), Stanthorne (3), Northwich (3), and Wimboldsley (3).

*“During and after construction, there will be more problems with the volume of traffic due to the new rolling stock depot and new access to properties via Clive Green Lane. The junction to the Nantwich Road cannot cope with the amount of traffic using Clive Green Lane at present.”*

Member of the public

- Thirty seven individuals had comments about the potential impact from road closures and diversions. This included general concerns about the effect of road diversions (12) and closures (6). There were also more specific concerns about the potential impact of diverting the A556 (16), Clive Green Lane (5), the A530 (5), Birches Lane (4) and the A54 (4).
- Twenty eight individuals made comments about construction traffic. This chiefly about concerns over the potential impact of HGVs across the local area (11). However, there were specific concerns about traffic from HGVs on the A556 (9), the A530 (6), Clive Green Road (4) and Wimboldsley (3).

*“Particularly in area MA02 where I live, I see that the railway will be on an embankment up to 12 metres high for much of its length....The number of vehicle movements required to support construction will be huge and will choke the road network, pollute the environment and create a noise nuisance for the entire period of construction.”*

Member of the public

- Twenty six individuals had comments about the potential impact on public transport. Most often, their comments were about the rail network. There were also specific comments about the potential impact on the Shropshire Union Canal (6) and the Trent and Mersey Canal (2).
- Twenty three had concerns had about accidents and transport safety. Four expressed general concerns about safety within the local area. Others expressed specific concerns about safety on the A556 (6), the A530 (6) and the M6 (2). There were also concerns about safety around Wade Brook (2), Birches Lane (2) and Wimboldsley (2).
- Twenty three individuals commented on the potential impact of construction compounds and on transport accessibility. Most often, they expected reduced access and longer journey times, either in general (8) or in Wimboldsley (2), Birches Lane (2) and Middlewich (2). Six individuals commented on the general impact of construction compounds, three commented on the compounds near the A556, and two commented on those near Wimboldsley.
- Twelve individuals commented on the potential impact on access for emergency services, most often with regards to access to Leighton Hospital (6).
- Four individuals had comments on the potential impact on non-motorised road users. This included concerns about the potential impact on the safety of cyclists and pedestrians (2), on horse riders (1) and on users of the Shropshire Union Canal (1).
- There were also 21 individuals who had comments about mitigating the potential impact on transport networks and traffic. This included improving the construction of roads and levels of access (3), improving the existing road infrastructure (2) and mitigating impacts generally (2).

Among the 36 organisations that commented on traffic and transport implications within this community area:

- Twenty six organisations had concerns about the effect of road closures and diversions. This included comments about the general effect of diversions (5), but also on specific roads such as the A556 (12), Penny's Lane (4), Birches Lane (3), the A50 (2) and A54 (2). As an example of the concerns raised, Plumley with Toft and Bexton Parish Council expected major negative impacts from the proposed works on the A556.

*"Given that the realignment of the A556 is scheduled at the same time as the construction of the embankments for the adjacent section of the line, the logistics of constructing the new road "offline" will be challenging..."*

Plumley with Toft and Bexton Parish Council

- Similarly, Lach Dennis Parish Council was concerned about the general impact on residents and businesses by the closure and diversion of local roads.

*"The HS2 Proposed Scheme during construction and operation will have a very significant effect on traffic and transport, locally in Lach Dennis and Lostock Green Parish..."*

Lach Dennis Parish Council

- Eighteen organisations had comments about the potential impact of construction compounds and on transport accessibility. They had concerns about reduced access and longer journey times, either generally (4) or on the A556 (4), in Lostock Gralam (3), Rudheath (3), Wimboldsley (2), Winsford (2), on Birches Lane (2) and towards Leighton Hospital (2). There were also concerns about the general effect from construction compounds (4) and from those near the A556 in particular (2).
- Eighteen organisations had concerns about the effect on construction-impacted routes. Most often, their concerns were about traffic levels, either generally in the local area (5) or on the A556 (6), the A530 (6), the M6 (3), in Northwich (3) or on Clive Green Lane (3).
- Fifteen organisations had comments about the potential impact from construction traffic. This included traffic from HGVs generally (5) and on roads such as the A556 (5), Manchester Road (3) and Griffiths Road (3).
- Twelve organisations had comments about the potential impact on public transport. This included comments about the potential impact on canals and waterways in general across the local area (4), and specifically about the River Dane (4), the Trent and Mersey Canal (3) and the Manchester Ship Canal (2). Other comments were made about upgrading or improving the existing rail infrastructure

(2), improving local trains (2) and about the potential impact on rail services during construction (2).

- Eleven organisations had concerns about accidents and safety, chiefly with regards to Birches Lane (3), Wade Brook Bridge (3), the A530 (3) and the A556 (3). Among them was Northwich Town Council, which was concerned about moving the A556 into an area known to experience frequent fog.

*"A regular feature of the lime beds in winter is a cloud of fog that forms over the surface and drifts over the top of the existing A556 (depending on the wind direction). The realigned A556 will be much closer and at such a height as to cause concern for the safety of road traffic using this stretch during these conditions."*

Northwich Town Council

- Organisations voiced other concerns about the potential impacts on non-motorised users such as cyclists and pedestrians (6) on road conditions (6) and emergency services access (6).
- In addition, 22 organisations discussed how to mitigate the potential impact on traffic and transport networks in the local area. Among their comments, they wanted local Public Rights of Way to be upgraded or improved (4), simultaneous road closures to be avoided (3), better road construction or improved road access (2) and for a cycle under path to be built (2).

## 7.14 Water resources and flood risk

There were 35 respondents (15 individuals and 20 organisations) that commented on the potential impact of the Proposed Scheme on water resources and flood risk.

Of those individuals who made comments:

- Six expressed concerns about the potential impact on surface water, either generally (3) or specifically with reference to ponds (4).
- One individual was concerned about the flooding risk around Wimboldsley.
- Six individuals commented on mitigating the potential impact on water resources. This included the need for flood defences generally (2), and in particular at Wimboldsley (1) and Lostock Gralam (1). It also included mitigating the potential impact on the Middlewich Branch of the Shropshire Union Canal (1).
- Other comments about water resources included concern about water pollution generally (2) and especially in Wimboldsley (3). It also included concern about water pollution in brine fields (3) and concern about the potential impact on drainage (3).

*"It is also worth noting that there is a live stream that runs along Birches Lane and carries on through the back of Harris Road and the new estate. With the sheer weight of the embankment that land will sink and block the stream and cause flooding to surrounding houses and gardens."*

Member of the public

Among the comments from organisations, 10 had concerns about the potential impact on surface water. This was chiefly about the general impact on water resources (3), about the potential impact on ponds (4) and about the effect on underground aquifers that hold groundwater (4). Other concerns from organisations were about the general effect on water drainage in the local area (6) and about the potential impact on water quality (4).

Twelve organisations had comments about mitigating the effect on water resources. Most often, they talked about the need for flood defences (8), about mitigating the potential impact on canals and waterways (5), about additional flood storage capacity (4), and about either culverting or de-culverting (3).

# 8. Comments relating to Volume 2: community area MA03 Pickmere to Agden and Hulseheath

## 8.1 Introduction

This chapter summarises the comments received relating to the Volume 2 community area report and map book for MA03: Pickmere to Agden and Hulseheath. While responses from a number of respondents covered more than one community area, comments specifically relating to MA03 are reported in this chapter.

Comments were received from 132 members of the public and 39 organisations. Organisations that made comments about this community area included: The National Trust, the Environment Agency, Cheshire East Council, Esther McVey (MP for Tatton), the Cheshire Agricultural Society, and Manchester Airport. A full list of organisations that responded is included in Appendix A.

## 8.2 Overview of the area

The Proposed Scheme through Pickmere to Agden and Hulseheath<sup>6</sup> would be approximately 10 km in length, and lies within the local authority areas of Cheshire West and Chester Borough Council and Cheshire East Council. The Proposed Scheme would pass through the parishes of Tabley Inferior, Pickmere, Tabley Superior, Mere, High Legh and Agden. The boundary between Tabley Inferior parish and Plumley parish forms the southern boundary of this section. The northern boundary of this section on the HS2 main line lies in Agden parish, whilst the northern boundary of the HS2 Manchester spur lies on the boundary between High Legh parish and Millington parish.

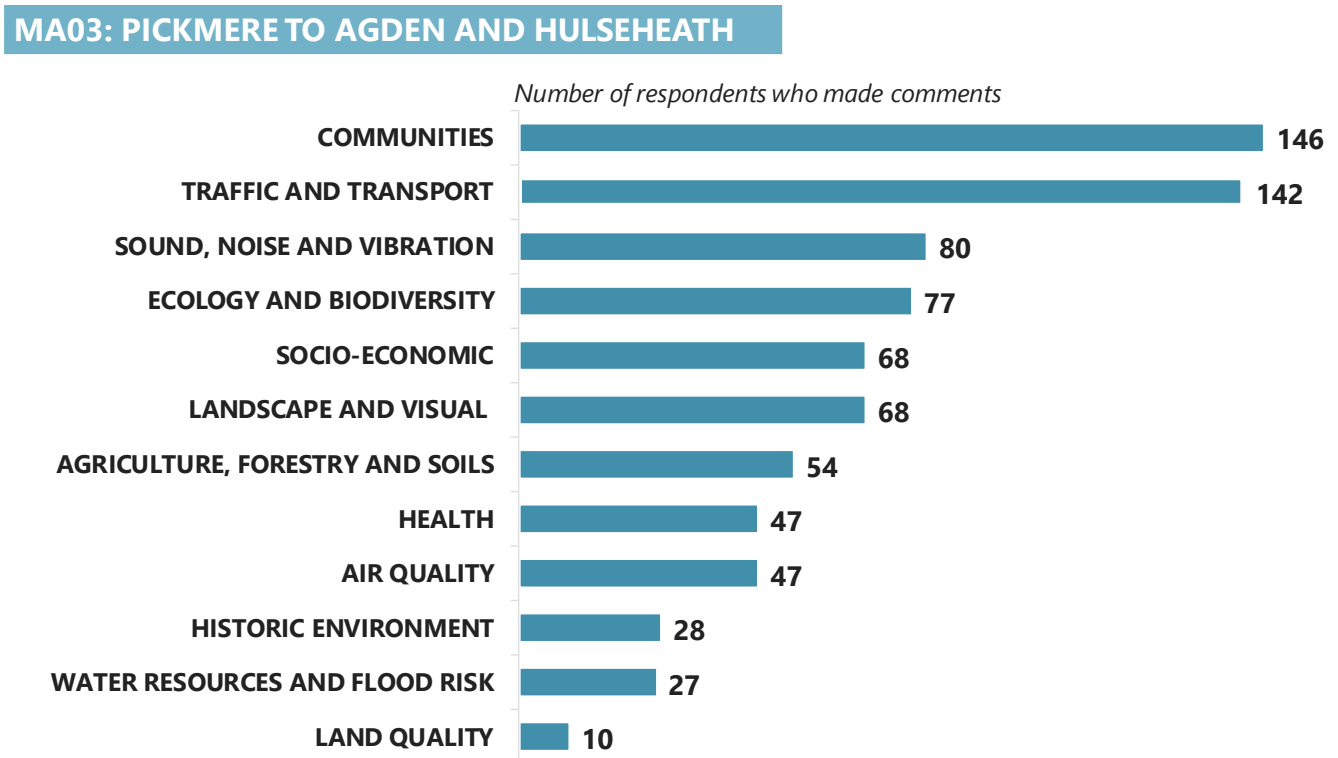
The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

---

High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.  
MA03: Pickmere to Agden and Hulseheath

Figure 8.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 8.1: Number of respondents who made comments about MA03**



Base: 171 respondents submitting responses related to MA03: Pickmere to Agden and Hulseheath

### 8.3 Agriculture, forestry and soils

There were 54 respondents who made comments about agriculture, forestry or soils in this community area (35 individuals and 19 organisations).

Of the individuals who raised concerns about these issues, 35 commented on the potential impact of agricultural land. Their concerns were mostly about the loss of agricultural land (12), disruption to the land as a result of construction (6) and concern about the effect on soil quality (2). There were also concerns about the loss of agricultural land in Peacock Lane (3) and Winterbottom Farm (2).

*"Given the huge cost of HS2 it offers no particular benefit but instead involves the needless destruction of valuable green belt, agricultural and recreational land."*

Member of the public

Other comments by individuals were about the general impact of the loss of land (8), the potential loss of land around Pickmere (3) and the effect on local livestock (5).



Among organisations that made comments, the most frequent statements were ones of concern about the loss of agricultural land (9), about the disruption to agricultural land during construction (3) and about the biosecurity risks that might ensue (2). An example of the concerns raised comes from the Cheshire Gardens Trust, which was critical of the amount of land that would be lost throughout the local area.

*“For the MA03 Pickmere to Agden and Hulseheath section they do not show the A556 Knutsford Bowdon link road which commenced construction in November 2014 and opened in March 2017. This presents a misleading impression of the landscape and does not show that HS2 and the new road cut parallel swathes through the landscape, a significant cumulative impact on the landscape and landscape character.”*

Cheshire Gardens Trust

The Abbey Leys Community Farmers Market also criticised what it considered to be the unnecessary loss of valuable agricultural land.

Other concerns among organisations were about the potential loss of land (4), the potential impact on livestock (3) and the effect on the Royal Cheshire Show Ground (2). Organisations also commented about mitigating any loss of land (5) and about mitigating the potential impact on soil quality (3).

## 8.4 Air quality

There were 47 respondents who discussed the potential impact of the Proposed Scheme on air quality (37 individuals and 10 organisations).

Concerns were voiced by individuals about the general impact on air quality (7) and on specific places such as Little Bollington (7), along the A56 (7), Pickmere (4) and Hoo Green (4).

There were also concerns about the potential impact of construction work on air quality. These comments were either about the general impact across the local area (4) and about the potential impact from HGVs (2). There were also concerns about the potential impact on air quality around Little Bollington (2), High Legh (2) and Pickmere (2).

*“Air Pollution: The school playground and playing field at Little Bollington Primary School is right next to the A56. Construction traffic – especially diesel-powered HGV’s - would significantly increase air pollution.”*

Member of the public

Comments from organisations were most often general concerns about the effect on air quality (5), followed by more specific concerns about air quality in places such as Pickmere (2), the land near the A556 (1), Dunham Massey (1) and Little Bollington (1).

## 8.5 Community

A total of 146 respondents raised concerns about the potential impact of the Proposed Scheme on people and communities in this community area (119 individuals and 27 organisations).

Among the individuals who made comments:

- The most frequent comments discussed the potential impact on open spaces and Public Rights of Way (58). Most often, individuals had concerns about the general effect on landscapes and the greenbelt (29) and on Public Rights of Way (7). There were more specific comments about landscapes and the greenbelt in Pickmere (6) in Hoo Green, and during construction generally (3). There was also concern about the effect on Public Rights of Way in High Legh (3) and Peacock Lane (2).

*"The environmental impact on our area that has already gone through so much with the new A556 link road would be horrendous. This is supposed to be greenbelt."*

Member of the public

- A total of 53 commented on the effect on communities during construction. Some concerns were about the general impact of construction on people (27). Others were concerned about the particular effects on people in Pickmere (7), Little Bollington (7), Hoo Green (4), High Legh (3) and Peacock Lane (3).
- There were 53 individuals who had concerns about the effect on towns and villages. Most often, these concerns were expressed about the general impact on places in the local area. However, there were more specific concerns about the potential impact on places such as Pickmere (11), Little Bollington (8), High Legh (5), Agden (4) and Hoo Green (2).

*"The A56 Lymm Road: this is a very busy road which splits the parish of Little Bollington in two. Some dwellings such as the local Primary School, the Parish Church, a listed building (Holly Bank) and two pubs (one of which is currently closed) are right on the roadside."*

Member of the public

- A total of 49 individuals raised concerns about the potential impact on residential properties. This included concern about the potential impact on properties in general (14), as well as those near the A56 (7), in Thowler Lane (3), in Little Bollington (2) and in Pickmere (2). More specific comments were made about the potential impact on property prices, either generally in the local area (11) or in High Legh (3), in Hoo Green (2) and Pickmere (2). There were also concerns about the blighting of properties in Hoo Green (6) and about the loss of homes across the locality (4).

- Seventeen individuals had comments about the potential impact on community facilities. These comments included concerns over the effect on schools in Little Bollington (7), the potential impact on community facilities in general (5) and the effect on community facilities in Pickmere (2).
- Sixteen individuals had comments about the potential impact on recreational facilities. These included comments about the general impact across the local area (8), and more specific comments about the effect around Pickmere (4) and on the Royal Cheshire Show Ground (2).
- A total of 61 individuals had other concerns about impacts on communities. These included concerns about the overall impact on communities (27), the effect on younger people (8), the potential for blight (7), the potential impact on Pickmere (7) and the potential impact on elderly, disabled or vulnerable people (5).
- In addition, 26 individuals had comments about mitigating the potential impact on communities. These included criticisms of the compensation for properties (7) and suggesting that a tunnel should be built to reduce impacts (6).

Among organisations that commented about the effects on communities:

- Thirteen organisations had comments about the effect on open spaces and Public Rights of Way. Some comments related to the general effect on landscapes and the greenbelt (4) and general impacts on Public Rights of Way (3). There were also more specific concerns, for example about landscapes and greenbelt land in the Bollin Valley (4) and Tatton Park (3), as well as about impacts on Public Rights of Way near the A556 (3).
- Twelve organisations discussed the potential impacts on residential properties. This was most often about the potential impact across the local area as a whole (4) and during construction (2), but there were more specific references to places such as Ascol Drive (2), Birches Lane (1), Birch Grove (1) and Pickmere (1). Among the organisations that had comments, the Hoo Green Residents Team was concerned about the potential impact on construction near Hoo Green.

*"This location, content and operating hours of the site (24/7 for majority of the 10 – 12 years where operational) will severely impact residents and businesses, all of whom will suffer from the increased traffic on a "known" accident hot-spot area (refer to annex 6)."*

Hoo Green Residents Team

- Eleven organisations had comments about the effect on communities, either across the local area as a whole (2) or on specific places such as Hoo Green (1) and Knutsford (1).
- Eleven organisations commented on recreational facilities. This included general comments about facilities across this community area (2). It also included more specific concerns, for example about

the potential impact on the Royal Cheshire Show Ground (2), on local angling (2), Tatton Park (1) and Dunham Massey (1).

- Ten organisations commented on the effect on communities during construction. Some had concerns about the general impact across this community area (4). More geographically specific concerns were voiced, most often about the potential impact on Hoo Green (2) and Tatton Park (2).
- Other comments about impacts in this community area included concern about the general effects on communities (5), on utilities (3), gas storage (2) and community facilities as a whole (2).
- Thirteen organisations also made comments about mitigating the potential impact on communities. This included widening the area to be included in any property compensation scheme (5), putting a tunnel under Ashley Road (3) and mitigating the potential impact on the landscape and greenbelt land (2). The Cheshire Agricultural Society was one of the organisations that expressed concerns, chiefly about the effect on the Royal Cheshire Showground. In particular, it was critical about the proposed footbridge to mitigate the potential impact on the site.

*"We do not believe that this is an acceptable solution to mitigate the severance impact on the show. It will separate the showground into two sites with no vehicular access between the two. This is not viable practically or economically."*

The Cheshire Agricultural Society

## 8.6 Ecology and biodiversity

A total of 77 respondents raised concerns about the potential impact of the Proposed Scheme on wildlife and biodiversity (57 individuals and 20 organisations).

The responses from individuals covered a wide range of issues connected with wildlife:

- Twenty seven individuals raised concerns about the potential impact on wildlife. The most frequent comments discussed the general impact on wildlife in this community area (26) and about the effect on rare or protected species (3). The types of wildlife mentioned most often were badgers (3), fish in general (2), bats (2), foxes (2), rabbits (2), birds in general (2) and owls (2).
- Twenty three individuals commented on the potential impact on habitats. Most often, they commented about the general effect on trees, fields and hedgerows (14) and on ecology and biodiversity (4). The location mentioned most often was Pickmere; two individuals had concerns about the effect on trees, fields and hedgerows around here.

*"Whatcroft and Billinge Green Flash are wintering sites for geese, as well as an important area for wild fowl in general, how will you prevent the geese from being disturbed both by construction and operation? The severe adverse effect on this beautiful tranquil popular recreational resource for local people is not acceptable."*

### Member of the public

- There were seven individuals who had comments about the potential impact on ancient woodlands, and one discussed the potential impact on designated ecological sites.
- In addition, 30 individuals talked about how to mitigate the potential impact on wildlife. Their principal comments were that the potential impacts of wildlife could not be mitigated (10), and that trees and hedges should be planted to reduce the potential impact (6).

The organisations that commented were most likely to comment about the effect on habitats (11). This included general comments about the effect on ecology and biodiversity in the local area (6), and the effect on trees, fields and hedgerows (3). An example of the concerns raised comes from the Cheshire Wildlife Trust, which anticipated significant negative effects on Long Wood, near Tatton.

*"In addition to the direct loss of habitat there is likely to be much disturbance to the woodland through the satellite compound and the access route. Being a very thin woodland disturbance on three sides may have a significant impact."*

### Cheshire Wildlife Trust

Nine organisations commented about wildlife, most often with concerns about the general impact on them (6) and the specific impacts on rare or protected species (4). The types of wildlife most often commented upon were fish (4) and birds (4).

Other concerns were expressed about the potential impact on designated sites (5) and ancient woodlands (4). There were also 17 organisations that had comments about mitigating the potential impact on wildlife. Most often, they suggested planting trees, woodland or shrubs (7), mitigating the potential impact on trees, fields and hedgerows (5) and creating new habitats such as trees and hedgerows (4).

## 8.7 Health

There were 47 respondents who commented on the health effects of the Proposed Scheme (35 individuals and 12 organisations).

Responses from individuals mainly raised concerns about the potential impact on people's overall health and wellbeing. This included general concerns about the potential impact on health and wellbeing (16), the potential impact during construction (4) and the effect of people's sleep (4). There were also concerns about the potential impact on health and wellbeing in Hoo Green (4), Pickmere (3) and Little Bollington (2).

*"Although the finished project and the proposed line location may have little impact on my home and personal life, the construction phase will severely impact the health, safety and wellbeing of my family."*

### Member of the public

Ten individuals had concerns about the potential impact on people's mental health, particularly from stress (8) and worry (4). There were also eight individuals with concerns about the potential impacts on people's safety

Organisations that commented were most likely to have concerns about the general impact on health, wellbeing and quality of life (4), about the effects on these things during construction (2) and about the effects during operations (2). Specific concerns were voiced about the potential impact on residents of places such as Pickmere, Dunham Massey and Hoo Green (1 comment in each case). Other concerns expressed by organisations were about the effects of the Proposed Scheme on mental health (5) and physical safety (6).

## 8.8 Historic environment

There were 28 respondents who had comments about the potential impact on the historic environment (19 individuals and nine organisations).

Among responses from individuals, there were concerns about the potential impact on Dunham Massey (7) and historic buildings in general (5). This was followed by concern about the potential impact on designated heritage assets (2), historic buildings in Little Bollington (2) and on churches (2).

*"Prior to the new A556 opening, Peacock Lane was only used by local residents and farming vehicles...we are likely to experience noise, vibration, dirt and air pollution during the building of the scheme."*

Member of the public

Organisations most often had concerns about the potential impact on Tatton Park (3), Dunham Massey (3) and the Mere Court Hotel (2). There were also comments about the general need to mitigate the potential impact on cultural heritage assets (3) and the specific impact from noise (2). The longest list of concerns came from the Cheshire Gardens Trust, which expected negative impacts on Over Tabley Hall, Mere Old Hall, Mere Court Hotel, High Legh Park Court, and Agden Park Court. The negative effects on these sites were largely thought to come from their proximity to the Proposed Scheme, the accompanying loss of land and the potential impact on the surrounding landscape.

## 8.9 Land quality

Ten respondents discussed the potential impact on land quality (five individuals and five organisations).

Comments from individuals included concern about the disturbance of old mining sites and quarries (1), using land affected by toxic waste (1) and using unsuitable land in Hoo Green (1).

The most frequent comments by organisations were concerns about the disturbance old mining and quarry sites (4), the disturbance of lime beds (4) and the potential for chemical disturbance (4).

There were also comments from organisations about the use of contaminated land (3), the need to mitigate the potential impact of contaminated land (3) and concerns about building on brine fields (3).

## 8.10 Landscape and visual

A total of 68 respondents raised concerns about the potential impact of the Proposed Scheme on landscape and on visual receptors in this community area (50 individuals and 18 organisations).

Among the individuals who made raised concerns about these impacts, the most frequent concerns were that the Proposed Scheme would create negative visual impact, either generally (19) or in places such as Pickmere (11), Hoo Green (2) and High Legh (2). There were concerns that about the loss of unique characteristics, either across the local area (5) or in specific places such as Pickmere (7).

*"The large proposed embankments will be an eyesore on the landscape. They will ruin the main walks along the designated footpaths and will be visible from many houses in Wincham and Pickmere."*

Member of the public

In addition, five individuals also made comments about mitigating visual impacts, most often to say that the Proposed Scheme should be made to look aesthetically pleasing (3).

Among the 18 organisations who raised concerns about visual impacts, the most frequent concern was that the Proposed Scheme would create negative visual impact across the local area (5) as well as in Tatton Park (3). Among other things, this was followed by concerns about the loss of the unique character of local places (2), the effect of light pollution (2), and the visual impact of an auto-transformer feeder stations (2). The specific location mentioned most often was Hoo Green; there were concerns that it would be negative visual impacts (2) and that its unique character would be lost (2).

High Legh Parish Council was particularly concerned about the cutting under the M56 proposed for its local area.

*"The cutting to go under the M56 creates a scar across the landscape up to 1½ football pitches wide. The embankments required for the realignment of Peacock Lane, together with the High Legh embankment for the Manchester spur will destroy this Cheshire countryside outlook forever."*

High Legh Parish Council

Six organisations also had comments about mitigating the visual impacts. These included making the Proposed Scheme visually pleasing (3), focusing on green infrastructure (3) and using aesthetically pleasing embankments, cuttings and tunnels in Tatton Park (3).

## 8.11 Socio-economic

There were 68 respondents whose comments raised concerns about the socio-economic impact of the Proposed Scheme (41 individuals and 27 organisations).

Individuals were most likely to discuss the potential impact on business and industry. This included general comments about these impacts in the local area (22), and on tourism (3). There were specific comments about the potential impact on businesses and industries in Pickmere (4) and Little Bollington (3).

Other comments by individuals raised concerns about overall impacts on the local or national economy (6), on businesses and industry during construction (4) and on employment (2). Three also had comments about mitigating socio-economic impacts.

*"Specific concerns: permanent removal of access to Agden Lane and Warrington Lane from Little Bollington and the businesses that operate along it."*

Member of the public

Among the 27 organisations that raised concerns about socio-economic impacts, 25 commented on business and industry. Most often, they had general comments about the business and industrial impacts (13). This was followed by comments about the potential impacts on Heyrose Farm (3), on access to business premises (2) and on businesses in Little Bollington (2).

Other comments were made about the potential impact on businesses during construction (5), on the local or national economy (4), on employment (3) and on how to mitigate the socio-economic effects of the Proposed Scheme (6).

## 8.12 Noise and vibration

There were 80 respondents who made comments on the potential impact associated with noise and vibrations (60 individuals and 20 organisations).

Individuals were most likely to mention the potential impact from noise on residents. This was either generally across this community area (23) or specifically on Pickmere (7), Hoo Green (5), and Little Bollington (4) or along the A56 (3).

There were also concerns about the potential impact during construction. These included concerns about construction noise across the local area (7) and in specific places such as Pickmere (9) and Little Bollington (2). There were concerns about the potential impact on the A56 from construction vibrations (5). There were also concerns about the potential impact from HGVs, either in terms of vibration (3) or noise (2).



*"I live in High Legh, very near to the point at which the proposed rail line splits into two...I would like to request that if possible, part of the track at this point should be in a tunnel or enclosed in some way so as to mitigate the effects of noise and also the blot on the countryside which a flyover would create."*

Member of the public

Other comments from individuals raised concerns about the potential impact from noise and vibrations during operations (3) and how noise and vibrations could be mitigated (6).

Among the 20 organisations that commented on noise impacts, the most frequent concerns were about the general impact on residents from noise (4) and vibrations (2). There were also comments about specific geographical effects, such as the potential impact of noise in Pickmere (2), Tatton Park (2) and the Royal Cheshire Showground (2).

Five organisations had comments about the potential impact of noise and vibrations caused by construction, and four commented on noise and vibration caused by operations. Twelve organisations made comments about how to mitigate the potential impact of noise and vibrations. This included building a sound barrier near the Royal Cheshire Showground (2), mitigating the general impact of noise (1), mitigating the potential impact of construction compounds (1) and mitigating the general effect of vibrations (1).

### 8.13 Traffic and transport

A total of 142 respondents discussed the potential impacts of the Proposed Scheme on traffic and transport networks (110 individuals and 32 organisations).

Individuals had a wide range of concerns about the potential impact on local transport:

- There were 71 individuals who expressed concerns about the effect on construction-impacted routes. Most often, these comments applied to traffic on impacted routes across this community area (20). Specific concerns were voiced about traffic on the A56 (12), the A556 (8), in Pickmere (8), the A50 (7), in Little Bollington (7) and in Pickmere Lane (6). There were also comments about the general level of disruption on impacted routes (8).

*"Several roads in the area will be disrupted – the A556, Linnards Lane, Flittogate Lane, Pickmere Lane, Budworth Road. It seems likely that this will create the need for considerable diversions to be taken and severely increased traffic on those roads that remain open - many of which are completely unsuited to larger volumes of traffic."*

Member of the public

- Sixty three individuals had comments about the effect of road closures and diversions. Most often, their concerns were about road closures on Agden Lane (17), Budworth Road (8), Peacock Lane (7),

Pickmere Lane (6) and Warrington Lane (5). There were also concerns about diversions, for example along Peacock Lane (10) and the A556 (7).

*"Ban construction traffic from using the A56 through Little Bollington overnight, between the hours of 7pm and 7am, to allow local residents to sleep. Ban all overnight road diversions using the A56 through Little Bollington for the same reason."*

Member of the public

- There were 40 individuals who had comments about accidents and road safety. Some comments raised concerns about the general impacts on safety (6) or during construction (4). More frequently, there were comments about the potential impact on safety around specific places; these included the A56 (9), Little Bollington (7), Peacock Lane (5) the A50 (4), Pickmere (3) and Thowler Lane (3).
- Thirty seven individuals had concerns about construction compounds and transport accessibility. Some comments were general, either about reduced access and longer journey times (6) or about the effect on construction compounds (3). More specific comments were made about reduced access and longer journey times in Pickmere (8), Knutsford (5) and Pickmere Lane (3). The most geographically specific concerns about construction compounds related to Pickmere (3) and Hoo Green (3).
- A total of 35 individuals made comments about construction traffic. These were most often about the potential impact of HGVs in general (10). Specific concerns were also raised about construction traffic on the A56 (9), in High Legh (5), on the A50 (5), in Pickmere (3) and in Hoo Green Lane (3).
- Twenty eight individuals had comments about the potential impact on public transport. These were most often about upgrading or improving the existing rail infrastructure generally (9), the West Coast Main Line (7) and rail infrastructure in the North (2).
- Sixteen individuals had comments about non-motorised road users. Their concerns were most often about the potential impact on safety for cyclists and pedestrians (9) and horse riders (6). Other impacts that were commented on included the effects on access for emergency services (3) and the effect on road conditions (8).
- There were also 46 individuals who had comments on how to mitigate impacts on transport. Their suggestions included wanting a tunnel to be put under the Bridgewater Canal (11) or the A56 (9). Many other comments related to traffic in Little Bollington. These included reducing the speed limit in Little Bollington (10), mitigating night-time construction traffic through it (10), reducing construction traffic though it during peak times (10), mitigating construction traffic in rural lanes near the village (9) and putting a pelican crossing in the Little Bollington itself (7).

Among the 32 organisations that commented on traffic and transport:

- Twenty nine organisations had concerns about the effect of road closures and diversions. The concerns were most frequently about closures on Budworth Road (9), diversions on the A556 (6), diversions on Peacock Lane (4) and diversions on Budworth Road (3). Among the organisations critical of the proposed works on the Budworth Road, Pickmere Parish Council was particularly concerned.

*“The impacts of the closure of Budworth Road on the usage of the local traffic network will be significant and will affect considerably and detrimentally the living environment of residents of affected diversion routes and the convenience of users of these routes.”*

Pickmere Parish Council

- Sixteen organisations had concerns about construction-impacted routes, this included general concerns about traffic and congestion (3). There were also particular references to the potential impact on traffic along School Lane (5), Frog Lane (4), the A556 (3) and the A50 (3).
- Thirteen organisations had comments about construction compounds and transport accessibility. Most often, they had concerns about reduced access and longer journey times in general across the local area (3), along the M6 (2) and on the A556 (2).
- Twelve organisations expressed concerns about construction traffic. These concerns were most often about traffic along School Lane (3), Manchester Road (2) and across the local area as a whole (2).
- Eleven organisations had concerns about road safety and accidents. This included concerns about traffic from HGVs (2), safety on Frog Lane (2) and in Little Bollington (2). It also included concerns about safety in other places such as Birches Lane, the A556, Hoo Green Lane, Pickmere and the A50 (one comments in each case). Among other concerns raised, High Legh Parish Council was also concerned about the safety impacts of realigning Peacock Lane.

*“The Parish Council, local residents and the parishioners consulted all felt the proposed realignment of Peacock Lane and the consequential land take is excessive and totally unnecessary. Peacock Lane is a narrow de-restricted country lane used extensively by walkers, horse riders and cyclists. There is no doubt that the rerouted Peacock Lane would encourage dangerous high speed driving, once it became ‘improved’.”*

High Legh Parish Council

- Organisations expressed other concerns about the potential impact on public transport systems (7), on non-motorised road users such as cyclists and pedestrians (6), on the condition of local roads (6) and on access for emergency services (4).

- In addition, 21 organisations had comments about mitigating the potential impacts on traffic and local transport networks. Most often, they discussed upgrading footpaths and Public Rights of Way (3), mitigating the general on traffic and transport networks (2) and cut-and-cover tunnels (2), something which was favoured. There were also comments about certain roads; this included improving access on the A556 (2), improving the road infrastructure on School Lane (2) and mitigating impacts associated with road diversions in Pickmere (2).

*“The extensive works around this area are likely to cause severe impacts during both construction and operation. Impacts around Mere Court Hotel, a Grade II listed building, and High Legh are likely to be significant and additional mitigation should be considered such as using cut-and-cover tunnel.”*

Cheshire East Council

### 8.14 Water resources and flood risk

A total of 27 respondents made comments about the potential impact on the Proposed Scheme on water resources and flood risk (15 individuals and 12 organisations).

Comments from individuals were most often about the need for flood defences (5), the potential impact of water drainage (4) and the potential impact on ponds in the local area (2).

*“Proposed Balancing pond by Agden Brook Farm: the large area and square design looks very much manmade and is out of keeping with the surrounding environment. The design should be changed to a more ‘naturalised’ form.”*

Member of the public

Comments from organisations included discussion of the need for flood defences (6), of the potential impact on water resources generally (4) and of the potential impact on underground aquifers that store groundwater (3). There were also comments about mitigating the potential impact on canals and waterways (3), culverting and de-culverting (3) and improved flood defences for the River Bollin (3).

# 9. Comments relating to Volume 2: community area MA04 Broomedge to Glazebrook

## 9.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for MA04: Broomedge to Glazebrook. While responses from a number of respondents covered more than one community area, comments specifically relating to MA04 are reported in this chapter.

Comments were received from 240 members of the public and 38 organisations. Organisations that made comments about this community area included: Warrington Borough Council, Manchester Airport, Trafford Council, the National Trust, Graham Brady (MP for Altrincham and Sale West), and Helen Jones (MP for Warrington North). A full list of organisations that responded is included in Appendix A.

## 9.2 Overview of the area

The Proposed Scheme through Broomedge and Glazebrook<sup>7</sup> would be approximately 7.3 km in length, and lies within the local authority areas of Warrington Borough Council and Trafford Metropolitan Borough Council. The Proposed Scheme would pass through the parishes of Agden, Lymm, Warburton, Partington and Rixton-with-Glazebrook. The southern boundary of this area lies within Agden parish. The boundary between the Rixton-with-Glazebrook parish and Birchwood parish forms the northern boundary of this section.

The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

---

<sup>7</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

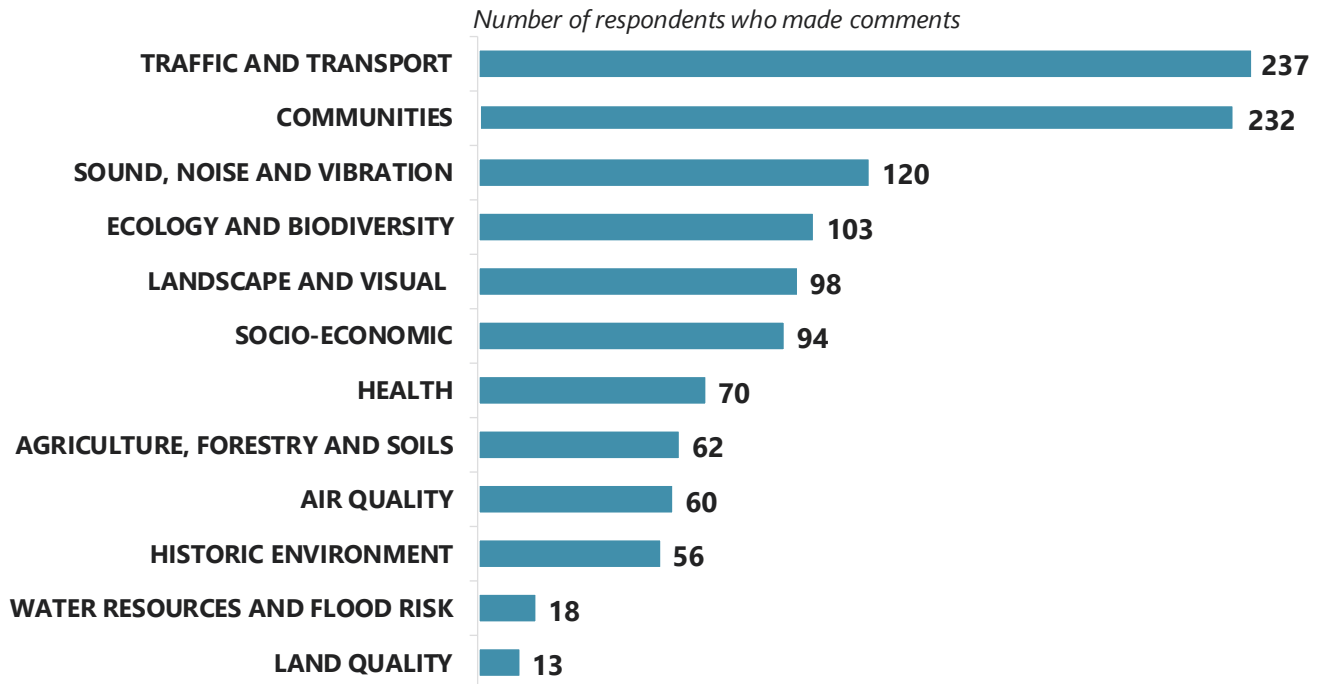
MA04: Broomedge to Glazebrook

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745202/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_MA04\\_Broomedge\\_to\\_Glazebrook.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745202/HS2_Phase_2b_WDES_Volume_2_MA04_Broomedge_to_Glazebrook.pdf)

Figure 9.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 9.1: Number of respondents who made comments about MA04**

#### MA04: BROOMEDGE TO GLAZEBROOK



Base: 278 respondents submitting responses related to MA04: Broomedge to Glazebrook

### 9.3 Agriculture, forestry and soils

There was a total of 62 respondents that made comments about agriculture, forestry and soils this community area (48 individuals and 14 organisations).

Individuals who made comments were most likely to discuss the loss of agricultural land (21) and the potential impact of construction on agricultural land (6). There were particular concerns about the loss of agricultural land in Glazebrook (9), Hollins Green (4), Broomedge (3) and Rixton-with-Glazebrook (3). Other comments were most often made about the potential impact of the general loss of land (4).

*"I am opposed to the loss of agricultural land: the proposed railway line would remove acres of prime agricultural land from several farms in this area. It would destroy the last remaining stretch of green belt between Warrington and the Manchester conurbation, an important conservation area which Trafford Council is committed to preserve."*

Member of the public

Comments from organisations were most often about the loss of agricultural land (8) and the potential effect on soil quality by the Proposed Scheme (2). Other comments included concern about the loss of

land in general (2), concern about the effect on livestock (1), wanting mitigation for the loss of land (1) and suggesting mitigation for impacts on soil quality (1). The range of concerns voiced by organisations are well illustrated by the negative effects on agricultural land anticipated by Warburton Parish Council.

*"The proposed railway line would remove acres of prime agricultural land (Agricultural Land Classification Grades A2 and A3a) from several farms in this area. It would destroy the last remaining stretch of green belt between Warrington and the Manchester conurbation, an important conservation area."*

Warburton Parish Council

## 9.4 Air quality

A total of 60 respondents had comments about air quality (48 individuals and 12 organisations).

Individuals were most likely to express concerns about the general impact on air quality (25). This was followed by more specific concerns about air quality in Hollins Green (11), Glazebrook (6), Warburton (2), on the A56 (1) and in Rixton-with-Glazebrook (1). There were also comments about the potential impact on air quality during construction (eight comments) and about the need to mitigate the effect on air quality (2).

*"Haul routes during the construction phase have not been detailed but will involve Dam Lane, Dam Head Lane, Manchester Road, A57 and Glazebrook Lane, increasing noise, vibration and congestion with a reduction in air quality."*

Member of the public

Organisational responses were most likely to express concerns about the effect on air quality generally (9). There were more specific concerns about air quality in Warburton (2), in Rixton (1) and during construction the construction phase of HS2 (2).

## 9.5 Community

There were 232 respondents whose comments raised concerns about the potential impact of the Proposed Scheme on communities in this community area (203 individuals and 29 organisations).

Among individuals who raised concerns about these issues:

- A total of 129 discussed the potential impact on towns and villages. Most often, their comments discussed towns and villages across this community area (55). There were also specific concerns about the effects on Hollins Green (39), Glazebrook (32), Rixton-with-Glazebrook (16), Warburton (7) and Heatley (2).

*“The area surrounding Glazebrook, Rixton and Hollins Green is largely rural, and includes Rixton Claypits, a site of special scientific interest. A structure of the size of the proposed viaduct would be totally out of place in the area and would dominate the skyline. It would ruin the open space aspect and would change the whole character of the area.*

Member of the public

- There were 122 individuals who had concerns about the potential impact on open spaces and Public Rights of Way. The most frequent of their comments discussed the overall impact on greenbelt land in the local area (66). More specific references were made to the potential impact on greenbelt land near Hollins Green (17), Glazebrook (16) and Rixton-with-Glazebrook (6). Concerns were also expressed about local Public Rights of Way (34) and about paths near specific places; these included Hollins Green (10), Rixton-with-Glazebrook (8) and Warburton (3).

*“The increase in operational noise when services start to use the route, will adversely affect the tranquil nature of the local area. In addition, the local area has a number of walking routes / footpaths that are well used, these will be disrupted, so reducing connectivity to the wider countryside.”*

Member of the public

- There were 76 respondents who had concerns about the disruption to communities during construction. Most often, their concerns were about disruption across the local area (40), followed by concerns about disruption in Hollins Green (13), Glazebrook (11) and Rixton-with-Glazebrook (3). There were also concerns about disruption caused by construction workers themselves, either generally (8) or in Hollins Green (5).
- There were 53 individuals who made comments about the potential impact on residential properties. This included comments about this community area as whole, for example about the overall impact on properties (18), the effect on property prices (12) and the loss of homes (6). There were specific concerns about the potential impact on property prices in Glazebrook (8), Hollins Green (7) and Rixton-with-Glazebrook (3), as well as about the overall impact on properties in Glazebrook (5).
- Forty one individuals raised concerns about the effect on community facilities. This included community facilities across the local area (10) and those in Glazebrook specifically (4). It also included concerns about the effects on local schools (12) and, more specifically, schools in Hollins Green (six comments) and Glazebrook (4). Nine individuals also had concerns about the potential impact on local places of worship.
- Twenty seven individuals had comments about recreational facilities, and these were usually about the overall effects on these facilities locally (18). Other concerns were about the effect on recreational facilities in Glazebrook (4), Hollins Green (3) and Cadishead (1).



- A total of 125 individuals commented on a wide range of other impacts. Their concerns were most often about the general impact on communities in the local area (67). There were specific concerns about the overall effect on Hollins Green (20), Glazebrook (14) and Warburton (10). Other concerns were expressed about the potential impact on young people (14) and on elderly, disabled and vulnerable residents (9).
- There were also 30 individuals who commented on how to mitigate effects on communities. Their suggestions included building a tunnel (10 comments), widening the area covered by property compensation schemes (5), mitigating the potential impact on communities generally (3) and mitigating the potential impact on landscape and greenbelt land (3).

Among the 29 organisations that made comments about impacts on communities:

- The most frequent comments discussed open spaces and Public Rights of Way in this community area (20). This included general concerns about the effect on Public Rights of Way (9) and on landscapes and the greenbelt (8). There were more particular concerns about the landscape and greenbelt land near Warburton (4), in the Bollin Valley (2) and around Hollins Green (2). The particular footpaths that were mentioned most often were the Trans-Pennine Way (3) and paths near Rixton (3), Warburton (3), the Bollin Valley (2) and Hollins Green (2). An example of the concerns raised comes from Trafford Council, which expected negative impacts on protected areas such as the River Bollin Meadowlands.

*"From the information presented at present the scale of embankments and levels across the line in this LCA are not defined and accordingly this gives rise to the concern over the level of landscape effect."*

Trafford Council

- Sixteen organisations made comments about the potential impact on towns and villages. This included the general impact on towns and villages in this community area (3). More frequently, there were specific concerns about the effect on Rixton (4), Hollins Green (3), Warburton (3) and Heatley (2). Helen Jones, MP, had particular concerns about the effect on Hollins Green and its surroundings.

*"The environmental impact on Hollins Green will be catastrophic...communities will be split and the character of the village will be irrevocably changed."*

Helen Jones, MP for Warrington North

- Twelve organisations commented on the potential impact on residential properties. Some concerns were general, such as about the overall impact on properties locally (2), the effect on property prices there (2) and the potential for property blight in this community area (2). Other comments were more geographically specific, for example about the effect on properties in Warburton (2) and property blight in Rixton (1).

- Ten organisations discussed impacts on communities during construction. Their concerns were most often about disruption during the building work (3), disruption from construction workers (3) and disruption in Hollins Green (3).
- Ten organisations made comments about the effect on community facilities. This included concerns about the effect on local facilities generally (3), on local schools (3) and on local medical and healthcare facilities (2). More specific concerns were voiced about the effect on community facilities in Warburton (3), on schools in Hollins Green (2) and on community centres in Hollins Green (2).
- Other comments were made about impacts of the Proposed Scheme on communities. These included concerns about the general impact on community life (8), the effect of construction workers' accommodation on the local area (4), the effect on life in Warburton (4) and the particular effects on elderly, disabled and vulnerable Warburton residents (3).
- In addition, seven organisations discussed how to mitigate the potential impact on communities. This included mitigating the potential impact on landscapes and the greenbelt (3) and describing the property compensation arrangements as inadequate (3).

## 9.6 Ecology and biodiversity

There were 103 respondents with comments about the potential impact of the Proposed Scheme on ecology and diversity (80 individuals and 23 organisations).

Among individuals who commented on ecology and biodiversity:

- Forty six individuals commented on the potential impact on wildlife. This included the overall impact on wildlife (40). It also included comments about specific wildlife such as birds in general (7), bats (6), rare and protected species (4), hedgehogs (3) and owls (3).

*"The ruining of one of the last greenbelt areas between the Manchester and Liverpool conurbations: our joint villages of Rixton and Glazebrook will be bisected. I am told this work will take over five years to complete, so destroying the wildlife that we so enjoy."*

Member of the public

- Forty four discussed the potential impact on habitats. Their concerns covered the potential impact of trees, fields and hedgerows across the local area (31), in Rixton-with-Glazebrook (3) and in Warburton (2). There were also comments about the general impact on ecology and biodiversity (5).
- Other comments about impacts included concerns over designated wildlife sites, such as the Rixton Clay Pits (5) and Coroner's Wood (1). There were also concerns about ancient woodlands, such as Coroner's Wood (2) woodlands around Rixton (1) and woodlands near Trafford (1).

- In addition, there were comments from 22 individuals about how to mitigate the effect on ecology and biodiversity. Most often, these individuals said that the potential impacts would lead to irreplaceable loss (8) and that new planting could not make good the damage to wildlife and habitats (3). Suggestions were also made, for example about the planting of trees, woodlands and shrubs (2) and the construction of green corridors (2).

Among responses from organisations:

- Fourteen organisations discussed the potential impact on habitats. Their concerns included the effects on trees, fields and hedgerows across the local area (8), and the general impact on ecology and biodiversity there (7). More particular concerns were voiced about the potential impact on Fox Covert SBI (2), Holcroft Moss (2) and trees, fields and hedgerows around Warburton (2). The response from the Greater Manchester Combined Authority illustrates some of the concerns raised; the authority was particularly concerned about the potential impact within this community area on the Greater Manchester Wetlands Nature Improvement Area.

*"The proposed route of HS2 lies within the Greater Manchester Wetlands Nature Improvement Area (NIA). Aside from any impacts on existing habitats and species, HS2 will result in a barrier to future restoration works across the NIA landscape."*

Greater Manchester Combined Authority

- Twelve organisations had comments about the effects on wildlife. Almost all of them (11) had concerns about the overall impact on wildlife. Comments about particular wildlife included concern about bats (5), birds in general (5), owls (5) and rare or protected species (4).
- There were comments from five organisations about the effects on ancient woodlands. Five also commented on the effect on designated sites.
- In addition, 15 organisations discussed how impacts on wildlife could be mitigated. Their most frequent comments were that impacts on wildlife would cause irreplaceable loss (5). Conversely, four organisations thought impacts on wildlife should be mitigated. Other suggestions were mainly about habitats, such as trees and fields. This included mitigating the potential impact on habitats, (3), creating new habitats (3) and having compensation for the potential impact on habitats (3).

## 9.7 Health

A total of 70 respondents talked about the potential impact of the Proposed Scheme on people's health (58 individuals and 12 organisations).

Among the 58 individuals who made comments, the most frequent concerns were about the general impact on health, wellbeing and quality of life (26). Other general comments related to the health effects

of construction work (6) and disruption to people's sleep (2). Specific concerns were also voiced about health, wellbeing and quality of life in Glazebrook (8), Hollins Green (7), Rixton (2) and Hollinfare (2).

*"The enormous main compound to be located in Hollins Green with proposed 250 staff and 200 workers will effectively turn the entire village into an industrial area, resulting in tremendous noise and dust that will impact our health."*

Member of the public

Fourteen individuals had concerns about the potential impact on mental health, for example from stress (7), feeling upset (4) and anxiety (3). Other comments related to the potential impact on physical safety, either to people across the local area (7) or to animals (1).

Comments from organisations were most often concerns about the general impact on health, wellbeing and quality of life (3) and concern about the general impact on mental health (3). More specific concerns were raised about health, wellbeing and quality of life in Hollins Green (2) and Warburton (2). There were also concerns about the mental health effects of stress (2).

## 9.8 Historic environment

Fifty six respondents discussed the potential impact on the local historic environment (41 individuals and 15 organisations).

Individuals were most likely to comment on the effect on designated heritage assets, such as graveyards and cemeteries (22) and Hollinfare Cemetery in particular (10). Comments were also made about the potential impact on churches in this community area (3), upon Glazebrook Church in particular (1) and on local archaeological sites (3). Other comments were made about the potential impact on non-designated assets (9).

*"The viaduct is due to pass just 5m from the edge of the Hollinfare cemetery. This will ruin the peace and tranquillity, which is so special for family members visiting the resting place of their loved ones."*

Member of the public

Organisations that made comments were most likely to be concerned with the potential impact on listed buildings in general (4) and on churches in particular (2). There were more specific concerns about the effects on St Werburgh's Church (2) and on Hollinfare Cemetery (2). Other comments raised concerns about the effect on non-designated national heritage assets (3) and the need to mitigate impacts on listed buildings.

## 9.9 Land quality

Thirteen respondents raised concerns about the potential impacts on the Proposed Scheme on land quality (seven individuals and six organisations).

Comments from individuals included concern about building on old mining and quarry sites (1) and brownfield sites (1). They also included concern about the potential impact on flood plains (1) and soil near Hollins Green (1).

A range of comments were made by organisations. There were concerns about disturbing old mines and quarries (1), building on landfill sites (1) and using contaminated land (1). There were also concerns about gases that might be released from disturbed landfill sites (1).

As an example of the concerns about land usage, the Rixton with Glazebrook HS2 Action Group was critical of the proposed viaduct over the Manchester Ship Canal, not least because of the terrain on which it would be built

*"The area is subject to running sand while the clay underneath is not altogether stable. If you travel along the M62 from Eccles to Junction 11 you will be able feel the undulating surface of the road due to the movement in the clay."*

Rixton with Glazebrook HS2 Action Group

## 9.10 Landscape and visual

There were 98 respondents with comments about the potential impact on landscapes and visual receptors in this community area (79 individuals and 19 organisations).

Comments from individuals were most often about the potential for negative visual impact (37), with more specific concern about Hollins Green (13), Glazebrook (10), along the Manchester Ship Canal (5) and in Rixton (4). There were also comments about the loss of unique character for local areas; this applied to the local as a whole (14) and to places such as Glazebrook (5), Warburton (4) and Hollins Green (4).

Organisations were the most concerned about the potential for negative visual impact, either generally in this local area (7), along the River Bollin (3) or in Warburton (2). There were also concerns about the loss of character or unique charm; this applied to the local area as a whole (3), to the River Bollin Meadowlands (3) and to Warburton (2). Other comments were made about the potential impact of light pollution (2). An illustration of the concerns raised comes from Rixton with Glazebrook Community Hall, which expected the proposed viaduct over the Manchester Ship Canal to have a substantial, negative effect on the appearance of the area.

*"The viaduct across the Manchester Ship canal will come across Glamis Wood, a section of woodland which forms a part of the community halls property. We are opposed to the large structure that will dominate the village and have significant visual impact on our property."*

Rixton with Glazebrook Community Hall

Six organisations also made comments about how to mitigate the visual impact of the Proposed Scheme. This included comments about ensuring the Proposed Scheme would be aesthetically pleasing (2) and about visually appealing balancing ponds (2).

### 9.11 Socio-economic

A total of 94 respondents had comments about the potential socio-economic effects of the Proposed Scheme (71 individuals and 23 organisations).

Most individuals who discussed socio-economic impacts (61 out of 71) commented on the effect on business and industry. Their comments covered general effects on businesses (26) impacts and on tourism (7). There were also comments about effects on the Black Swan public house in Hollins Green (11) and on businesses in Hollins Green (11), Glazebrook (9) and Rixton (3).

*"The Black Swan is extremely important in our community for the children and their families. We gather there for the children to play and for the adults to relax in our busy, stressful lives. We are such a small, tight knit community, and this again will damage that as we will lose some of the play area.*

Member of the public

Eleven individuals discussed the effects on the local or national economy, most often to say that people would be made worse off by the Proposed Scheme (5). There were also comments about impacts during construction (4), on employment (1) and on how socio-economic effects could be mitigated (3).

Organisations were most likely to discuss the potential impact on business and industry across the local area (6). Other comments were made about the potential impacts on businesses in Warburton (2) and the Black Swan public house (2).

In addition, there were comments about the potential impact on the local and national economy (7), employment (6), the potential impact on businesses during construction (2) and how to mitigate socio-economic effects (5).

### 9.12 Noise and vibration

There were 120 respondents whose comments raised concerns about the potential impact on noise and vibration (98 individuals and 22 organisations).

Individuals were most often concerned about the effect on residents from noise and vibration. The most frequent concerns were about the general impact of noise on residents (53), followed by noise in Hollins Green (20) and Glazebrook (14). There were also concerns about vibrations, either generally in the local area (2) or more particularly in places like Warburton (3).

*“The proposed viaduct over the Manchester Ship Canal will be intrusive in the environment, with increased noise levels in a rural environment. During the 5 year+ timescale to construct the viaduct, there will be noise, dust and severe traffic disruption due to road closures and diversions.”*

Member of the public

There were 21 individuals who had concerns about impacts during construction. This included concerns about construction noise general (12), construction noise in Rixton (2) and construction noise at night (2). Sixteen individuals had concerns about impacts during the operations of the Proposed Scheme. This included operations noise across the local area (10) and in particular places, such as Glazebrook (4), Rixton (4) and Hollins Green (2).

Eight individuals also commented about noise mitigation, for example to say that sound barriers would be insufficient (3) and that noise mitigation in general would be inadequate (2).

Among organisations, the most frequent concerns were about the potential impact upon residents. Usually, these comments discussed the potential impact of noise upon people across this community area (10), but there were also comments about noise in places such as Hollins Green (2), Little Heatley (1), Rixton-with-Glazebrook (1) and Warburton (1).

Eight organisations commented about noise and vibrations during operations, chiefly about the noise from operations near Hollins Green (3) and Warburton (2). Six organisations were concerned about noise and vibrations during construction, for example about construction noise in Hollins Green (1), Rixton (1) and the River Bollin Meadowlands (1).

There were also eight organisations that had comments about how to mitigate noise and vibrations. Most often, they wanted noise impacts to be mitigated (3) and for a sound barrier to be built (2).

### 9.13 Traffic and transport

Comments about impacts on traffic and transports networks came from 237 respondents (208 individuals and 29 organisations).

Among the individuals who made comments:

- The most frequent comments discussed the public transport system (146), particularly rail services. This included comments about upgrading the West Coast Main Line (62), making more use of the West Coast Main Line (27) and upgrading the existing local rail infrastructure (36). Other comments discussed the potential impact on local bus services (7), the effect on the Manchester Ship Canal (7) and the need to improve or upgrade the public transport system as a whole (7).

*“Warburton is already poorly served by public bus routes, primarily route no 5. This hourly bus service travels between Warrington and Altrincham, serving several rural communities, including Warburton. For the elderly and disabled, those in social housing and without their own transport, it is a lifeline.”*

Member of the public

- A total of 114 individuals had comments about construction-impacted routes. The principal concerns were about the effect on traffic; this included traffic around the local area as a whole (31) and at particular locations such as Hollins Green (22), the A57 (14), Glazebrook (10), the M62 (6), M6 (6) and Dam Lane (6). There were also concerns about disruption, most often with regards to MA04 as whole (22) or the A57 (11).

*“The A57 is a major road for carrying traffic to and from Manchester, along with the M62, M56 and East Lancs road. It is already a huge environmental problem and the additional traffic caused by the construction projects associated with HS2 will mean that this road simple will not cope.”*

Member of the public

- Eighty individuals who commented on road closures and diversions. This included impacts across the local area as a result of closures (18) and diversions (13). There were comments about reduced access to the Black Swan public house (15), followed by concerns about road closures around Hollins Green (8) and Glazebrook (6). In terms of particular roads, the most frequent comments discussed closures (7) and diversions (6) along Dam Head Lane. Comments about the A6144 included concerns about diversions (3) and about closures near the Saracen’s Head public house (4).
- There were 40 individuals who discussed construction compounds and transport accessibility. Most often, they commented on the effect of construction compounds, either generally (9) or near Hollins Green (6), Glazebrook (5) or Rixton (3). Comments about reduced access and longer journey times were most often made about the local area as whole (5), followed by Warburton (3).
- Thirty individuals had comments about the potential impact of construction traffic. This included concerns about HGVs and construction traffic across the local area (13). There were also more particular concerns about construction traffic at Glazebrook (6), on the A57 (6) and Hollins Green (4).
- Thirty individuals discussed the potential impact on accidents and road safety. Their comments included general concerns about the potential impact on road safety (9). There were also concerns about impacts on safety in specific places such as Hollins Green (6), along the A57 (6), in Glazebrook (4) and along the A6144 (3).



- Seventeen individuals made comments about non-motorised road users, most often to express concerns about safety for pedestrians and cyclists (10). Other comments were made about impacts on road conditions (4), access for emergency services (3).
- In addition, 43 individuals discussed how best to mitigate the potential impact on traffic and transport networks. Most often, they wanted tunnels to be put under canals, either generally (8), under the Manchester Ship Canal in particular (8) or under the Bridgewater Canal (3). There were also suggestions about putting tunnels under roads (4) and under Hollins Green (4). Improving the existing road infrastructure was also put forward as a way to reduce the potential impact (3).

Among organisations that commented on traffic and transport networks in this community area:

- The most frequent comments discussed routes affected by construction (22). Their concerns were most often about the general impact on traffic on routes (6) and accompanying disruption (4). More specific concerns were expressed about disruption on the M56 (three comments). This was followed by concern about traffic around Hollins Green (3), on the A57 (2), on Spring Lane (2), in Warburton (2) and along Dam Lane (2).
- Twenty organisations had concerns about road closures and diversions. This included the effect of diversions (4) and closures (3) across the local area generally. More specific concerns were expressed about diversions on the A6144 (2), Dam Head Lane (2), Spring Lane (2) and Warburton (2). There were also concerns about road closures on Warrington Lane (2) and on the A6144, near the Saracen's Head public house (2).
- A total of 15 organisations made comments about the effect on public transport networks. It was most often to suggest improvements to the rail network, for example through upgrading the West Coast Main Line (5) or the rail infrastructure in general (2). There were concerns about the potential impact on bus services in Warburton (3) on canals and waterways (2) and on the Manchester Ship Canal in particular (2). Other suggestions included improved connection to Manchester Airport, either by bus (2) or rail (2).
- Thirteen organisations discussed the potential impact of construction compounds and the effect on transport accessibility. Their most frequent concerns were about reduced access and longer journey times generally (1) and in Warburton (2). There were also concerns about access and journey times on the A56 (1) and A6144 (1).
- Twelve were concerned about the effect on accidents and road safety. Their concerns were most often about the general effects on road safety (4), about the safety effects of construction traffic (two comments) and about safety on roads around Hollins Green (2). Concerns about particular roads were most often voiced with regards to the A56 (1) and the A57 (1). Concerns about the potential impact on pedestrian safety are well illustrated by the negative effects anticipated by Warburton Parish Council.

*"If these plans go through, the only safe pedestrian route at road level through the village would disappear, pedestrian access to the whole of the village would be difficult or impossible for residents, and this close community would be separated from each other and from the amenities of village life. Those who have cars but prefer to walk would be forced to drive, which would increase the congestion on the main road. Those who do not have cars would suffer."*

Warburton Parish Council

- There were 10 organisations that discussed the potential impact of construction traffic. Comments included concerns about the general effect of construction traffic (4), along Manchester Road (2), in Hollins Green (2) and along Bradshaw Lane (2).
- There were also comments about the effects on non-motorised road users (6), the condition of roads (3), access for emergency services (one organisation) and Public Rights of Way (1).
- In addition, there were 11 organisations that commented on how to mitigate the potential impact on traffic and transport networks. Their suggestions included improving road access or construction (3), improving road infrastructure (3) and upgrading footpaths, bridleways and cycle paths (2).

## 9.14 Water resources and flood risk

Eighteen respondents had comments about the potential impact of the Proposed Scheme on water resources and flood risk (eight individuals and 10 organisations).

Individuals made comments about constructing a tunnel under the Manchester Ship Canal (7) and about the need for flood defences (1).

Organisations were most likely to comment on the need for flood defences (4) and about the potential impact on water drainage (3), ponds (2) and water quality (2). There were particular concerns about the potential impact on water drainage around Holcroft Moss during the construction phase (2).

# 10. Comments relating to Volume 2: community area MA05 Risley to Bamfurlong

## 10.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for MA05: Risley to Bamfurlong. While responses from a number of respondents covered more than one community area, comments specifically relating to MA05 are reported in this chapter.

Comments were received from 225 members of the public and 50 organisations. Organisations that made comments about this community area included: Warrington Borough Council, Wigan Council, the National Trust, Helen Jones (MP for Warrington North), and Culcheth High School. A full list of organisations that responded is included in Appendix A.

## 10.2 Overview of the area

The Proposed Scheme through Risley to Bamfurlong<sup>8</sup> would be approximately 13 km in length, and lies within the local authority areas of Warrington Borough Council and Wigan Metropolitan Borough Council. The Proposed Scheme would pass through the parishes of Birchwood, Croft, Culcheth and Glazebury. The boundary between Rixton-with-Glazebrook and Birchwood parishes forms the southern boundary of this section. The connection between the Proposed Scheme and the West Coast Main Line (WCML) within WMBC forms the northern extent of this section.

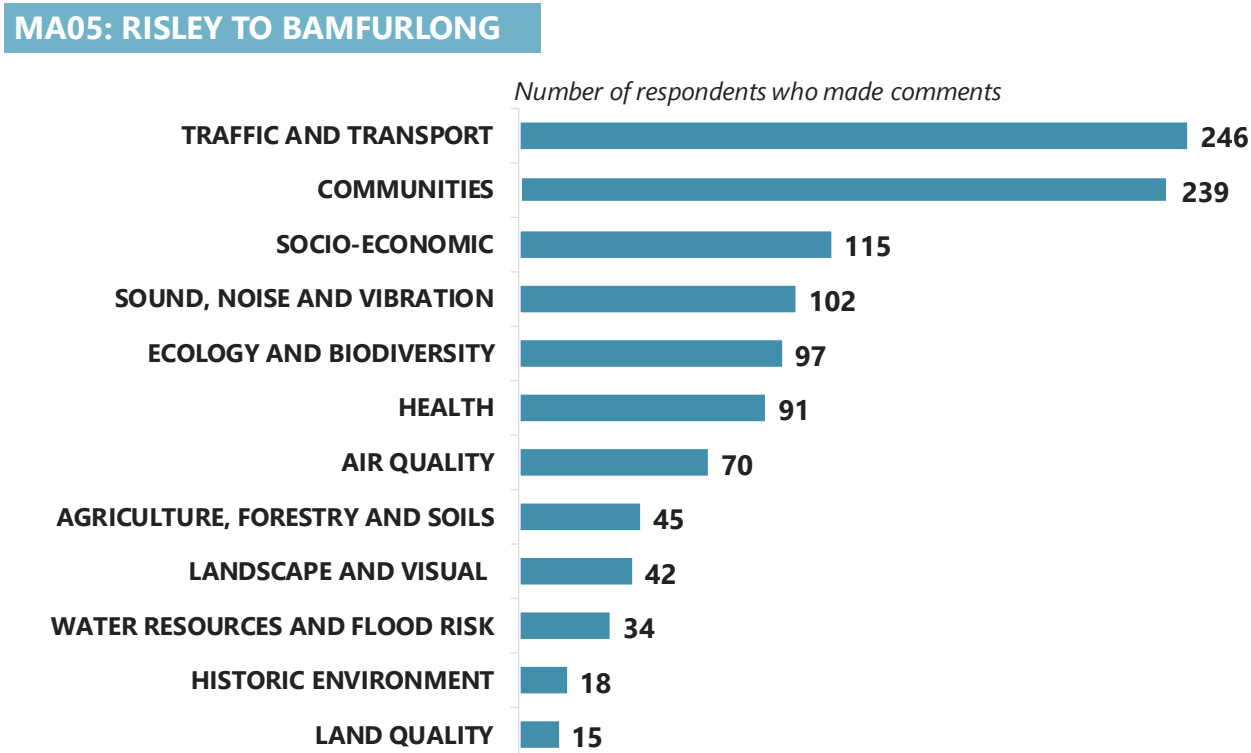
The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

---

High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.  
MA05: Risley to Bamfurlong

Figure 10.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 10.1: Number of respondents who made comments about MA05**



Base: 275 respondents submitting responses related to MA05: Risley to Bamfurlong

### 10.3 Agriculture, forestry and soils

There was a total of 45 respondents who made comments about agriculture, forestry and soils (24 individuals and 21 organisations).

Individuals were most likely to be concerned about the loss of agricultural land across this community area (16) and more particularly the loss of agricultural land near Culcheth (3). There were also concerns about a more general loss of land (3) and, again, in the vicinity of Culcheth (4). Three individuals also had concerns about the effects on local livestock. The most common suggestion for reducing impacts was the general loss of land to be mitigated (2).

*"These proposals are not acceptable to me. I object most strongly to them. They have not been discussed with me at any stage...I am committed to Carr Farm and its survival as a viable agricultural holding and its associated wildlife and amenity attributes to which I have contributed over the past few years by tree planting adjoining the A580."*

Member of the public

Concerns expressed by organisations were most often about a general loss of land (6) and the loss of agricultural land (4). Other comments included concern about disruption to agricultural land during construction (1), about the potential impact on soil quality (1), and about the effect on agricultural land around Kenyon (1). The most common suggestions for reducing impacts related to mitigating the loss of land (2) and the effect on soil quality (2).

## 10.4 Air quality

A total of 70 respondents had comments about air quality (59 individuals and 11 organisations). Individuals were most likely to have concerns about the general effect on air quality locally (30). This was followed by more specific concerns about air quality in Culcheth (11), Croft (4), Warrington (2) and Wigshaw/Linear Park (2). There were also comments about the potential impact on air quality during construction (15), most particularly in Culcheth (7) and Croft (4). Three individuals also suggested that impacts on air quality should be mitigated.

*"Forcing more vehicles onto this already congested route [the A574/Warrington Road] will have significant environmental impact with increased traffic pollution and consequential reduction in air quality. This will particularly affect my property which is situated 25 meters from the part of Warrington Road which will be most affected."*

Member of the public

Organisations were most often concerned about the effect on air quality generally (10) or during construction (3). There were also concerns about the potential impact on air quality in the Greater Manchester Wetlands Nature Improvement Area (1), Warrington (1), Wigan (1), Linear Park (1) and Culcheth (1).

## 10.5 Community

There were 239 respondents who raised concerns about the potential impact of the Proposed Scheme on communities in this community area (199 individuals and 40 organisations).

Among individuals who raised concerns about these issues:

- The most frequent concerns were about the potential impact on landscapes and greenbelt land; this included the local area as a whole (38), Culcheth Linear Park (13), Culcheth itself (10), Croft (8), Byrom Hall Wood (5) and Warrington (3).
- Concerns were also expressed about Public Rights of Way across the local area (16). There were also concerns about paths near specific places; these included Culcheth Linear Park (12), Culcheth itself (10), Croft (9) and Wigshaw Lane (6). Specific footpaths that were mentioned included Footpath 108, Croft to Glazebury (4).

*“The proposed replacement footpath will not be a direct route replacement either and will discourage anyone from walking between the two villages of Culcheth and Croft. It will also impact considerably on children living in Croft and beyond travelling to Culcheth High School.”*

Member of the public

- A total of 94 individuals discussed the potential impact on towns and villages in this community area. Most often, their concerns were about the effect on Culcheth (45) and Croft (34), followed by comments about the general effect on local places (19). There were also specific concerns about the effects on Warrington (8), Lowton (4) and Risley (2).

*“The closure of Wigshaw Lane between Croft and Culcheth will vastly increase journey times and reduce local access between Culcheth and Warrington...During the construction phase, the disruption to local activities, dirt, dust and noise pollution that goes with such construction will be detrimental and damaging to the local community.”*

Member of the public

- Seventy individuals were concerned with the effect on community facilities. Their concerns were most often about the potential impact on schools in Culcheth (32) and Croft (30). There were also concerns about the overall effect on community facilities in Culcheth (16) and Croft (16), medical facilities in Culcheth (7), medical facilities in Croft (4) and schools in Newchurch (5).
- Fifty nine individuals had concerns about the effect on communities during construction. Most often, their concerns were about disruption across the locality (23), in Croft (24) and in Culcheth (19). This was followed by concerns about the effect of construction on Slag Lane (3) and Warrington (3).
- There were 55 individuals with concerns about the potential impact on residential properties. This included comments about the local area as whole, for example about the overall impact on properties (21), the loss of homes (10) and the potential impact on property prices (8). There were specific concerns about the potential impact on homes in Lowton (5), and also on homes in Culcheth (3).
- There were 52 individuals with concerns about recreational facilities. These were most often about the effects on these facilities across the local area (16), in Culcheth (18) and in Croft (15). Specific concerns were expressed about the effect on the Linear Park near Culcheth (10) and the Partridge Lakes Fishery (8).
- A total of 151 individuals commented on a wide range of other impacts. Their concerns were most often about the general impact on local communities (60), on Culcheth (45), Croft (45) and Wigshaw Lane (20). Other concerns were about overall impacts on particular demographic groups, namely young people (16) and elderly, disabled and vulnerable people (18) across the local area.

Similar comments were more geographically specific, with concerns about young people in Croft (18) young people in Culcheth (17) and elderly, disabled and vulnerable people in Croft (14).

- There were also 29 individuals who discussed how to mitigate effects on communities. Their suggestions included mitigating the general impact on communities (9), building tunnels (5), widening the area covered by property compensation schemes (3) and making compensation easier to claim (2).

Among the 40 organisations that made comments about impacts on communities:

- Eighteen organisations commented on the effect on open spaces and Public Rights of Way. This included general concerns about the effect on Public Rights of Way (4) and on landscapes and the greenbelt (5). There were more particular concerns about footpaths near Golborne (3) and about landscapes and greenbelt near Pestfurlong Moss (2).
- There were 18 organisations with concerns about recreational facilities. They commented most often about the effects on facilities across the local area (5), and in Croft (3). Other concerns were expressed about the potential impact on Culcheth Linear Park (3), angling (2), Hesketh Meadows Playing Fields (2) and on leisure facilities in Lowton (2) and Warrington (2).
- Sixteen organisations discussed the effect on community facilities. This included concerns about the effect on schools (5), on medical and healthcare facilities (5) and on community facilities generally in the local area (3). More specific concerns were expressed about schools in Croft (4) and Culcheth (4). As an example of these concerns, Culcheth and Glazebury Parish Council was particularly concerned about the potential impact on Newchurch Community Primary School.

*"We are concerned about the proximity of the A574 Satellite Compound to Newchurch Community Primary School. We are concerned about the times of day that traffic moves between compounds and the existing road network given the congestion already described. These are not short-term developments, presumably being there for 5 years."*

Culcheth and Glazebury Parish Council

- Fourteen organisations commented on the potential impact on residential properties. Most concerns were general, such as about the overall impact on local properties (3), the loss of homes (3) and the potential for property blight (2).
- Twelve organisations had concerns about the potential impact on towns and villages. This included the potential impact on Culcheth (3), Croft (2), Wigan (2), Golborne (1) and Warrington (1).
- Nine organisations discussed impacts on communities during construction. Their concerns were most often about disruption during the building work (2), at night (2) or by construction workers (2). Specific concerns were raised about disruption around Culcheth (3), Croft (2) and Glazebury (2).

*“Major works are proposed on all of the three roads providing access between Culcheth and the rest of Warrington Borough. Disruption of any of these will cause major impacts to the local community. Disruption of two or all three at once will cut Culcheth off from the rest of Warrington.”*

Culcheth And District Rail Action Group

*“There seems little doubt that the quality of life of the residents of Culcheth would be affected at least during the construction phase and that expected noise, vibration, dust, light pollution and increased traffic noise and pollution would have some adverse effect on the health and wellbeing of those closest to the construction areas.”*

Culcheth Community Group

- Several other comments were made about impacts on communities. These included concerns about the general impact on community life (8), on life in Culcheth (6) and on life in Croft (4). There were specific concerns about the potential impact on young people in Croft (5) and Culcheth (4). Concerns were also expressed about the effect on anti-social behaviour generally (4), with specific further references to Wilton Lane (4).
- In addition, 14 organisations discussed how to mitigate the potential impact on communities. This included mitigating the potential impact on landscapes and the greenbelt (4), on community facilities (4) and on local towns and villages (3).

## 10.6 Ecology and biodiversity

There were 97 respondents who had comments about the potential impact of the Proposed Scheme on ecology and diversity (71 individuals and 26 organisations).

Among individuals who commented on ecology and biodiversity:

- Forty four individuals commented on the potential impact on wildlife. This included the overall impact on local wildlife (39). It also included comments about specific wildlife such as birds in general (7), bats (6), owls (5), deer (4) and foxes (4).

*“My real concern is for the environment in the surrounding area. The fields at the back of our property that are adjacent to Byrom Wood property are a haven for all sorts of wildlife, including barn owls and roe deer. The planned line will cut straight through the wood and destroy the lives and habitat of many species.”*

Member of the public

- Forty three individuals discussed the potential impact on habitats. Their concerns covered the general impact on trees, fields and hedgerows (23), Byrom Hall Wood (4), Silver Lane Lakes (3), Linear Park (3), Partridge Lakes Fishery (2) and Risley Landfill Park. There were also concerns about the potential impact on local fishing grounds (3), as well as on habitats near Culcheth (3) and Warrington (2).



- Other comments about impacts included concerns over ancient woodland (10), with Byrom Hall Woods the most often mentioned (3).
- In addition, there were 27 individuals who discussed how to mitigate the effect on ecology and biodiversity. Most often, these individuals said that the Proposed Scheme would cause irreplaceable loss (7). Comments were also made about the need to mitigate impacts on trees, fields and hedgerows (4) and wildlife (3).

Among responses from organisations:

- Seventeen organisations discussed the potential impact on habitats. Their concerns included the effects on trees, fields and hedgerows generally (12), and the general impact on ecology and biodiversity (5). More particular concerns were voiced about the potential impact on the Greater Manchester Wetlands Nature Improvement Area (4), Silver Lane Local Wildlife Site (4), Pestfurlong Moss (3) and Gorse Covert Local Wildlife Site (3).

*“However, we are disappointed to see the major damage that is, instead, proposed to be caused to the Ponds Near Lightshaw Lane Local Wildlife Site and would urge appropriate restoration and compensation, reiterating the need for 2 ponds to be created for each one lost, and recognising the need to re-create lost wetland habitat for the odonatan species for which the site is identified.”*

The Wildlife Trust for Lancashire, Manchester & North Merseyside

- Sixteen organisations had comments about the effects on wildlife. Most of them (10) had concerns about the overall impact on wildlife. Comments about particular wildlife included concern about bats (6), birds in general (6), owls (6) and rare or protected species (5).
- There were comments from seven organisations about the effects on ancient woodlands. Nine also commented on the effect on designated sites.

*“The loss of the Partridge Lakes Fishery is identified as a major adverse effect on the community. This loss should also be considered for its potential impact on the biodiversity value of Pennington Flash. Pennington Flash CP is identified as the closest alternative venue and displacement of angling to Pennington could lead to increased disturbance to habitats and species.”*

Natural England

- There were also 21 organisations which discussed how impacts on wildlife could be mitigated. Their most frequent comments were that trees and woodlands should be planted as compensation (10), that there should be mitigation for trees, fields and hedgerows (8) and that there should be mitigation for wildlife (7).

## 10.7 Health

A total of 91 respondents talked about the potential impact of the Proposed Scheme on local health (78 individuals and 13 organisations).

The most frequent concerns among individuals were about the general impact on health, wellbeing and quality of life across this community area (41). Specific concerns were also voiced about health, wellbeing and quality of life in Culcheth (14), Croft (14) and Lowton (4).

*"The closure of the Public Rights of Way over the proposed route will reduce the opportunities for me to walk into Culcheth across the fields (I don't wish to walk along the new road), this will reduce the amount of times I walk into Culcheth and impact on both my physical and mental health."*

Member of the public

Twenty six individuals had concerns about the potential impact on mental health, for example from stress (10), feeling upset (6), feeling worried (4) and anxiety (2). Other comments related to the potential impact on physical safety (10).

Comments from organisations were most often about the general impact on local health, wellbeing and quality of life (5). More specific concerns were raised about health, wellbeing and quality of life in Culcheth (3) and during construction generally (2). There were also concerns about the potential impact on mental health (5) and about physical safety (6).

*"The construction and operation of the Proposed Scheme will create a number of potential health impacts, including those associated with noise, vibration and the loss of public open space noted above and, critically, mental health impacts."*

Wigan Council

## 10.8 Historic environment

Eighteen respondents discussed the potential impact on the historic environment in this community area (seven individuals and 11 organisations).

Individuals were most likely to comment on designated heritage assets, such as the potential impact on listed buildings (2) and the need to mitigate effects on Byrom Hall (1).

*"The impact on the holding of Glaziers' Lane Farm is generally missed...Glaziers Lane Farm is a timber-framed 19th century or probably much earlier farmhouse, and Swallow Barn is a recently converted renovated barn, both reflecting the important rural heritage of the area."*

Member of the public

Organisations that made comments were most likely to be concerned with the potential impact on listed buildings in general (3) and on Ince Cemetery (2). Other comments discussed the effect on non-designated heritage assets (2) and the need to mitigate impacts on designated heritage assets (2).

## 10.9 Land quality

Fifteen respondents raised concerns about issues related to land quality (5 individuals and 10 organisations). Comments from individuals included concern about building on unsuitable land (3), and subsidence (1). The most common concerns among organisations were about disturbing landfill sites (4), as well as old mines and quarries (3).

## 10.10 Landscape and visual

There were 42 respondents who commented on the potential impact on the landscape and on visual receptors in this community area (29 individuals and 13 organisations).

Comments from individuals were most often about the potential for negative visual impact across the local area (10), with more specific concern in Croft (7), and Culcheth (3). There were also comments about the loss of unique character (5) and about the potential impact of light pollution (3).

Organisations were most often concerned about the loss unique local character (2), the potential impact of light pollution generally (2) and the potential impact of light pollution during construction (2).

*"I would like you to take note of the character of the area as it is now and also acknowledge that the people who live near the line have already lost some visual amenity so I think it only fair that landscaping should be extensive and give the people affected the most a pleasant visual backdrop where possible."*

Member of the public

Seven organisations also made comments about how to mitigate the visual impact of the Proposed Scheme. This included comments that the Proposed Scheme should be aesthetically pleasing (3) and about using aesthetically appealing bridges, viaducts, embankments and tunnels (2). Other suggestions included the need for planting mature trees (2), the need to mitigate light pollution (2) and for the Proposed Scheme near Wigan to be aesthetically pleasing (2).

## 10.11 Socio-economic

A total of 115 respondents had comments about the socio-economic effects of the Proposed Scheme in this community area (82 individuals and 33 organisations).

Most individuals who commented on socio-economic impacts (67 out of 82) discussed the effect on business and industry. Their comments were mostly about the effects on businesses generally (29), in Culcheth (35) and Croft (20). There were also comments about effects on local fisheries (3) and on businesses in Warrington (3).

*“The permanent loss of the local businesses around the fish farm will have a devastating socio economic impact upon the vulnerable members of the Culcheth community including the young and old who use the leisure and hobby facilities. Relocation of these facilities will not be practicable as most users are local and walk there.”*

Member of the public

Eleven individuals discussed the effects on the local or national economy, most often with regards to Culcheth (5) or Croft (4). There were also comments about the potential impacts on employment (9), on businesses during construction (2) and on how socio-economic effects could be mitigated (6).

Organisations commented most often about the potential impact on business and industry, either across the local area (8) or on the respondents’ own business (5). Other comments were made about the potential impacts on businesses in Culcheth (5), Croft (3), Warrington (2) and on Partridge Lakes Fishery (2).

There were also comments about the potential impact on the local and national economy (5), employment (7), the potential impact on businesses during construction (5) and how to mitigate socio-economic effects (11). The most common suggestions for mitigation were that there should be help for businesses to relocate (4) and compensation for affected businesses (3).

Examples of mitigating the socio-economic impact were provided by Wigan Council. Among other things, these suggestions included employment training and liaison with local employers to manage the effect of relocating premises.

*“We would urge HS2 to engage with all affected businesses at the earliest opportunity, so that appropriate options can be considered and reviewed to ensure that our local businesses and workforce are supported and that any negative impact on the local economy and jobs is fully mitigated.”*

Wigan Council

## 10.12 Noise and vibration

There were 102 respondents whose comments raised concerns about the potential impact on noise and vibration (85 individuals and 17 organisations).

Individuals were the most concerned about the potential impact on residents from noise and vibration. The most common concerns were about the general impact of noise on residents in the local area (28), followed by noise in Croft (18), Culcheth (15), Glazebury (2) and Slag Lane (2).

*“As a resident of Croft, just over 1 mile from the proposed line, I am also concerned about the noise of trains from home; we already have an increasingly noisy and busy motorway nearby.”*

Member of the public

There were 25 individuals with concerns about impacts during construction. This included concerns about construction noise generally (11), in Culcheth (7) and Croft (4). Fifteen individuals had concerns about impacts during the operations of the Proposed Scheme. This included operations noise across the local area (4), in Croft (7) and in Culcheth (2).

Eleven individuals also discussed noise mitigation. Their most frequent comments were that noise mitigation was needed (3) and, conversely, that noise mitigation would be inadequate (2).

Among organisations, the most frequent concerns were about the potential impact upon residents. Most often, these comments discussed the general impact of noise (7), but there were also specific comments about noise in Culcheth Linear Park (2).

*"We are alarmed to see that the proposed service frequency has been increased from three to four trains per hour in each direction. This represents a very significant increase compared to the levels that had been suggested up to now. This alone would seem to be grounds for a challenge to the Hybrid Bill if maintained."*

Culcheth and District Rail Action Group

Six organisations commented about noise and vibrations during construction, for example about construction noise near Culcheth (2). Five organisations were concerned about noise and vibrations during operations, for example around Croft (2), Culcheth (1), Wigan (1) and Wigshaw (1).

There were also nine organisations that had comments about how to mitigate noise and vibrations. Most often, they wanted noise impacts to be mitigated (2) and for a sound barrier to be constructed (2).

### 10.13 Traffic and transport

Comments about impacts on traffic and transports networks came from 246 respondents (204 individuals and 42 organisations).

Among the individuals who made comments:

- There were 131 who commented on road closures and diversions. This included concerns about road closures on Wigshaw Lane (102), in Culcheth (18), in Croft (12), along Glaziers Lane (5) and along Slag Lane (4). There were also concerns about road diversions along Glaziers Lane (13), in Culcheth (10), along Warrington Road (9), along Wigshaw Lane (6) and in Croft (4).

*"I am concerned about the proposed closure of Wigshaw Lane in Culcheth and its diversion to a T-junction with the A574 Warrington Road. At peak times both of these roads are very busy, and I envisage the whole area, including Culcheth itself, becoming gridlocked."*

Member of the public

- There were 124 individuals with comments about construction-impacted routes. Their main concerns were about the effect on traffic along the A574 (43), in Culcheth (41), across the local area (29), in Croft (21) and Warrington (7). There were also concerns about traffic on several other roads, such as the A580 (7), Wigshaw Lane (7), Glaziers Lane (7), the M62 (6), the M6 (6) and Kenyon Lane (6).

*“The A574 road is already totally over capacity with cars travelling from the A580 East Lancs Road to the Risley and Birchwood technical and industrial employment areas and returning later in the day, this causes huge jams making the journey for 2-3 miles take at least 30 minutes or more. By closing Wigshaw Lane this will direct more traffic onto an already over-capacity road.”*

Member of the public

- Eighty nine individuals discussed construction compounds and transport accessibility. They expressed concern about reduced access and longer journey times in Culcheth (43), Croft (38), along Wigshaw Lane (16), along Warrington Road (10) in Warrington itself (8) and in Birchwood (6).
- Seventy individuals commented on the effect on public transport. This included comments about upgrading the West Coast Main Line (17) and the existing rail infrastructure generally (15). Other comments discussed the potential impact on local bus services (5), on the public transport system as a whole (5) and about the need to improve or upgrade public transport (5).
- Thirty five individuals discussed the potential impact on accidents and road safety. Their comments included general concerns about the potential impact on road safety (8). There were also specific concerns about the potential impact on safety in Culcheth (11), Croft (8), along the A574 (4) and during the construction phase as a whole (4).
- Twenty six individuals commented about the effect on non-motorised road users. This included concerns about reduced safety for pedestrians and cyclists, either generally (10), in Croft (6), along Wigshaw Lane (6), along Warrington Road (4) or in Culcheth (4).
- Twenty four individuals commented on the effect of construction traffic. This included concerns about HGVs and construction traffic in the local area (15). There were also more particular concerns about construction traffic at Culcheth (3), on Warrington Road (2) and in Croft (2).
- Other comments were made about impacts on road conditions (4) and access for emergency services (9).
- In addition, 39 individuals discussed how best to mitigate the potential impact on traffic and transport networks. Most often, they wanted Public Rights of Way to be upgraded between Croft and Culcheth (8), improve access on local roads (3) and for a tunnel to be built under Wigshaw Lane (2).

Among the 42 organisations that commented on traffic and transport networks:

- Thirty two organisations had concerns about road closures and diversions. Most often, these concerns related to closures (10) and diversions (5) along Wigshaw Lane. There were concerns about diversions on the Wilton Lane (5), and about road closures in Culcheth (4) and Croft (3). There were also concerns about the general impact of diversions (4) and closures (3). Example of the concerns raised are the negative effects anticipated by Culcheth and Glazebury Parish Council.

*“At present our local roads are through routes for traffic from Birchwood and the rest of Warrington and rat runs for traffic escaping the frequently blocked Motorways. Much of this traffic particularly on the A574 through Culcheth and Glazebury is HGV, running on unsuitable roads with narrow pavements.”*

Culcheth and Glazebury Parish Council

*“The proposal to permanently close Wigshaw Lane, Culcheth, will have a devastating impact on both Croft and Culcheth. It will add one mile to the journey, and two dangerous crossings of the A574 Warrington Road, the main road from Warrington to Leigh, which is already very busy.”*

Culcheth and District Rail Action Group

- Twenty one organisations commented on routes affected by construction. Their concerns were most often about the general impact on traffic along local routes (8). Specific concerns were voiced about traffic on the A574 (4), in Culcheth (3), on the M56 (2), on the M62 (2), on Wigshaw Lane (2), in Warrington (2) and in Croft (2).
- Twenty organisations raised concerns about the potential impact of construction compounds and the effect on transport accessibility. They were mostly concerned about reduced access and longer journey times in Culcheth (6), Croft (5), Warrington (4) and Winwick (3).
- Seventeen organisations had comments about the effect on public transport networks. It was most often to suggest upgrading the West Coast Main Line (3). Other comments included concerns about the potential impact on canals and waterways (2), with particular reference to the Manchester Ship Canal (2).
- Twelve organisations made comments about non-motorised road users. Their concerns were about the effect on the safety of cyclists and pedestrians, either generally (4), in Culcheth (2), on Warrington Road (2) or in Winwick (2).
- There were 11 organisations that discussed the potential impact from construction traffic. Comments included concerns about the general effect of construction traffic (4). There were specific concerns about construction traffic on the A574 (2) and in Culcheth (2).
- Ten organisations were concerned about the effect on accidents and road safety. Their concerns were most often about the general effects on road safety (4) and the specific impacts around

Culcheth (2). Other concerns were expressed about safety around Croft (1), Lowton (1) and on Wilton Lane (1).

- There were also comments about the effects on Public Rights of Way (2), the condition of roads (3) and access for emergency services (1).
- In addition, there were 17 organisations that commented on how to mitigate the potential impact on traffic and transport networks. Their suggestions included improving road access or construction (2), encouraging walking (2) and upgrading footpaths, bridleways and cycle paths (2). There were also suggestions about mitigating impacts on Wilton Lane (2) and improving the road infrastructure in Wigan (2).

### 10.14 Water resources and flood risk

Thirty four respondents had comments about the potential impact of the Proposed Scheme on water resources and flood risk (18 individuals and 16 organisations). Individuals were most concerned with the need for flood defences (7). There were also concerns about the potential impact on ponds (4), water drainage (3), lakes (2) and water quality (2). Organisations were most likely to comment about the potential impact on ponds (5), water drainage (4) and on water quality (3). There were also comments about the need for flood defences (3).

*"I am concerned about the impact to the local area generally and also the traffic implications. Currently we have major issues with flooding around Croft. Closure of Wigshaw Lane will mean traffic will have to use Glaziers Lane and New Lane. Both flood and are impassable in bad weather."*

Member of the public



# 11. Comments relating to Volume 2: community area MA06 Hulseheath to Manchester Airport

## 11.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for MA06: Hulseheath to Manchester Airport. While responses from a number of respondents covered more than one community area, comments specifically relating to MA06 are reported in this chapter.

Comments were received from 68 members of the public and 27 organisations. Organisations that made comments about this community area included: The Environment Agency, Manchester City Council, Trafford Council, Cheshire East Highways, the National Trust, and Sir Graham Brady (MP for Altrincham and Sale West). A full list of organisations that responded is included in Appendix A.

## 11.2 Overview of the area

The Proposed Scheme through Hulseheath to Manchester Airport<sup>9</sup> would be approximately 12 km in length, and lies within the local authority areas of Cheshire East Council, Trafford Metropolitan Borough Council and Manchester City Council. The Proposed Scheme would pass through the parishes of Rostherne, Ashley and Ringway. The boundary between Tatton, Rostherne and Millington parishes and Little Bollington, Agden, High Legh, Mere and Knutsford parishes forms the southern boundary of this section. The northern boundary of Ringway and Styal parishes forms the northern boundary of this section.

The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

---

<sup>9</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

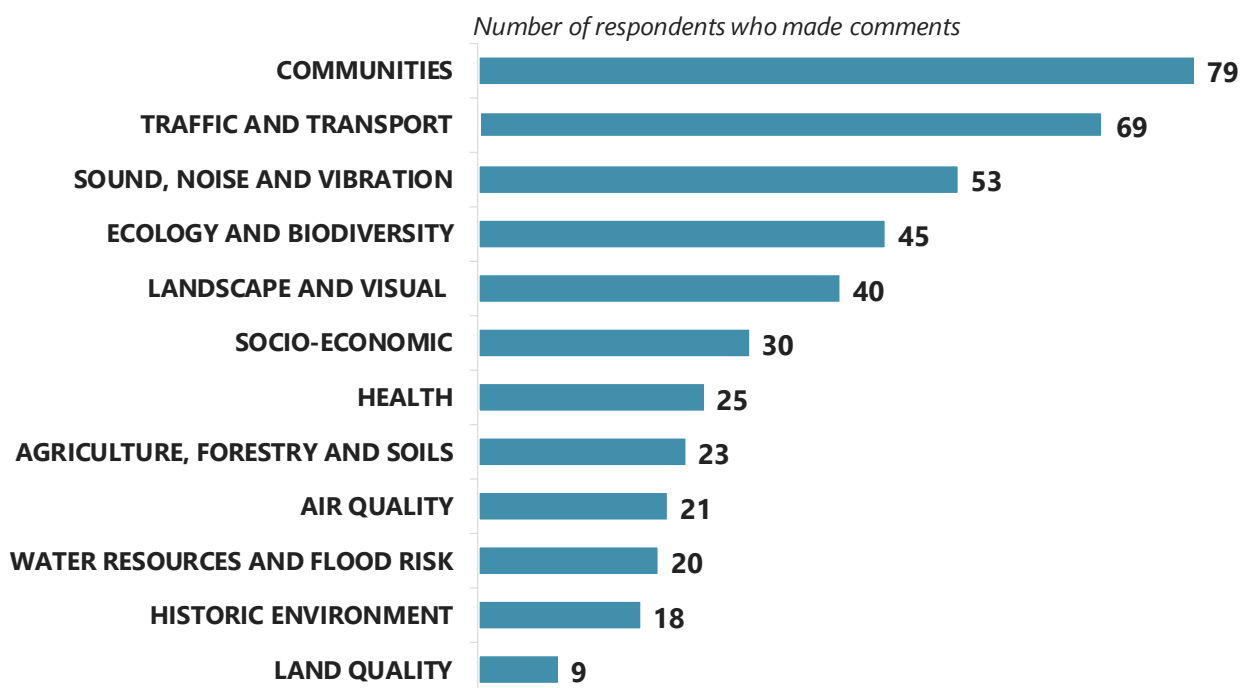
MA06: Hulseheath to Manchester Airport

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745204/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_MA06\\_Hulseheath\\_to\\_Manchester\\_Airport.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745204/HS2_Phase_2b_WDES_Volume_2_MA06_Hulseheath_to_Manchester_Airport.pdf)

Figure 11.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 11.1: Number of respondents who made comments about MA06**

### MA06: HULSEHEATH TO MANCHESTER AIRPORT



Base: 95 respondents submitting responses related to MA06: Hulseheath to Manchester Airport

### 11.3 Agriculture, forestry and soils

There were 23 respondents who made comments about agriculture, forestry and soils in this community area (nine individuals and 14 organisations).

Individuals who made comments were most often concerned about the loss of agricultural land (4), the potential impacts from the loss of land generally (3) and disruption to agricultural land during construction (2). There were also comments about the loss of agricultural land near Peacock Lane (1) and Ashley (1).

*"Where I live HS2 is planned to run on an embankment, suggestion is to put it in a cutting instead to reduce visibility and noise. There will be a massive loss of greenbelt either way, which is criminal as in Cheshire this is reducing by the day. We need agricultural land preserving, the cutting would reduce the amount lost."*

Member of the public

Comments from organisations were most often about the loss of agricultural land (4), the loss of land generally (3), and the loss of land in Ashley (2) and Risley Landfill (2). There were also concerns about biosecurity risks (2).

## 11.4 Air quality

A total of 21 respondents had comments on air quality (13 individuals and eight organisations).

Individuals were most likely to express concerns about the general impact on air quality, either generally (8) or in Davenport Green (1). There were also concerns about impacts on air quality during construction, either generally (2) or in Hale Barns (1).

*"We live in a Grade 2 listed farm house which has part of the building sitting on the curtilage of the grass verge of the lane. We are likely to experience noise, vibration, dirt and air pollution during the building of the scheme."*

Member of the public

Organisations had concerns about the effect on air quality across the local area (6), the potential impact on air quality during construction (1) and the effect of construction traffic (1). There were also requests for effects on air quality to be mitigated (2).

## 11.5 Community

There were 79 respondents whose comments raised concerns about the potential impact of the Proposed Scheme on communities in this community area (55 individuals and 24 organisations).

Among individuals who raised concerns about these issues:

- There were 33 who had concerns about the potential impact on open spaces and Public Rights of Way. The most frequent of their comments discussed the overall impact on local greenbelt land in the community area (16). More specific references were made to the potential impact on greenbelt land near Ashley (6) and Trafford (2). Concerns were also expressed about Public Rights of Way across the community area (2) and about the effect on greenbelt land during the construction phase (2).
- There were 25 individuals who discussed the potential impact on towns and villages. Most often, their concerns were about the potential impact on Ashley (11), on local towns and villages generally (7) and about the potential for blight (2). However, there were also concerns about the potential impact on Chapel House Farm (1), Rostherne (1) and Davenport Green (1).

*"The environmental affects speak for themselves. Looking specifically at the route which will cut through Ashley village in Cheshire, this community has already had to endure airport expansions and the development of airport city, these have resulted in the lanes around Ashley and Mobberley becoming far too busy for the type of roads they are."*

### Member of the public

- There were 17 individuals who had concerns about disruption to communities during construction. Most often, their concerns were about disruption across the local area (10), followed by concerns about disruption along Chapel Lane (2), Peacock Lane (2) and Hale Barns (1). There was also concern that construction could cause disruption around Castle Mill" (1). Possible causes of disruption included traffic from HGVs around Castle Mill, the presence of a construction site for a number of years and the widening roads nearby to accommodate all this activity.
- There were 17 individuals with concerns about the potential impact on residential properties. This included concerns about the overall effect on properties across the local area (10) on property prices generally (4) and on property blight in Ashley (4). Other comments included concern about the loss of homes (2) and about the potential impact on the building of new homes (2).
- Concerns were expressed about recreational facilities (9) and community facilities (4) in the local area.
- A total of 27 individuals commented on other impacts on communities. Their concerns were most often about the general effect on communities in the local area (15). There were specific concerns about the potential impact on life in Ashley overall (6), the effect on young people (6) and the potential impact on elderly, disabled or vulnerable people (2).
- There were also 12 individuals who commented on how to mitigate effects on communities. Most often, they said that compensation for property would be inadequate (5). There were also comments about the need to mitigate the potential impact on communities (3) and about building tunnels to reduce the potential impact (2).

Among the 29 organisations that made comments about impacts on communities:

- The most frequent concerns were about open spaces and Public Rights of Way (18). This included general concerns about the effect on Public Rights of Way (7), and on landscapes and the greenbelt (6). There were also concerns about the potential impact on landscapes and greenbelt in Tatton Park (4), the Bollin Valley (3), near Manchester (3), in National Trust property (2) and in Davenport Green (2).
- Fifteen organisations commented on the potential impact on residential properties. Some concerns were general, such as about the overall impact on properties (4). Other comments included concern about the loss of homes (1), the potential impact on the building of new homes (1) and about property blight during operations (1).
- Ten organisations had comments about the potential impact on towns and villages. This included the general impact on towns and villages (3), the effect of construction work (1) and the potential

for blight (1). Specific concerns were expressed about the potential impact on Hale Barns (1) and Ashley (1).

- Ten organisations had comments about recreational facilities. This included concerns about the general impact on local leisure facilities (2), the potential impact on angling (2) and the effect on Tatton Park (2).
- Eight organisations discussed impacts on communities during construction. Their concerns were most often about disruption during the building work (5) and disruption to Tatton Park (2).
- Six organisations made comments about community facilities, most often about the potential impact on utilities (3), car parks (2) and on local community facilities generally (2).
- Other comments were made about impacts of the Proposed Scheme on communities. These included concerns about the general impact on community life (4) and the particular impact on elderly, disabled and vulnerable people (2).
- In addition, 11 organisations discussed how to reduce the potential impact on communities. This included mitigating the potential impact on community facilities (4), on communities along the length of construction (3), and on landscapes and greenbelt land (3). It also included suggestions for building tunnels (3), putting a tunnel specifically under Ashley Road (3) and widening the area covered by property compensation schemes (3).

## 11.6 Ecology and biodiversity

There were 45 respondents with comments about the potential impact of the Proposed Scheme on ecology and diversity (25 individuals and 20 organisations).

Among individuals who commented on ecology and biodiversity:

- Seventeen individuals commented on the potential impact on wildlife. This included the overall impact on wildlife (12). There were also comments about specific wildlife; these included birds in general (6), bats (5), newts (4) and owls (3).
- Twelve individuals discussed the potential impact on habitats. Their concerns were about the impact on local trees, fields and hedgerows (7), followed by the general impact on ecology and biodiversity (3). There were more specific concerns about trees, fields and hedgerows near Ashley (3), Davenport Green (1) and Sunbank Wood (1).

*“We moved here in 1996 when there were no plans for HS2. We enjoyed a quiet rural setting with squirrels in trees, birds singing sweetly and the opportunity to quietly relax both at home or whilst sat out in our garden. This will all but disappear during the proposed HS2 mobilisation and construction.”*

Member of the public

- Other comments about impacts included concerns about ancient woodlands (9), particularly Davenport Green Wood (4). There were also concerns about impacts on designated sites (3).
- In addition, there were comments from nine individuals about how to mitigate the effect on ecology and biodiversity. Most often, they said that there would be irreplaceable loss to ecology (4), that planting could not replace ancient woodlands (2) and that impacts on wildlife could not be mitigated (2).

Among responses from organisations:

- Sixteen organisations discussed the potential impact on habitats. Their concerns included the effects on local trees, fields and hedgerows across (10), and the overall effect on ecology and biodiversity (8). More particular concerns were voiced about the potential impact on the 'green corridor' (3), on plants and wild flowers (2) and on fishing grounds (2). Examples of these concerns include adverse impacts anticipated by Manchester City Council and Royal London Asset Management.

*"There would be a direct habitat loss and permanent hydrological changes at Sunbank Woods and Ponds, a Site of Biological Importance and Ancient Woodland, and at the Wood near Chapel Lane, a Site of Biological Importance."*

Manchester City Council

*"Given the potentially significant adverse effects of the Proposed Scheme on the designated Ancient Woodland, Davenport Green Wood, it is requested that HS2 Ltd. looks to reduce the extent of the area identified as being lost. This is not only in order to preserve the wood's biodiversity, but also to protect the existing amenity provided by the woodland for local stakeholders."*

Royal London Asset Management

- Twelve organisations had comments about the effects on wildlife. Most of them (10) had concerns about the overall impact on local wildlife and. Comments about particular wildlife included concern about birds in general (6), owls (6), rare and protected species (5), fish generally (4), bats (4) and badgers (4).
- Ten organisations had concerns about designated scientific sites, such as Rostherne Mere (2). Nine organisations had concerns about ancient woodlands, particularly Davenport Green Wood (3).
- In addition, 15 organisations discussed how impacts on wildlife could be mitigated. Their most frequent comments were that mitigating the potential impacts on ecology would be inadequate (5). There also calls for mitigating the potential impact on habitats (4), planting trees and woodlands (4) and compensating for the potential impact on habitats (4).

## 11.7 Health

There were 25 respondents who discussed the potential impact of the Proposed Scheme on local health (15 individuals and 10 organisations).

Individuals expressed most concerns about the general impact on local health, wellbeing and quality of life (9). There were concerns about the potential impact on people's sleeping patterns (2) and about health and wellbeing in Ashley (3). In addition, some individuals had concerns about the potential impact on physical safety (3) and mental health (2).

*"This is a disaster for the environment and will impact on health: a waste of money for 10 mins of a journey cut, for the countryside as [a] whole, for the villages of Ashley, Rostherne they would cease to exist. The only people to benefit are the rich."*

Member of the public

Comments from organisations were most often concerns about the general impact on health, wellbeing and quality of life (7). Other concerns were expressed about the potential impact on physical safety (3) and mental health (1).

## 11.8 Historic environment

Eighteen respondents discussed the potential impact on the local historic environment (six individuals and 12 organisations). Individuals commented about the effect on designated heritage assets, either generally (5) or on Broad Oak Farm in particular (1). Two other individuals commented on the effect on non-designated heritage assets (2). Organisations that made comments were most likely to be concerned with the potential impact on Tatton Park (4). This was followed by concern about the potential impact on listed buildings (3) and on non-designated national heritage assets (3). There were also requests for mitigating the potential impact on listed buildings (3).

## 11.9 Land quality

Nine respondents commented on the potential impacts on the Proposed Scheme on local land quality (three individuals and six organisations).

Individuals had concerns about the effect on soil quality in Rostherne (1) and about the potential for subsidence near Davenport Green (1). Organisations had concerns about disturbing old mining and quarry sites (3), lime beds (2), landfill sites (2), brine fields (2) and industrial land (2). There were also concerns about the potential for chemical disturbance (2). The most common suggestion for reducing impacts was that use of contaminated land should be mitigated (3).

### 11.10 Landscape and visual

There were 40 respondents who commented on the potential impact on the landscape and on visual receptors in this community area (26 individuals and 14 organisations).

Comments from individuals were most often about the potential for negative visual impact, either across the local area (6) or in Ashley (11). There were also concerns about the potential impact of light pollution (6) and about the loss of unique local character (2). Six individuals also wanted mitigation by making the Proposed Scheme aesthetically pleasing.

*“Ashley lies with in greenbelt land and the new track will be roughly the same width as the M56 motorway on the other side of the village causing a large visual impact on the area. The proposed 11m high bridge to service Back Lane farm is a sledge hammer to crack a walnut, this bridge would be as high as our local Church.”*

Member of the public

Organisations were the most concerned about the potential for negative visual impact, either across the local area (4), in Tatton Park (4) or the Bollin Valley (4). There were also concerns about light pollution (3), the loss of unique local character (2).

Ten organisations also made comments about how to mitigate the visual impact of the Proposed Scheme. This included comments about ensuring the Proposed Scheme would be aesthetically pleasing, either generally (4) or in Tatton Park (3). It included suggestions about planting mature trees (3) and having green infrastructure (3).

### 11.11 Socio-economic

Thirty respondents had comments about the socio-economic effects of the Proposed Scheme (15 individuals and 15 organisations).

Comments from individuals raised concerns about the general impact on local businesses (5), and the potential impact on tourism (2). There were also comments about the potential impact on employment (3), and on the local and national economy (3).

*“We feel that this will cause unnecessary devastation to ever decreasing natural habitats in this area. Also we feel the effect on small local business has not correctly been assessed resulting in short term disruption within local communities and the potential for demise of small local businesses which have supported these communities for generations.”*

Member of the public

Organisations were most likely to discuss the potential impact on business and industry. This included the general impact across the local area (5). It also included the potential impact on businesses in Tatton Park (2) and the effect on Higher Thorns Green Farm (2).



In addition, there were comments about the potential impact on the local and national economy (4), employment (5), the potential impact on businesses during construction (3) and how to mitigate socio-economic effects (6).

### 11.12 Noise and vibration

Fifty three respondents had comments about the potential impact on noise and vibration (38 individuals and 15 organisations).

Individuals were most often concerned about the effect on residents from noise and vibration. Most often, they discussed the potential impact of noise on residents across the local area (18), followed by noise in Ashley (13), Hale Barns (2), Manchester Airport (1) and Sunbank Wood (1).

*"The raised track and large embankment for the route through Ashley will be a very visual scar on the landscape. It will also mean that noise will travel much further. It would be much better to be in a cutting. This will greatly reduce the visual impact and the noise. This will also make putting bridges over the track much easier and avoids the need to divert roads."*

Member of the public

There were 10 individuals with concerns about impacts during construction. This included general concerns about construction noise (6) and vibrations (2). There were concerns about construction noise at night (1) and about vibrations from construction traffic (1). In addition, there were concerns about impacts in Hale Barns, both from construction noise (1) and vibrations (1).

Twelve individuals also commented about noise mitigation. They wanted mitigation for noise impacts, either generally (4) or in Ashley in particular (7). There were also comments about mitigating vibrations (1) and building a sound barrier near Hale Barns (1).

Among organisations, the most frequent concerns were about the potential impact of noise upon residents, either generally (8) or Tatton Park (3). There were also comments about mitigating the potential impact of noise (4) and about mitigating noise specifically in Davenport Green (2).

### 11.13 Traffic and transport

Comments about impacts on traffic and transport networks came from 69 respondents (49 individuals and 20 organisations).

Among the individuals who made comments:

- Thirty individuals commented on road closures and diversions. Their most frequent concerns were about the potential impact on Ashley, both from road closures (7) and diversions (8). Others concerns related to the general impact from closures (6) and diversions (5). There were also concerns about diversions on Mobberley Road (4), Peacock Lane (2) and Ashley Road (2).

*“Over the 15 years we have lived here, this road {Ashley Road} has got dangerously busy; this proposal with the T junction involved will increase problems and frequency of accidents, not all of which are recorded currently. It will cause more congestion and will be unbearable to live near during construction.”*

Member of the public

- Twenty seven individuals had comments about construction-impacted routes. The most frequent concerns were about the general impacts on traffic (9) and disruption (7) across the local area. There were also concerns about disruption on the M56 (4), disruption in Ashley (4) and increased traffic in Ashley (3).
- Eighteen individuals commented on the potential impact on the public transport system, particularly rail services. This included comments about upgrading the West Coast Main Line (6), rail infrastructure near Manchester Airport (5) and railway stations near Manchester Airport (3).
- Sixteen individuals discussed construction compounds and transport accessibility. Most often, they commented on reduced access and longer journey times generally (4), in Ashley (3) and in Altrincham (2).
- Thirteen individuals discussed the potential impact on accidents and road safety. Their concerns were most often about the potential impact on road safety generally (4) and during construction (2). More specific concerns were raised about safety on Mobberley Road (3), Peacock Lane (2), Ashley Road (2) and in Ashley itself (2).

*“I am extremely concerned about the impact of construction traffic on our road network, which is not really suitable for HGVs. I'm concerned about the safety of other road users (cyclists in particular) and the impact on wear-and-tear. Please detail how you intend to mitigate the negative impact of construction traffic.”*

Member of the public

- Twelve individuals had comments about the potential impact of construction traffic. This included concerns about HGVs and construction traffic in the local area (7). There were also more particular concerns about construction traffic around Davenport Green, Peacock Lane, Ashley and Castle Mill (one comment in each case).
- Other comments included concerns about the effect on non-motorised road users (7), access for emergency services (6) and on the condition of roads (1).
- In addition, 10 individuals discussed how best to mitigate the potential impact on traffic and transport networks. A range of suggestions were put forward; this included improving the existing road infrastructure (2) and building tunnels under rail lines between Chester and Manchester (2).

Among organisations that commented on traffic and transport networks:

- Sixteen organisations had concerns about road closures and diversions. This included the effect of diversions on Mobberley Road (4) and the A556 (3). It also included concerns about road closures on the M56 (3), in Ashley (3) and on Ashley Road (3). An illustration of these concerns includes the criticism made by Manchester City Council of the plans for Junction 6 of the M56.

*“There appears to be a general acceptance that HS2's scheme for the western roundabout of Junction 6 is not fit for purpose for HS2 (even without considering the additional journeys associated with NPR). The scheme takes out capacity from the agreed highway improvement obligations on Manchester Airport Group (The Rainbow Works), whilst adding a large volume of additional traffic. Of particular concern to GM Partners are the very large conflicting right turns (up to three lanes worth each).”*

Manchester City Council

- Thirteen organisations discussed the potential impact of construction compounds and the effect on transport accessibility. Their most frequent concerns were about reduced access and longer journey times in Tatton Park (4) and the local area generally (2). There were also concerns about construction compounds on the A556 (2) and Runger Lane (2).
- Twelve organisations commented on construction-impacted routes. Their concerns were most often about the potential impact on local routes generally (3), on the M56 (4), on the A556 (3) and on Cherry Tree Lane (3). There were also concerns about disruption on the M56 (3)
- Other comments were made about impacts from construction traffic (9) and on public transport (9). This was followed by impacts on road safety and accidents (5), on non-motorised road users (3) and on access for emergency services (2).
- In addition, 12 organisations commented on how to mitigate the potential impact on traffic and transport networks. Their suggestions included improving road infrastructure (2), upgrading footpaths, bridleways and cycle paths (2) and banning construction traffic on Rostherne Lane (2). One example of mitigating transport impacts was that put forward by Sir Graham Brady, MP.

*“I believe it would make sense for the link station at Manchester Airport to be placed at the airport itself rather than neighbouring Davenport Green, which is almost a mile away from the terminal building (necessitating a further transit system to connect). The ancillary benefit of this would be to put the HS2 line on the side of the M56 that is not residential, completely avoiding the associated consequences.”*

Sir Graham Brady, MP for Altrincham and Sale West

## 11.14 Water resources and flood risk

Twenty respondents had comments about the potential impact of the Proposed Scheme on water resources and flood risk (nine individuals and 11 organisations).

Individuals most often made comments about the need for flood defences, either generally (4), near Ashley (1) or near Sunbank Lane (1). This was followed by concern about the potential impact on water quality (2).

*"The M56 motorway runs through Ashley and is on an embankment. If HS2 is also on an embankment then Ashley will be in a valley and both land and properties will liable to damage from a doubling of concentrated surface water drainage."*

Member of the public

There were concerns about the potential impacts on ponds, either generally (1) or in Davenport Green Wood in particular (1). There were also concerns about the potential impact on water drainage, either generally (1) or in Hale Barns in particular (1).

Organisations were most likely to comment on the need for flood defences, either generally (5) or near the River Bollin in particular (3). There were concerns expressed about the potential impact on ponds (4) and water resources generally (3). There were also requests for impacts on water resources to be mitigated (3) and for culverting to be used (3).

# 12. Comments relating to Volume 2: community area MA07 Davenport Green to Ardwick

## 12.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for MA07: Davenport Green to Ardwick. While responses from a number of respondents covered more than one community area, comments specifically relating to MA07 are reported in this chapter.

Comments were received from 27 members of the public and 14 organisations. Organisations that made comments about this community area included: The Greater Manchester Combined Authority, Trafford Council, and West Didsbury Residents Association. A full list of organisations that responded is included in Appendix A.

## 12.2 Overview of the area

The Davenport Green to Ardwick area<sup>10</sup> covers an approximately 13.4km section of the Proposed Scheme, the majority of which is in tunnel, passing under the parish of Ringway and non-civil parish areas of Wythenshawe, Northenden, Withington, Longsight and West Gorton, emerging at Ardwick, within the local authority areas of Trafford Metropolitan Borough Council and Manchester City Council. Fairywell Brook is located at the southern boundary of the area, adjacent to Newall Green and Woodhouse Park, at the edge of the Manchester conurbation. The northern boundary of the area is located within an area of commercial property bounded by the A665 Midland Street, the A665 Chancellor Lane and the A635 Ashton Old Road.

The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

---

<sup>10</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

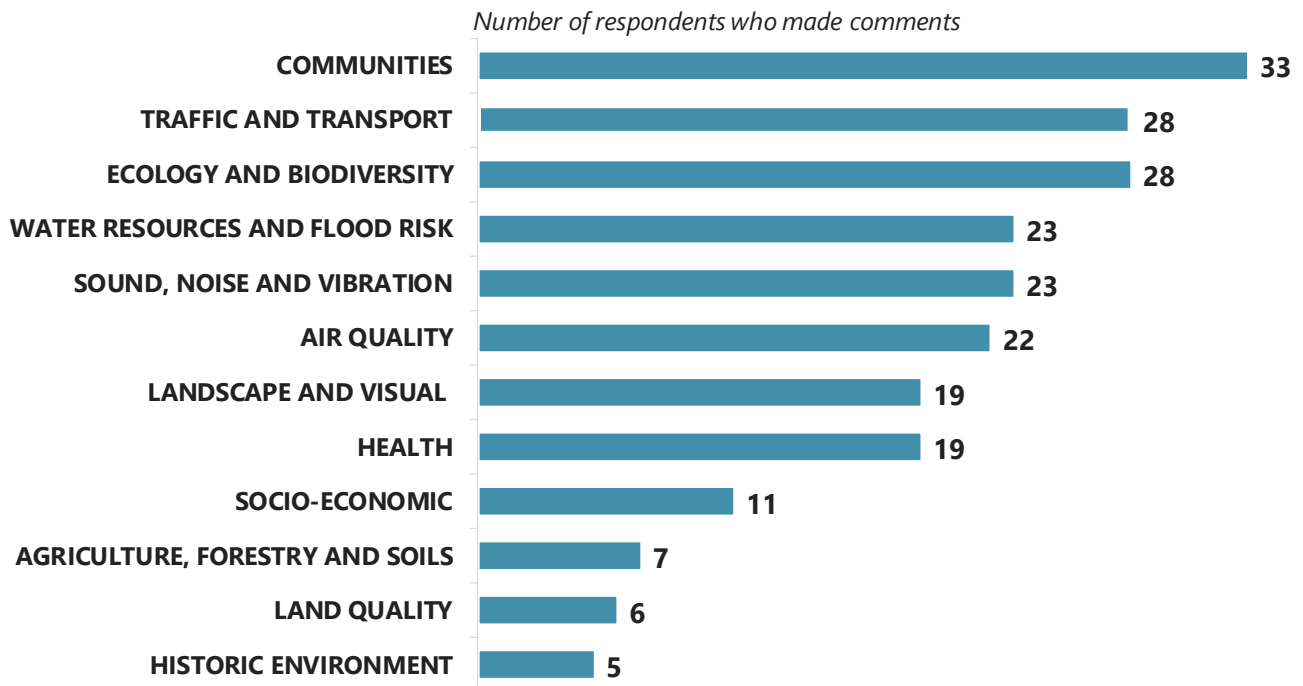
MA07: Davenport Green to Ardwick

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745205/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_MA07\\_Davenport\\_Green\\_to\\_Ardwick.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745205/HS2_Phase_2b_WDES_Volume_2_MA07_Davenport_Green_to_Ardwick.pdf)

Figure 12.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 12.1: Number of respondents who made comments about MA07**

### MA07: DAVENPORT GREEN TO ARDWICK



Base: 41 respondents submitting responses related to MA07: Davenport Green to Ardwick

### 12.3 Agriculture, forestry and soils

Few respondents made comments about how HS2 might impact upon agriculture, forestry and soils in this community area.

### 32.4 Air quality

Twenty two respondents were concerned about how the Proposed Scheme could affect local air quality. This included 11 respondents who were concerned about air quality impacts in general, including in Manchester, Davenport Green, and West Didsbury. Fifteen of those who made comments believed that there would be consequences for local air quality during the construction phase of HS2. A number of areas were mentioned as being potentially affected, including in Manchester, and also in West Didsbury.

*"The draft recognises that for years during construction due to building works there will be more air pollution where I live due to dust fibres/gas/chemicals, which can cause significant morbidities such as Chronic obstructive pulmonary disease (COPD) and more serious diseases such as head and neck cancer and even mesothelioma if older buildings are destroyed and have asbestos in the walls."*

Member of the public

*"... we take the view that the long duration of construction activities mainly involving plant and machinery and significant increase in HGV journeys on Palatine Rd and Barlow Moor Rd and Princess Rd will, for a period of years, result in a significant worsening of air quality in a locality..."*

West Didsbury Residents Association

Five respondents commented on proposed mitigation measures, calling for more to be done to reduce incidence of poor air quality and air pollution as a consequence of HS2.

## 12.5 Community

Overall, some 33 respondents believed that HS2 would affect local communities. The most frequently cited comments were as follows:

- In total, 22 respondents were concerned about how HS2 could impact local homes and properties.
- Twenty two respondents also raised concerns about how HS2 could affect open spaces and Public Rights of Way, and in so doing, would have negative consequences for local communities.
- There were 13 respondents who were concerned about how local communities could be affected during the construction phase of HS2. Areas mentioned included Manchester, Trafford, and West Didsbury.

*"I am shocked at the magnitude of the environmental damage the construction of the HS2 tunnel in South Manchester will cause. It will cause untold misery for residents and for commuters into Manchester."*

Member of the public

- Thirteen respondents were also concerned how HS2 could have an overall negative affect on local towns and villages and settlements across the community area.
- There were 12 respondents who were concerned about how HS2 could affect local recreational and leisure facilities. In addition, six respondents were concerned about how local community facilities might be impacted.
- A number of other comments were also made, and these included concern as to how elderly, disabled and vulnerable residents could be affected (4), and also how young people could be affected as well (2).

*"Although GMCA welcomes the HS2 proposal and the economic growth it will bring with it, there is concern about the level of impact it could have on the local communities which it passes through."*

## Greater Manchester Combined Authority

In total, 14 respondents made comments about proposed mitigation measures. Suggestions made included tunnelling, providing financial compensation to those affected, and to give further consideration as to how HS2 could have negative consequences for local communities.

### 12.6 Ecology and biodiversity

Overall, 28 respondents were concerned about how HS2 could affected biodiversity and ecology in this community area. Most of those who provided comments (26 respondents) were worried about how local habitats could be affected. In addition, 22 respondents raised concerns about how HS2 could affect local wildlife, and 13 respondents were concerned about how ancient woodlands might be impacted.

*"I am opposed to the current proposed location of the vent shaft in Didsbury west ward M20 in Mersey Valley. The vent shaft in low lying area of the flood plain near to houses and near to woodland on the northern bank of the river valley. It should be moved south closer to the M60 motorway where there will be reduced environmental impact."*

Member of the public

*"The massive scale of the development threatens the integrity of the whole wildlife corridor of our section of the Mersey Valley which is used by kingfisher and barn owl."*

Friends of Marie Louise Gardens

Of those who made comments about biodiversity and ecology, 17 respondents were concerned about how designated sites could be impacted by HS2. Areas or sites that were mentioned included Greater Manchester Wetlands, Davenport Green Wood, and Manchester Mosses.

Sixteen respondents provided comments about proposed mitigation measures. Some of those who provided comments were of a view that loss of biodiversity and local ecosystems could not be mitigated against, and as such, losses would be irreplaceable. Others made suggestions, including to plant more trees and shrubs, that tunnelling could be protective or reduce negative impacts, and more consideration in general should be afforded to how HS2 could potentially affect biodiversity and local ecosystems.

### 12.7 Health

There were 19 respondents who believed that HS2 could have health consequences. This included how people's health could be affected, and also how their quality of life and/or wellbeing could be affected as well. Most of those who made comments made general or overall comments. But some mentioned specific places that might be affected, including in Cheshire, Davenport Green, and also West Didsbury.



*“Concerns about construction and operational impacts of the proposed scheme arising at the planning stage have the potential to lead to increased stress, potentially affecting wellbeing through reduced levels of life satisfaction or increased levels of anxiety or depression. Stress may be caused by knowledge of the predicted impacts of the proposed scheme or by uncertainty about what the impacts might be. These factors may also impact on property values which, in turn, could add to levels of stress in the population.”*

Greater Manchester Combined Authority

Two respondents believed that HS2 could affect some people’s mental health, and three raised issues concerning health and safety aspects.

## 12.8 Historic environment

Five respondents made comments about the local historic environment, and how it could be affected. Those who made comments included concern about how listed buildings in Trafford, and Manchester could be affected.

## 12.9 Land quality

Six respondents made comments about local land quality. Most comments discussed how land could be disturbed by construction of HS2, including disturbance of lime beds, old industrial land, and even landfill sites, with resultant negative consequences.

## 12.10 Landscape and visual

Nineteen respondents commented on the potential impact on the landscape and on visual receptors in this community area. Most of those who made comments were concerned about aesthetics, and believed that HS2 would be visually displeasing. Areas mentioned where this was perceived to be the case included at the Manchester Ship Canal, and in West Didsbury. Eleven respondents made comments about proposed mitigation measures, suggesting that more needed to be done to lessen the visual impact of HS2 on local landscapes.

## 12.11 Socio-economic

Eleven respondents (3 individuals and 8 organisations) believed there would be socio-economic impacts associated with HS2. Seven of them believed that HS2 would impact on local businesses, including in Cheshire, and in Manchester. Four respondents were concerned about how businesses could be affected during the construction phase of HS2, with Withington Golf Club, and also Didsbury Golf Club mentioned as being affected.

*“There will be disruption for an estimated 3 years during the HS2 construction, affecting many people and inevitably harming the Greater Manchester/North-East Cheshire economy.”*

Member of the public

More positively, there were four respondents who were of a view that HS2 would create jobs and employment opportunities for local people, although one or two of these respondents did not believe that such jobs would be long-term, only lasting until HS2 was built.

Some of the respondents also made comments about how the local economy could be affected, with some citing positive impacts, and others mentioning negative impacts. To some extent, views here depended on whether respondents thought that HS2 would create jobs, or whether it would disrupt some businesses.

Six respondents suggested that further assistance would be required for businesses negatively affected by HS2, including financial assistance to aid relocation costs.

### 12.12 Noise and vibration

Some 23 respondents were concerned about how HS2 could have noise, sound and vibration issues in this community area. There were 17 respondents who were particularly concerned about noise effects during the construction phase, with areas believed to be impacted including West Didsbury (4), and Manchester (1). Three respondents were also concerned about how Ashfield Lodge could be affected by noise issues whilst HS2 was being built. In addition, three respondents were worried about noise effects once HS2 becomes operational.

*"During the construction of the platform and the access road would run by the south side of Ashfield Lodge. The decision to remove the tunnelling machinery at this location would have, in my view, an unjustifiable impact on the residents. It would have a large number of heavy-duty vehicles operational in the vicinity of Ashfield Lodge."*

Cllr Richard Kilpatrick, Didsbury West Ward, Manchester City Council

Nine respondents provided comments on proposed mitigation measures with most requesting more to be done to reduce noise and vibration impacts in the local area, including in Davenport Green, and Ardwick. It was suggested that sound barriers and other noise insulation measures should be undertaken, while others still did not think what was being proposed was sufficient enough to mitigate noise issues.

### 12.13 Traffic and transport

In total, there were 28 respondents who made comments about the potential impact on local traffic and transport. The most frequently cited comments were as follows:

- Sixteen respondents believed that there would be local traffic and transport issues during the construction phase of HS2, and that this would be disruptive to local people. A number of roads in the area were mentioned as being affected, and this included the M56 (4). How construction vehicles would impact on local transport infrastructure was a concern for 16 respondents as well. In addition, 10 respondents thought that construction compounds would cause traffic problems due to restricting road access, leading to increased journey times for local residents and those travelling

through the area. Comments received included that there would be implications at Withington Golf Course (3), Manchester (2), and in Davenport Green (1).

*“The construction of the ventilation shaft on Altrincham Road (A560) adjacent to Junction 3 of the M56, whilst potentially a very good site for the shaft, has the potential to cause considerable congestion during the construction phase. This is a major road junction and the Sharston Spur (Junctions 1-3) of the M56 is already regularly prone to traffic jams.”*

Member of the public

- There were 14 respondents who made comments about local public transport issues. Some of the respondents asked for the existing rail network and associated rail infrastructure to be improved, while others mentioned how local bus services could be affected, and a few mentioned local water courses, including how local canals would be impacted as well.
- Road closures and associated traffic diversions elicited responses from nine individuals. Most of those who made comments about road closures mentioned that this would inconvenience local people, and lead to longer road journey times.
- Three respondents thought that HS2 could have road safety issues and lead to traffic accidents, particularly during the construction phase. In addition, three respondents also raised concerns about road safety issues for non-motorised road users, including pedestrians and cyclists.

Ten respondents provided comments on proposed mitigation measures, requesting more to be done to reduce traffic and transport issues as a consequence of construction and/or operation in this community area. Suggestions made included a call for local transport infrastructure to be improved and upgraded, for HS2 Ltd to build relief roads and a bypass, and that more consideration in general should be given to how local transport infrastructure could be negatively affected by HS2.

## 12.14 Water resources and flood risk

Overall, there were 23 respondents who provided comments about water resources and flood risk in the community area. Most respondents (21) talked about flood risk, and a perceived need for flood defences to be shored up, in a number of areas, including at Withington Golf Course (6), and also in Didsbury (3). Seven respondents also made comments about local water resources and how these would be affected by HS2.

*“My property is already in a high-risk area. Due to aggravation of the land, this may result in areas of flooding. Stagnant water is also foul-smelling and also attracts vermin such as rats. Chemicals in waste water will disrupt the land as it would result in reduced vegetation in the area. Also, chemicals in waste water are harmful to humans and animals.”*

Member of the public

# 13. Comments relating to Volume 2: community area MA08 Manchester Piccadilly Station

## 13.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for MA08: Manchester Piccadilly Station. While responses from a number of respondents covered more than one community area, comments specifically relating to MA08 are reported in this chapter.

There were 16 organisations and members of the public who provided comments specifically related to the MA08 community area.

## 13.2 Overview of the area

The Manchester Piccadilly Station<sup>11</sup> area covers an approximately 1.1km section of the Proposed Scheme in Manchester. The boundary of the area is 43m west of the A665 Midland Street and the area extends to the north and west of the existing Manchester Piccadilly Station. The area includes the existing Manchester Piccadilly Station and the Manchester City Council wards of City Centre and Ardwick. The Davenport Green to Ardwick area (MA07) lies to the south.

## 13.3 General comments relating to MA08

Overall, 16 members of the public and organisations provided general or broad comments, some of which are beyond the scope of the consultation. For example, there were four respondents who provided comments who were supportive of HS2, while five respondents who made comments that were opposed to HS2. Five respondents who made specific comments on this community area also made other general points, including that the route should be changed or altered, or that it should avoid certain areas. Comments deemed out of scope are covered in Chapter 39 of this report. All comments received in response to the consultation have been coded and are included in a separate coding framework document.

The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports. As just sixteen respondents provided comments about the community area, these have been summarised in one section, rather than being summarised under each topic in volume 2 of the working draft ES. Given the

---

<sup>11</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

MA08 community area: Manchester Piccadilly Station

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745206/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_MA08\\_Manchester\\_Piccadilly\\_Station.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745206/HS2_Phase_2b_WDES_Volume_2_MA08_Manchester_Piccadilly_Station.pdf)

central locality of Manchester Piccadilly Station, some of the topics in the working draft ES did not receive any comments.

### 13.4 Summary of responses received

Sixteen respondents, including members of the public and organisations, made comments specific to the community area. This included those who selected this area on the response form, or made specific comments via email or letter, referencing proposals at Manchester Piccadilly Station, and associated works in MA08.

#### 13.4.1 Comments from individuals

Comments received from individuals were as follows

- A small number of respondents were concerned about disruption associated with the proposed works in the local area.

*"I am concerned as to how much disruption there will be to the traffic congestion on roads in the vicinity of Piccadilly Station during the construction phase and that this will severely hamper traffic across this part of Manchester, including the implications of constructing the new viaduct over the Mancunian Way."*

Member of the public

- One respondent believed that there would be a lack of benefits for people who do not live close to Manchester Piccadilly Station, and that they would experience a greater home to destination journey time.
- One respondent was concerned about geology in the Manchester area, although this may not have been specific to Manchester Piccadilly Station, they had checked the MA08 tick box on the online response form.
- One respondent simply stated that there "would not be enough space."
- Another stated they objected to the proposed works in this community area, without elaborating further.
- Some respondents who selected this community area on the online response form, did not provide any comments or reasons for doing so.

### 13.4.2 Comments from organisations

Comments received from organisations were as follows:

- A small number of businesses mentioned how HS2 could impact their business in the vicinity of Manchester Piccadilly Station. Royal Mail mentioned that it had identified properties in Manchester that could be affected, including its Manchester Lower Yard Office and Vehicle Park. The organisation also mentioned that the Manchester Central Delivery Office was in close proximity to the Proposed Scheme and works.

*“Alongside strategic planning to protect RM’s operational interest, the land itself will need to be replaced. Suitable replacements in Manchester City Centre within operational vicinity will be very difficult to secure and may require HS2’s assistance if the impacts of the scheme are to be fully mitigated.”*

Royal Mail Group

- The Wildlife Trust for Lancashire, Manchester & North Merseyside provided a response and said it related to MA05, MA04, MA07, and also MA08. In relation to MA08, the organisation made some specific comments about protection of urban wildlife.

*“Our comment on community area MA08 would primarily focus on opportunities for urban wildlife habitat protection, creation and mitigation associated with extant and proposed built development and on opportunities and threats associated with bat roosts, breeding colonies and hibernacula; bird roosts and breeding sites; green walls and roofs, and the like.”*

The Wildlife Trust for Lancashire, Manchester & North Merseyside

- Greater Manchester Combined Authority sent a very lengthy and detailed response. Chapter 2 of its response to working draft ES focussed on proposals within the community area, and covered most of the topic areas in volume 2 of the working draft ES. The overall response is too detailed to include in this section of the report, but all of the response was coded and included in the coding framework in a separate document. The response has also been sent to HS2 Ltd for review and to provide a response directly to the Authority.
- The Greater Manchester Archaeological Advisory Service provided a response covering five of the community areas on the Crewe to Manchester section of the Proposed Scheme, including this community area. The organisation’s comments were not, however, specific to each community area, but overall. It mentioned that, to date, it had been satisfied that good consultation had been carried out, and that its data, and associated archives had been fully consulted by the archaeologists carrying out the initial assessment phase. However, the organisation also believed that the working draft Environmental Statement lacked detail, and that designated and non-designated heritage assets had only been briefly described.

*"We would expect a more detailed historic background description and referencing of source material, more detailed analysis of potential below-ground archaeological interest and the recognition...that some of this could be of national significance."*

The Greater Manchester Archaeological Advisory Service

- The Canal & River Trust stated that there was an inconsistency in the Area Map book MA08 in terms of location of a construction compound. The Trust stated that it sought confirmation in this area. It also made comments about the local historic environment, local traffic and transport, water resources and flooding, and landscape and visual aspects associated with HS2.

*"The City Centre East Historic Commercial Grain LCA is not identified as being significantly affected. This indicates the absence of connection to the canal from the station wide regeneration works. "*

Canal & River Trust

Network Rail Infrastructure Ltd (NR) mentioned that HS2 Ltd and local stakeholders at Manchester Piccadilly have committed to producing a robust integrated construction plan with NR and this is something that should be undertaken at Leeds Station and all other key station developments where practicably possible, to reduce further disruption around the area.

# 14. Comments relating to Volume 2: community area LA01 Lea Marston to Tamworth

## 14.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for LA01: Lea Marston to Tamworth. While responses from a number of respondents covered more than one community area, comments specifically relating to LA01 are reported in this chapter.

Comments were received from 34 members of the public and 33 organisations. Organisations that made comments about this community area included: Craig Tracey, MP for North Warwickshire; Kingsbury Parish Council; Tamworth Sailing Club; Friends of Bodymoor Heath Victory Hall; and the Warwickshire Wildlife Trust. A full list of organisations that responded is included in Appendix A.

## 14.2 Overview of the area

The Lea Marston to Tamworth area<sup>12</sup> covers an approximately 8.7km section of the Proposed Scheme passing through the parishes of Curdworth, Lea Marston, Kingsbury and Dordon, within the local authority areas of North Warwickshire Borough Council, Tamworth Borough Council, Warwickshire County Council and Staffordshire County Council. The interface between Phase One and Phase 2b forms the boundary of this section in the south. The boundary between Dordon parish and Polesworth parish forms the boundary of this section in the north. Phase One of the HS2 route lies to the south and the Birchmoor to Austrey area (LA02) of Phase 2b lies to the north.

The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

---

<sup>12</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

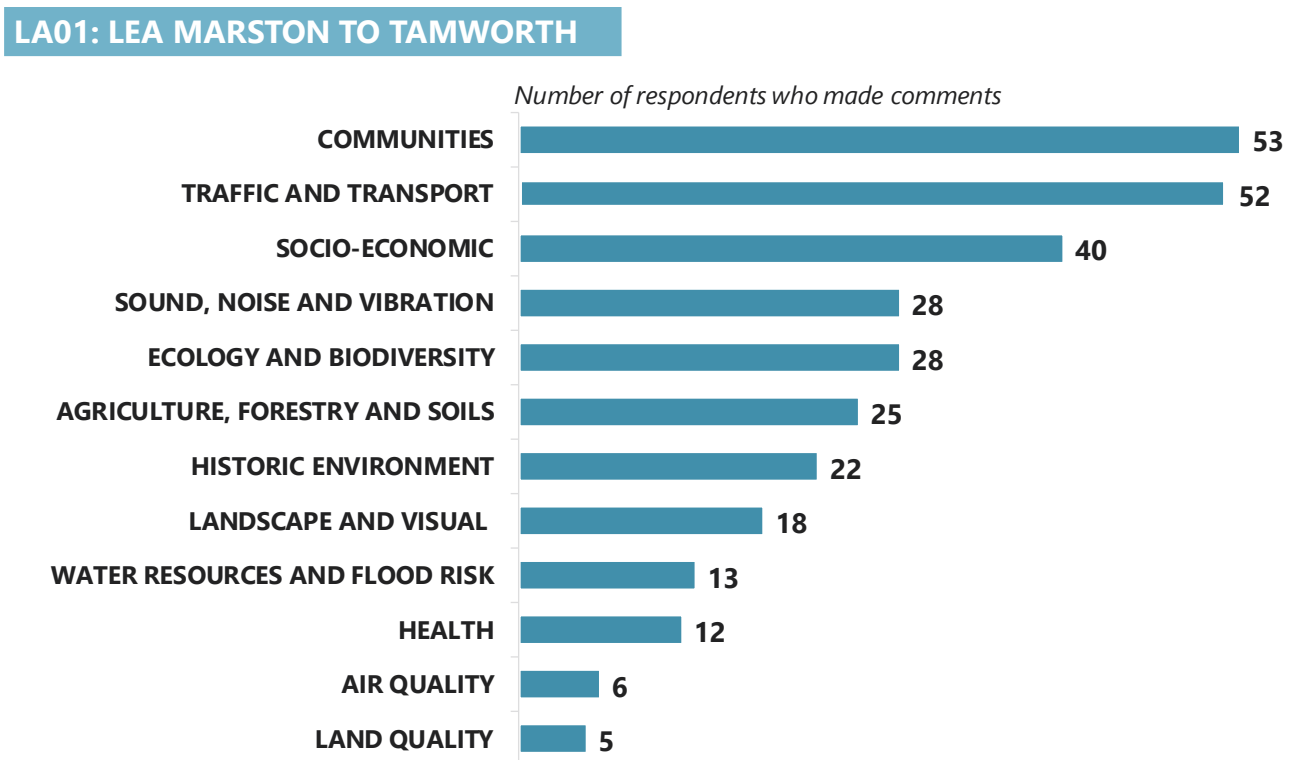
LA01: Lea Marston to Tamworth

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745209/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_LA01\\_Lea\\_Marston\\_to\\_Tamworth.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745209/HS2_Phase_2b_WDES_Volume_2_LA01_Lea_Marston_to_Tamworth.pdf)



Figure 14.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 14.1: Number of respondents who made comments about LA01**



Base: 67 respondents submitting responses related to LA01: Lea Marston to Tamworth

### 14.3 Agriculture, forestry and soils

There were 25 respondents who made comments about how the Proposed Scheme could affect agriculture, forestry and soils. This included 12 individuals and 13 organisations.

The most frequently made comments from individuals included concerns about the potential impact of the Proposed Scheme on agricultural land (9), and specifically, about loss of agricultural land in Bodymoor Heath (4).

Of the organisations that made comments, the main points included concern about the potential impact of proposed works on Bodymoor Heath Farm, with three organisations in particular (Friends of Bodymoor Heath Victory Hall, Kingsbury Parish Council, and Kingsbury and District Action Group) concerned that the farm could be severely impacted by the Proposed Scheme.

*"It is of concern that the realignment as proposed leaves Bodymoor Heath Farm with fragmented holdings and unviable pockets of land and an overall substantial loss of acreage to their farm which will have a severe impact on the farm sustainability."*

### Friends of Bodymoor Heath Victory Hall

Other comments from organisations included general concerns about impacts on agricultural land generally (2), and also at Holt Hall Farm (1).

Three organisations also called for mitigation measures to be undertaken, and nine made other comments, with the main point centred on land being taken away from farming for HS2 (5).

*“Furthermore, mitigation planting must fit in with the ability to farm and not take more land from farm use.”*

Kingsbury Parish Council

## 14.4 Air quality

Few respondents made comments about how the Proposed Scheme might impact upon air quality in this community area.

## 14.5 Community

There were 53 respondents who made comments about how the Proposed Scheme could affect local communities. This included 28 individuals and 25 organisations.

The main points made by individuals included concerns about the loss of homes (5), disruption during construction (4), and disruption to properties within the hamlet of Bodymoor Heath (3), or in the general vicinity of the hamlet and surrounding area (5).

*“It is wholly unacceptable that at this late stage a decision is made to alter Bodymoor Heath Lane and demolish a residential property without proper consultation with the community as a whole and the property owner in particular.”*

Member of the public

Five individuals made comments about how the Proposed Scheme might affect local recreational facilities. This included three comments about impacts on recreation and leisure facilities, and single comments about impacts more generally.

In addition, there were also 13 individuals who made comments about the potential impact on open spaces and Public Rights of Way. The main comment (9) was on concern that the Proposed Scheme could impact the greenbelt, and in doing so, would impact on people’s quality of life.

Four individuals provided comments about mitigation measures to reduce negative impacts upon local communities. Such comments included that affected residents should receive financial compensation (2), and there were single comments about perceived inadequacy of compensation, and also that HS2 should do more to reduce impacts on property prices.

The main points made by organisations were about:

- Impacts on local towns and villages, including in Bodymoor Heath (5), and also Tamworth (2)
- Loss of homes (5)
- Impact on new build homes (4)
- Concerns about disruption during construction of HS2 (3)
- General comments about how residential properties would be impacted (3)
- Issues relating to disruption to the local community of Bodymoor Heath (3)
- Impact on footpaths and Public Rights of Way (3)
- Impact on community facilities, including churches and places of worship (2)
- Impact on schools in Kingsbury (2)
- Impacts on leisure facilities, including in Bodymoor Heath (2)

*"There is no mention of the impact on the community of BH. We have double the disruption for a longer period of time of construction, 15 years, and then lines either side of us carrying at least 50 trains per hour at peak times."*

Kingsbury Parish Council

Twelve organisations also made a number of other points about how the Proposed Scheme could impact local communities, including concern about environmental impact on people in Bodymoor Heath (4), concerns about physical separation and isolation of communities (3), negative effects of a construction compound (2), and general disruption from freight cargo when HS2 becomes operational (2).

Ten organisations suggested that there should be mitigation measures in place to reduce the effect of construction and operation of HS2 on local communities. This included measures to reduce impact on open spaces and the countryside where people come to relax (5), and that measures in general should be employed to reduce negative impact on local communities.

## 14.6 Ecology and biodiversity

In total, 28 respondents made comments about possible impacts of the Proposed Scheme on ecology and biodiversity. This included 13 individuals and 15 organisations. Comments from individuals tended to be general comments about ecology and biodiversity, although there were specific comments that trees should be planted along the Proposed Scheme.

*“The shrub and tree planting proposed in the Environmental Statement would need to be semi mature to have any impact upon the site and sound of HS2 in the village.”*

Member of the public

Of the organisations that provided comments about ecology and biodiversity, concerns included impacts on habitat, including trees and woodland (6), on wildlife (5), and on ancient woodland (4). Particular types of wildlife mentioned included bats (4), mammals generally (2), and badgers (1).

Six organisations also raised concerns about the potential impact of the Proposed Scheme on birds, including kingfishers, tufted ducks, and owls.

There were also a small number of comments received about the potential impact of HS2 on protected or designated sites, including the Kettle Brook Nature Reserve. Staffordshire Wildlife Trust raised a concern as to why the nature reserve was not listed, and listed a number of perceived impacts, including what it believed to be a length of hedgerows along the route.

*“Part of Kettle Brook Local Nature Reserve is also a Local Wildlife Site, of district importance, also called a Biodiversity Alert Site. This is not shown on the Environmental Baseline map CT-10-352a.”*

Staffordshire Wildlife Trust

Fifteen organisations suggested mitigation measures, including tree planting (4) and ensuring that long-term environmental management would be necessary to reduce harmful impacts on wildlife habitats (4). Specific suggestions included those from the West Midlands Bird Club which suggested that full ecological impact assessments and reports should be made available to all wildlife conservation organisations along the proposed HS2 route.

Warwickshire Wildlife Trust was concerned about how the Proposed Scheme could affect Kingsbury Water Park and the wider landscape corridor, home to a number of types of wildlife, including birds. The organisation stated that it expected further survey work and analysis on bird and bat collision risk, as set out in paragraph 7.5.5 of the Volume 2 report, would be sufficient to thoroughly understand the potential impact of HS2 on this bird migration corridor.

*“Currently no mitigation or compensation has been proposed; this must be addressed in the ES. The impact on the bird assemblage here should be assessed as up to regional significance using the precautionary principle.”*

Warwickshire Wildlife Trust

## 14.7 Health

Overall, 12 respondents made comments about the potential impacts of the Proposed Scheme on health, wellbeing and quality of life. This included five individuals and seven organisations.

Comments from individuals included that HS2 could generally have negative consequences on some people's health and quality of life (3), as well as on some people's mental health (2), and potentially cause health and safety issues too (1).

Of the organisations that commented about local health, wellbeing and quality of life issues, the most frequently made comments discussed perceived negative impacts on people's health, wellbeing and quality of life (3), and mental health (2).

## 14.8 Historic environment

In total, 22 respondents made comments about the potential impacts of HS2 on cultural heritage and the historic environment. This included 10 individuals and 12 organisations.

The main comment from individuals (9) was around the potential impact on the alteration to Bodymoor Heath Lane, and subsequent impact on Bridge House, mentioned as being one of the oldest and most prominent buildings in the hamlet of Bodymoor.

*"The draft statement includes the unnecessary demolition of Bridge House which is one of the oldest properties in the village, with the history of being a public house from before 1900..."*

Member of the public

Comments from organisations included concerns about the impact of HS2 on designated cultural assets (3), and historic buildings (2). Five organisations made suggestions to mitigate the effect of HS2 on the historic environment.

## 14.9 Land quality

Five respondents made comments about land quality issues. Those who made comments made general comments as to the unsuitability of land in the local area.

## 14.10 Landscape and visual

In total, 18 respondents made comments about the potential impacts of the Proposed Scheme on landscape and visual receptors. This included seven individuals and 11 organisations.

The main comment from individuals was that the construction and operation of HS2 would have a negative visual impact (3). There were also single comments that HS2 would be visually intrusive in Bodymoor Heath and Kingsbury specifically. It was suggested that mitigation measures would be needed to tackle poor visual aesthetics (2). Comments from organisations included concerns about visual impacts

(3), negative impacts on perceived unique charm of the area (2), and concern about a satellite compound in the local area (2).

Seven organisations suggested mitigation measures in order to reduce the potential impact of the Proposed Scheme on the local landscape. For example, Craig Tracey, MP for North Warwickshire, stated that Lea Marston Parish Council had informed him that they supported the proposed location of the Kingsbury auto-transformer feeder station if the works to construct this would guarantee the complete removal of the Phase One railhead from the site and if careful landscaping was carried out to ensure that the facility did not have negative visual impact. The MP requested that HS2 should provide further information to the local community on where the auto-transformer feeder station would be visible from. He also said that existing commitments to integrate the station into the landscape were not specific enough.

### 14.11 Socio-economic

There were 40 respondents who made comments about socio-economic aspects. This included 14 individuals and 26 organisations.

Comments from individuals included general comments about impact on business and industry (5), as well as concerns about consequences for Bodymoor Heath Farm as a viable business (4), and also impacts on businesses in the Cheatles Bridge Business Park located along Dog Lane in Bodymoor Heath (4). There were also single comments received about the potential impact on businesses during construction of HS2, that people would be out of pocket or have additional expenses as a result of HS2, and that the Whateley auto-transformer feeder station satellite compound, which would be used to manage railway systems works in the Lea Marston to Tamworth area, would affect Holt Hall Farm.

In addition, it was suggested that HS2 would be harmful for the local economy (2) and that there would need to be mitigation measures in place to compensate people and businesses affected (2).

The most frequently made comments from organisations were:

- Concern about impacts on local businesses and the local economy (7).
- Worry about effects on jobs and employment (3).
- Disruption to businesses in Bodymoor Farm (3), Centurion Park (2), Dog Lane (2) or Tamworth (2) and
- That people would be worse off financially (2).

Some of the organisations that responded raised specific concerns about their own business and this included Echills Wood Railway which, while acknowledging a reduction in the land required for construction as mentioned in the working draft ES, believed that there would be a reduced level of

visitors to Kingsbury Water Park during the construction phase of HS2, and, as a consequence, this would impact upon a number of things such as revenue. Another was concerned about how its premises at Relay Park Tamworth would be affected, and a third had concerns about its land falling within 1km of the proposed Phase 2b line of route, and how it might be affected by HS2. A fourth was worried about its land, which it stated fell within 1km of the proposed line of route, and it asked for more clarity from HS2 Ltd:

*"It would therefore be expected that the works associated with the Hermitage Lane cutting to be clearly identified on the construction programme for this area...in order for proposals to be fully considered, (we) would ask for this information to be more clearly presented in future iterations of the Environmental Statement..."*

Local landowner

Nine organisations suggested mitigation measures to help off-set the perceived socio-economic impacts on HS2 in the local area. This included consideration of businesses that would be affected generally (2) or in specific areas including Tamworth.

#### 14.12 Noise and vibration

Overall, 28 respondents made comments about noise and vibration as a result of both construction and/or operation of HS2 in the local area. This included 14 individuals and 14 organisations.

There were six comments from individuals, raising general concerns about the potential impact of HS2 in terms of noise and/or vibration impacts. There were also specific comments received about how Kingsbury and Bodymoor Heath could be affected by noise (single comments in each case). Six individuals suggested that mitigation measures should be in place to reduce the potential impact of noise, including comments about a need for sound barriers generally, and in Bodymoor Heath.

*"We must have proper sound/ noise mitigation from the line."*

Member of the public

Organisations were also concerned about impacts of noise and vibration. A number of concerns were raised about noise in both the construction and operational phases of HS2. This included concerns about noise from construction vehicles and HGVs (2).

Ten organisations suggested mitigation measures, with the main comment (5) being that consideration should be given to noise impacts. There were three comments that a sound barrier should be constructed in Bodymoor Heath.

The Canal and River Trust was one organisation that made comments about a number of issues, including impact of noise. The organisation stated that it owned and managed 23 long-term moorings which fell within the noise effect zone in this community area. It stated that it wished to discuss with HS2 how noise mitigation for the canal corridor users would be provided in Phase 2b, given different scenarios presented, such as parallel running of the HS2 track with the waterway.

### 14.13 Traffic and transport

There were 52 respondents who made comments about traffic and transport issues as a result of the Proposed Scheme. This included 29 individuals and 23 organisations.

Most of the individuals who provided comments (21 respondents) about traffic and transport issues focussed on proposed changes to roads. In particular, nine comments were received about the proposed realignment in Bodymoor Heath Lane, three comments were made about the alignment of the M42 at Junction 10, and two comments were made about how the realignment of Whateley Lane would have consequences in relation to traffic and transport.

*"I have concerns about the cost and environmental damage on the junction 10, M42, taking into account of acquiring warehouses, motorway services, land and houses."*

Member of the public

Twenty one individuals raised concerns about how the construction of HS2 in this community area could have local transport implications. This included concerns about how Bodymoor Heath Lane would be affected (6 comments), about general concerns about traffic congestion (4), about how local roads would be disrupted by construction vehicles (3), about impacts on the M42 in this vicinity (3), and about how the proposed works to realign Bodymoor Heath Lane would cause traffic and congestion problems (3).

*"We are concerned about the proposal to realign Bodymoor Heath Lane. Currently large amounts of visitors to Kingsbury Water Park cause large traffic queues outside our house. If the proposal goes ahead and the road becomes a 'no through' road people will park along the road rather than pay the entrance fee, which will cause road safety issues and create a dangerous environment..."*

Member of the public

Some of those who took part in the consultation were also concerned about road safety on local roads as a result of construction of HS2. There were concerns raised about the potential impact on traffic and congestion and related safety aspects in Bodymoor Heath Lane (7).

*"My concern is the late alteration to Bodymoor Heath Lane without any consultation with the residents and local businesses...the traffic is already too great at peak periods for the canal bridge and the dog leg further down the lane. We have experienced three accidents in the last two months, one quite serious."*

Member of the public

One individual was particularly concerned about a road bend in the Marston Farm area, and how proposed HS2 construction might exacerbate road safety issues.



*"...the alteration on the bend leading up to Marston Farm is a worry to me. Although cutting off the bend initially sounds like a reasonable sensible idea, I would like to remind you that this will also create an opportunity for the cars up this tiny lane to speed up in an area where there are children living and playing...."*

Member of the public

Additionally, seven individuals made comments about construction compounds, and how these would have consequences for local traffic and transport. Comments included concerns that there would be reduced access and increased journey times for road users (3) and specifically in Bodymoor Heath (3).

Eighteen individuals suggested mitigation measures to alleviate what they perceived to be traffic and congestion issues as a result of the construction of HS2 and/or its operation in the local area. While a number of suggestions were made, the main comments were that there should be mitigation measures on Dog Lane (6), a lower speed limit on Dog Lane (3), a traffic island on the land (2) or a roundabout (1).

*"With regard to the proposal for the Bodymoor Heath Lane realignment...it would be much more sensible to have a roundabout to replace the junction with Dog Lane to make it much safer and easier to negotiate for large vehicles and will also help to slow the traffic down through the village. "*

Member of the public

Fifteen organisations provided comments in relation to perceived impact and disruption of construction traffic. One business requested a new access point at Dog Lane.

*"As we currently run our thriving business from Cheatles Bridge Business Park located along Dog Lane, Bodymoor Heath we think it is essential to have a new access point onto Dog Lane...."*

Local business owner

Fourteen organisations provided comments about impacts on traffic due to changes to roads and road closures, and they included concerns about traffic issues resulting from the realignment of Junction 10 on the M42 (4), about a loss of parking facilities in Bodymoor Heath (3), and also about construction of the Overwoods Road overbridge. Among the organisations that made comments were local authorities that had some concerns on how proposed works on the M42 would affect local traffic flows.

*"The council remains concerned at this time that the construction timing will exacerbate the issues at Whateley Lane with those at the M42 Junction 10 as these could both increase traffic on Overwoods Road. Consideration should be given to this in the phasing of the works."*

Warwickshire County Council

*"There are major concerns over the impact of construction traffic on the busy M42 Junction 10, particularly cumulative impacts with the ongoing construction of employment development at the junction and the future commercial traffic this will also generate."*

North Warwickshire Borough Council

Among the other organisations raising concerns about Junction 10 on the M42 were Tamworth Borough Council and Nether Whitacre Parish Council. Tamworth Borough Council stated that the minimal level of improvements at the junction would do little to reduce traffic congestion in the area. Nether Whitacre Parish Council also believed its community would be affected in a number of ways, including traffic congestion.

*"Every day we suffer from through traffic avoiding Junctions 9 and 10 of the M42. We can safely assume that the construction of the Railhead on the A4097 and works to the A446 during phase 1 will have a huge adverse impact on our community followed by the proposed works associated with phase 2."*

Nether Whitacre Parish Council

There were also 10 organisations that provided comments about traffic in relation to accidents and road safety issues. This included Craig Tracey, MP for North Warwickshire, and Echills Wood Railway. Construction of a compound also attracted comments from 10 organisations, with concerns raised that this would result in reduced road access, and consequently increased journey times for local residents.

#### **14.14 Water resources and flood risk**

There were 13 respondents who made comments about local water resources and flood risk. This included three individuals and 10 organisations. The main comment from individuals (2) was that there would be a need for flood defences, and also concerns about impact on water resources and drainage. Key points raised by organisations included concerns as to how water resources would be affected, including flood risk (4).

*"Kingsbury Water Park sits on a flood plain and the club has concerns about the increased frequency of flooding of the sailing lake and park as a result of HS2 construction..."*

Tamworth Sailing Club

Warwickshire County Council was one such organisation that was concerned about flood risk. The Council mentioned that the Kingsbury auto-transformer feeder station appeared to be situated in a localised low spot where water currently gathers. As such, it was concerned that there did not seem to be an obvious place for water to drain into a watercourse or sewer, and as such, it was assumed that the area would remain wet for extended periods of time. It requested clarification on where water in the area currently flows, and where it would go, post-construction. It must, in its opinion, be addressed prior submission of the ES to ensure there would be a viable solution that would not create a new flood risk to areas or nearby properties.

The Environment Agency referenced paragraphs 15.4.47 and 15.4.48 where it was stated that a new culvert on the Thistlewood Brook and realignment of the Thistlewood Brook and Kettle Brook would have no residual significant effects predicted and that mitigation would be done in consultation with the EA. The Environment Agency stated that early consultation would be vital to ensure that such mitigation measures would be sufficient.

# 15. Comments relating to Volume 2: community area LA02 Birchmoor to Austrey

## 15.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for LA02: Lea Birchmoor to Austrey. While responses from a number of respondents covered more than one community area, comments specifically relating to LA02 are reported in this chapter.

Comments were received from 74 members of the public and 28 organisations. Organisations that made comments about this community area included: Austrey Parish Council, Warwickshire County Council, Polesworth Parish Council, Leicestershire and Rutland Wildlife Trust, Staffordshire County Council, Tamworth Borough Council, and the Environment Agency. A full list of organisations that responded is included in Appendix A.

## 15.2 Overview of the area

The Birchmoor to Austrey area<sup>13</sup> covers an approximately 8.9km section of the Proposed Scheme, passing through the parishes of Polesworth and Austrey within the local authority areas of North Warwickshire Borough Council and Warwickshire County Council. The boundary between Dordon parish and Polesworth parish forms the southern boundary of this section. The boundary between Austrey and Appleby Magna parish forms the northern boundary of this section. The Lea Marston to Tamworth area (LA01) lies to the south, and the Appleby Parva to Ashby-de-la-Zouch area (LA03) lies to the north.

The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

---

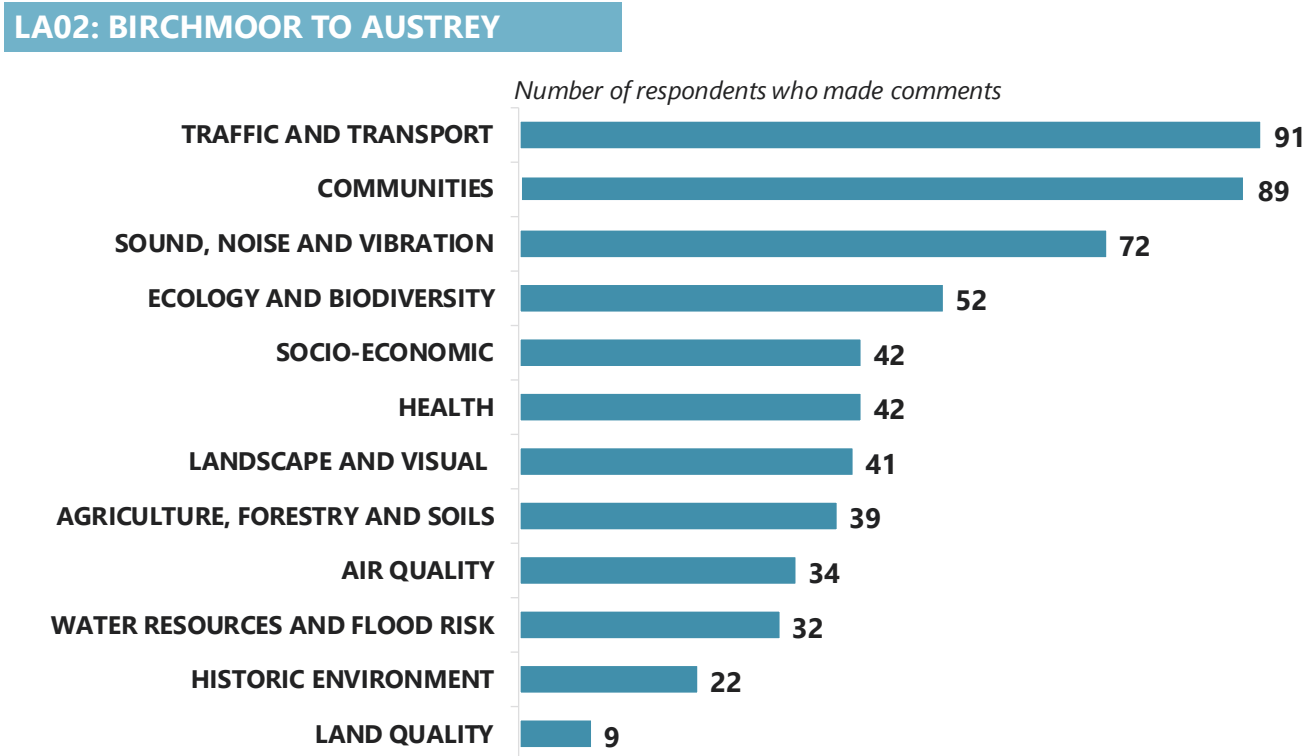
<sup>13</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

LA02: Lea Birchmoor to Austrey

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745210/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_LA02\\_Birchmoor\\_to\\_Austrey.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745210/HS2_Phase_2b_WDES_Volume_2_LA02_Birchmoor_to_Austrey.pdf)

Figure 15.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 15.1: Number of respondents who made comments about LA02**



Base: 102 respondents submitting responses related to LA02: Birchmoor to Austrey

### 15.3 Agriculture, forestry and soils

In total, 39 respondents made comments about agriculture, forestry and soils. This included 25 individuals and 14 organisations.

The main points raised by individuals about agriculture, forestry and soils included concerns about loss of agricultural land (5).

While a small number of individuals (2) called for mitigation measures to be in place to compensate for loss of land, others believed that financial compensation could not mitigate for loss of agricultural land (3).

Other comments related to this topic centred on concerns about the potential impact of land loss (9). Other, less frequently cited comments included concerns about impact on livestock (2), and there were a number of single comments, including concerns about land loss east of the M42, impact on land loss in Austrey, and also in Warton.

Ten of the fourteen organisations that responded provided comments about the potential impact of the Proposed Scheme on agricultural land. This included concerns about loss of agricultural land generally (5), and in Austrey specifically (3). Four organisations suggested mitigation measures to lessen impact on agricultural land that would be taken over for building HS2. Suggestions included that land should be returned after construction, or that mitigation measures in general were needed. There was also a small number of comments about loss of agricultural land being irreplaceable.

Nine organisations also made other comments relating to agriculture, forestry and soils. The main comments discussed concerns about the potential impact of “land take” to build HS2 (3).

## 15.4 Air quality

Overall, 34 respondents made comments about air quality. This included 26 individuals and eight organisations.

The main comment from individuals focused on the potential impact of construction and operation of HS2 on air quality (16). Other, less frequently made comments included concerns about air quality in Austrey (4) and Polesworth (1). Five individuals also made comments specifically relating to the potential impact of construction of HS2 on local air quality.

*“Polesworth is in a valley and the dust will settle down onto it with the probability of increased respiratory problems for the village population.”*

Member of the public

Of the eight organisations that provided comments about air quality, comments included general concerns about air quality (5), or specifically in Austrey (2), and Dordon (1).

Four organisations also provided comments about air quality during the construction phase. Such comments highlighted perceived issues such as the impact) including from construction vehicles (e.g. from HGVs) (4).

## 15.5 Community

There were 89 respondents who made comments about the potential impact of the Proposed Scheme on local communities. This included 67 individuals and 22 organisations.

The main points made by individuals included:

- Concerns about environmental impacts on local people and communities in general (26), including on young people (11) and elderly, disabled or vulnerable residents (6), particularly in Austrey, but also in Newton Regis.
- Disruption to local areas, towns and villages (24).

- Impacts on local people during construction of HS2 (22).
- Impact on recreation and leisure facilities generally (17) and especially in Austrey (14).

*"The village playing fields (in Austrey) will be impacted to the extent they are rendered useless"*

Member of the public

- Disruption to the countryside and greenbelt generally (16), and specifically at Pooley Country Park (7), and in Austrey (6). These are perceived as impacting on people's quality of life.

*"Not only will significantly large amounts of fields/hedgerows etc be destroyed in our village, but also the loss of a huge amount of land at Pooley park will be lost."*

Member of the public

- Environmental impact on local communities in Austrey (14), as well as a number of other perceived disruptive impacts in the village (11).

*"HS2 will be a barrier within our cluster of villages, separating Newton Regis from Austrey. Shared community activities will be at risk, such as the Women's Institute, and local schools..."*

Member of the public

- Impact on people's homes (9), as well as loss of homes (6), and lower property prices (5).
- Impact on community facilities (8), including in Austrey (3).
- Impact on local schools, including in Austrey (6), Newton Regis (2), and Polesworth (2).

There were 32 individuals who suggested mitigation measures to reduce the potential impact of construction and operation of the Proposed Scheme on local communities. The main suggestions were that a tunnel should be constructed locally (16), and that something should be done about loss of playing fields in the local area (10), including in Austrey (4).

*"The line runs through Austrey Playing field and cuts off access to the pavilion. The field is used by local people and sports clubs. It is unacceptable for the village to lose this facility, replacement land should be found and funds to rebuild a pavilion should be provided."*

Member of the public

Of the 22 organisations that provided comments about how the local community might be affected by the Proposed Scheme, the main points were concerns about:

- Environmental impact on people and local communities (9), including on young people (6), and elderly, disabled and vulnerable residents (4). There were also four comments concerning the environmental impact of HS2 on young people in Austrey.
- Impacts on Public Rights of Way (7), on the greenbelt generally (4), and on the greenbelt at No Man's Heath (2), all of which would impact on people's quality of life and enjoyment of the countryside.
- Impacts on local recreation and leisure facilities generally (6), and also specifically in Austrey (3), and Pooley Country Park (3). There were also comments about how the Proposed Scheme could impact allotments.

*"The allotments, although not affected by HS2 directly, are a cause for concern. The land is low lying and already suffers from drainage problems. I understand from a meeting I attended of the Austrey flood forum group that during construction and even once operational the drainage will become more severe. If this means that the allotments become unviable then, whether HS2 requires this land or not, we should be allocated new land. It is unacceptable to leave Hazel Meadow Allotments with unworkable land. "*

Member of the public

- Impacts on new housing developments (5).
- Negative environmental impacts on towns and villages (5), and in Austrey (3).
- Negative impact on local schools, such as the Proposed Scheme causing traffic disruption, leaving children late for school (4).
- Impacts on residential properties and people's homes (3).

Fifteen organisations made suggestions about measures to mitigate against impacts on the local community. Such comments included that negative impact on the local greenbelt should be reduced or mitigated against (6) and that there should be a tunnel constructed (4). There were also three comments that loss of playing fields should be taken on board, with provision made for such facilities to be reinstated.

## 15.6 Ecology and biodiversity

There were 52 respondents who made comments about the potential impact of the Proposed Scheme on local ecology and biodiversity. This included 34 individuals and 18 organisations.

The most frequently made comments from individuals included concerns about the potential impact of HS2 on ecology and biodiversity, including trees and hedgerows (13), and on ancient woodland (6). There were also 20 comments received about the possible impact of the Proposed Scheme on local wildlife.



Sixteen individuals made comments about mitigation measures, including that consideration would be needed to protect habitats (4), and wildlife (2). A small number of individuals also believed that impacts on ecology and biodiversity could not be mitigated against (4).

*"The devastation to wildlife and arable land can never be recovered and this is an environmental scandal."*

Member of the public

Of the organisations that provided commentary, the most frequently cited comments were concerns about impacts on wildlife (8), including birds (6), as well as impact on habitats, fields, trees and hedgerows (6), upon ancient woodlands, ecology and biodiversity in general (5), and also at Alvecote Pools Site of Special Scientific Interest (SSSI) (3).

Seventeen organisations suggested mitigation measures to counteract the potential impact of HS2 upon ecology and biodiversity. A number of different comments were received about such measures. For example, Newton Regis, Seckington & No Man's Heath Parish Council suggested that a bored tunnel should be constructed from south of the A5 to north of Measham to preserve the nature of the countryside and mitigate many of the potential impacts of HS2 construction. The Canal & River Trust suggested that the Coventry Canal corridor could be used as a site for hedgerow planting to mitigate the loss of the hedgerow network in the area, and that the canal could also be considered a site for water vole improvements to mitigate the perceived adverse effects on any population in Bramcote Brook.

For some of the organisations, however, they believed that mitigation measures could not make up for what they perceived to be irreplaceable loss to make way for HS2.

## 15.7 Health

Overall, 42 respondents made comments about the potential impact of the Proposed Scheme on health, quality of life and wellbeing. This included 31 individuals and 11 organisations.

The main comment from individuals was focussed on the general impacts of HS2 on health, quality of life and wellbeing, of which there were 22 comments. Other, less frequently cited comments included concerns on health, quality of life in Austrey (5) and also in Polesworth (2), and concerns about negative health effects as a result of the construction of HS2 generally (3).

In addition, ten individuals provided comments about the potential impact of HS2 on mental health, including that it could cause stress (7) and other related mental health effects (4), including that it was upsetting (3), and made local people feel anxious (1). Five individuals also cited issues relating to health and safety issues.

Most of the 11 organisations that provided comments about health issues were generally concerned about the potential impact on health, wellbeing and quality of life (8). There were, however, also concerns raised about health impacts in specific settlements, including Austrey (5). There were also three

comments that raised concerns about consequences for quality of people's sleep during both construction and/or operational phases of HS2.

Four organisations also provided comments about the potential impact of HS2 on mental health, including that it would make some residents stressed and anxious. Other comments included worries about health and safety issues (3) because of HS2.

## 15.8 Historic environment

There were 22 respondents who made comments about the potential impact of HS2 on the historic environment, and upon cultural heritage. This included 10 individuals and 12 organisations.

The most frequently cited comments from individuals included concerns about the potential impact of HS2 on the War memorial at Pooley (4), or historic buildings, including Pooley Hall (3). There were also two comments raising concerns about the potential impact on HS2 on historic and listed buildings in Polesworth.

Of the organisations that made comments, the most frequently made comments included concerns about impact on designated assets and listed or historic buildings (3), or upon national heritage (4) generally, or at Polesworth (3).

Five organisations made comments in support of mitigation measures to protect the historic environment. For example, the Canal & River Trust stated that there was a canal milepost some 250m from the M42 crossing of the Coventry Canal, and that the Trust required HS2 to ensure that the canal milepost was appropriately protected during the construction phase.

## 15.9 Land quality

Nine respondents made comments with regard to the land quality. This included two individuals and seven organisations. Comments from individuals were about the unsuitability of land for the construction of HS2.

Comments from organisations included concerns about disturbance of old mining or quarry sites at Polesworth (2), as well as single comments about subsidence, and unsuitability of land for development and construction of a high speed railway line.

*"The canal is constructed on an embankment at this location (Map Number CT-05-408 Grid C5). The embankment has some seepage/hydrophilic vegetation, a historical backscar and is known to have been affected by mining subsidence. It is unknown if the mining subsidence has ceased. There is a risk that construction or permanent works could affect the stability of the embankment."*

Canal & River Trust

## 15.10 Landscape and visual

There were 41 respondents who made comments about the impact of the Proposed Scheme on the landscape and visual receptors. This included 29 individuals and 12 organisations.

The main concern from individuals was about the impact of HS2 on local landscapes, in terms of it having poor visual aesthetics (17). In particular, there were six comments received about how HS2 would affect the Austrey area. Other, less frequently cited comments included a belief that HS2 would impact on the unique charm and feel of Austrey (3) or the local area in general (2). Six individuals suggested that mitigation measures should be in place to reduce the impact of HS2 in terms of perceived visual intrusion.

*"A tunnel, although not the perfect solution would eliminate a lot of...problems, and would keep the area looking as normal to rural as possible...eliminate unsightly embankments..."*

Member of the public

Organisations provided similar comments to individuals in terms of the look and feel of the HS2 development, and how this would be visually intrusive. A number of points were made, including how HS2 would negatively affect Austrey. Six organisations suggested mitigation measures to reduce perceived negative visual impacts of HS2 upon the landscape.

## 15.11 Socio-economic

Some 42 respondents made comments about socio-economic issues. This included 20 individuals and 22 organisations.

The main points made by individuals included concerns about impact on local businesses (6), including in Newton Regis (2) and Polesworth (2) and, for two respondents, a belief that local people would be worse off financially, including out of pocket.

*"I am concerned about the impact the construction at junction 10 of the M42 (ref LA02) will have on the local residents and the businesses in Dordon and the surrounding villages..."*

Member of the public

Of the 22 organisations that commented about socio-economic aspects, the main points were concerns about:

- Impact on local businesses (8), including three comments from business owners directly about how HS2 would affect their business, and two comments about how businesses in Polesworth would be affected.
- Impact on businesses along the A5 and M42 corridor (3).

- People's finances would be negatively affected, and that they would be worse off (3).
- Impact on employment and jobs (2).
- Impact on businesses in Pooley Country Park (2).
- Impact on businesses during the construction phase of HS2, including disruption in general (2), and on specific businesses in the area.

Some of the organisations that made comments were concerned about how HS2 could affect the local economy. For example, Polesworth & District HS2 Action Group was one of a number of organisations that was concerned about closure of J10 on the M42 and how this could lead to a loss of revenue as well as jobs.

*"If the Jn10 Motorway services which HS2 plans to demolish are not replaced...there will be a £1.5million loss in business rates meaning around a £600,000 loss in revenues to North Warwickshire Borough Council."*

Polesworth & District HS2 Action Group

Seven organisations suggested measures to mitigate against financial loss caused by the development of HS2 in this community area. It was suggested that HS2 Ltd should cover all costs not covered by local councils (2), as well as a series of single comments about how economic impact and damage could be mitigated or off-set. Polesworth & District HS2 Action Group suggested that loss of revenue could be avoided if HS2 instead decided to have a bored tunnel rather than going ahead with planned works at J10 on the M42.

## 15.12 Noise and vibration

In total, 72 respondents made comments about noise and vibration issues. This included 56 individuals and 16 organisations.

The most frequently cited comments from individuals included general concerns about noise impacts (31), as well as more specifically once HS2 becomes operational (12). Specific settlements mentioned as being seen as likely to be affected by noise from the Proposed Scheme included Austrey and also Polesworth. There were 10 comments made about how Austrey could be affected overall by noise, as well as how the village could potentially be affected during either the construction (5), or operational (6) phase. There were also a few (3) comments about how the Polesworth area would be likely to be affected by noise specifically during the construction phase of HS2.

*"Austrey and its neighbours are peaceful villages, that is part of the allure of living here. The impact of noise from the M42 is minimal, but the addition of the high speed link will be damaging to this beautiful village."*

Member of the public

There were 26 individuals who suggested mitigation measures to tackle perceived disruption and noise during both construction and/or operation of HS2. This included 12 general comments about a need for mitigation, as well as five comments that requested sound barriers, and four comments that mitigation measures in Austrey would need to be implemented.

*"More noise data needs to be provided and assurances that effective NOISE barriers will be erected."*

Member of the public

Of the 16 organisations that made comments about noise and vibration, the most frequently cited comments included concerns about general impacts of noise (8), as well as noise in Austrey (3). Organisations that raised specific concerns about noise included Austrey Parish Council which believed that baseline information was inadequate in order to allow realistic and accurate evaluation of the potential impact of noise and vibration in Austrey. The organisation further stated that noise data had been requested on two separate occasions (once by a resident and once by a Parish Councillor), but that such baseline data had not been forthcoming.

Some concerns were also raised about noise during the construction phase of HS2, including the effect of construction vehicles, such as noise from HGVs. Nine organisations suggested mitigation measures to reduce the potential impact of noise and vibration in the local area.

### 15.13 Traffic and transport

Overall, 91 respondents made comments about local traffic and transport issues. This included 68 individuals and 23 organisations.

The most frequently made comments made by individuals included concerns about:

- Road realignment and road closure in Newton Lane (19) or changes to roads generally (9).

*"I regularly travel up Newton lane and this will seriously be affected by the access to the compound and ultimately the closure of the road."*

Member of the public

- Impact of construction vehicles (e.g. HGVs) on local transport and road congestion (18). There were also some comments received about how HS2 construction vehicles would impact on traffic and road congestion in Austrey (13), No Man's Heath (4), and Appleby Hill (2).

*"My main area of concern is the increase in HGV and work related traffic while the route is under construction. Appleby Hill is a narrow, badly maintained rural road that leads on to Austrey Lane, it has many blind bends and there is barely room for two cars to pass let alone two HGV's"*

Member of the public

- Impact of construction of HS2 in general on traffic and congestion (15) or other related disruption on local transport (8). Some individuals were particularly concerned about the potential impact of the construction of HS2 on traffic and congestion in Austrey (14), along No Man's Heath Lane (7), on the B5000 (6), Polesworth (4), Appleby Hill (4), on the A5 (2), on the A444 (2), and at Newton Lane (2). Furthermore, some individuals were also concerned about traffic congestion in rural areas and country lanes (6).

*"My first concern is potential construction traffic through our village (Austrey). I have looked at your map and I see that you suggest the Appleby Hill road out of this village for your traffic; whoever made the suggestion did not look at the route..."*

Member of the public

- Road safety and traffic accidents generally (11), or in Austrey (8).
- Impact on traffic as a result of works at Junction 10 on the M42 (7) or changes to roads or road closures generally (6). There were also a further five comments that mentioned congestion on the M42 without specifying if this was because of the parts of the Proposed Scheme relating to Junction 9 or Junction 10, or more generally.
- Impact of construction compounds, reducing road access and subsequently increasing road journey times (7), or other impacts on traffic and transport as a result of the compounds (also 7). There were also five comments about the potential impact of construction compounds in Austrey.
- Road closures between Austrey and Newton Regis (4).
- Reduced road access and increased journey times for Polesworth residents (3).

There were also a number of issues or concerns highlighted by individuals which did not relate to personal car usage:

- There were 23 individuals who made comments about public transport. This included concerns that the construction of HS2 would impact on local bus services generally (7), or in Austrey (6), resulting in congestion. There was also a request to upgrade or improve existing rail infrastructure (6),
- Fifteen individuals raised concerns about traffic and transport issues for pedestrians. The most frequently made comments focussed on road safety for pedestrians and also cyclists (9). Four comments were also received in relation to road safety for horse riders.
- Four individuals were worried about damage to the road surface from construction vehicles, notably from HGVs.

Overall, there were 34 individuals who suggested mitigation measures which should be adopted in the area to reduce impact of HS2 upon traffic and congestion, and to ensure road safety. Comments

included requests for a tunnel under the A5 (6), near Polesworth (3), near Austrey (3), at Junction 10 on the M42 (3), or to ensure road access in the village of Measham itself (5).

*"I think that the HS2 should be enclosed in a tunnel from the A5 to Measham"*

Member of the public

The main points made by organisations included concerns about road safety and traffic accidents (6 comments); road safety at Pooley Lane (5) or in Austrey (4); road changes, including works at Junction 10 on the M42 (5); changes to roads in Newton Lane (3); reduced or restricted road access due to development of construction compounds (3) generally, and also at Austrey (3), and Pooley Lane (2).

In addition, there were 17 organisations that provided comments about traffic and transport implications during the construction phase. Comments included general comments about traffic congestion (4), as well as more specifically in Austrey (5), on the M42 (3), at Warton Lane (3), in Tamworth (2), on Newton Lane (2), at Appleby Hill (2), at Bishops Cleeve (2), and on country lanes and in villages (2).

*"There will be significant intensification of HGV traffic due to the HS2 works at this already constrained junction. The A5 east of this junction is identified as a lorry route which will impact upon the delivery of significant Local Plan sites along the A5 corridor."*

Warwickshire County Council

Furthermore, 14 organisations provided comments about implications of having construction vehicles in the area during the construction phase of HS2. Comments included concerns about the potential impact construction vehicles would have on local transport infrastructure (5), including on Pooley Lane (5), and on country roads (4).

Five organisations suggested that careful construction traffic management and monitoring were needed to ensure it did not greatly impact the local transport network. Five organisations also made comments about access for emergency vehicles, and that this would be of paramount importance.

Eleven organisations provided comments about non-motorised road users, and such comments included concerns for safety of pedestrians and cyclists (6). Eleven organisations also provided comments about public transport, covering congestion issues for public transport (3), including impacts on bus services (2), on school buses (2). For example, Staffordshire County Council (in a joint response with Tamworth Borough Council) stated that it needed to know more about how bus routes might be affected.

*"The Highways Authority needs more information to understand the impact on bus journey times and detours. Several service changes have taken place since the WDES was populated. This needs to be updated for the formal ES and, going forward, any further changes need to be identified and dealt with at the appropriate time."*

Staffordshire County Council and Tamworth Borough Council

Additionally, there were five organisations that raised concerns about damage to local roads from construction vehicles.

Sixteen organisations made suggestions as to how local impacts on traffic and transport could be mitigated to reduce impact on local people both during the construction and operational phases of HS2. Suggestions included upgrading footpaths, contracting cycle paths, improving road access, ensuring adequate road safety measures are in place (e.g. traffic lights), and tunnelling.

*"The HGV routing through and around Austrey is highly undesirable. If a compound on or near Warton Lane is a possibility...then the use of Cinder Lane with a single right turn onto Orton Lane then left onto Norton Lane and then left onto the A444 may be less intrusive, notwithstanding any road safety improvements that will be required to facilitate the safe movements of lorries."*

Warwickshire County Council

In terms of specific organisations that made comments about improvements in relation to traffic and transport issues, this included:

- Austrey Parish Council called for a number of improvements, including to access roads, and improved connectivity between the village of Austrey and the M42.
- HIB Ltd requested a Highways Impact Assessment.
- Austrey Baptist Church did not believe that local roads would be suitable for what it believed would be large increases in construction traffic, and asked that a tunnel be bored south of the A5, through to the north of Measham.
- Austrey and Warton Scouts also suggested that a tunnel would be required.
- Shuttington & Alvecote Parish Council said that it had heard that the B5000, B5080 (Pennine Way) and B5493 were all to be used for construction traffic, in particular that construction traffic from Junction 11 would go via B5493 to No Mans Heath Lane and Austrey Lane to the Austrey compound. The Council stated that it supported the County Council's suggestion that direct links are used for construction traffic. It stated that the prospect of work from at least 8am to 6pm for 5 years using minor local roads would be far from attractive.
- One local business asked for a trial run to assess how road diversions might impact on its operations.

*"Our manufacturing operations operate out of Birch Coppice Business Park less than a mile away... (we need a) trail run of the proposed diversions in place and how they will impact the local area and businesses."*

Local business



## 15.14 Water resources and flood risk

There were 32 respondents who made comments about local water resources and flood risk. This included 20 individuals and 12 organisations.

The most frequently made comments from individuals related to flood risk and a need to have flood defences (7), with specific comments including a need for flood defences in Austrey (3). There were also 11 individuals who raised concerns about water resources, including a few comments about drainage issues overall or during construction.

*"Where we live on Warton Lane already floods several times a year; with the additional impact on the drains with no drainage mitigation planned, this will just further increase this risk as well as all of the additional traffic which this will add on our small country roads."*

Member of the public

Of the organisations that provided comments about water resources and flood risk, the most frequently made comments centred on flood risk, and a need for flood defences (5). Of organisations that raised concerns about flood risk, Austrey Parish Council stated that Austrey had a long history of flooding in parts of the village which, in its opinion, had never been satisfactorily resolved through improved drainage. Other organisations that made comments included the Environment Agency, which asked to see the outcome of any flood risk monitoring and details for managing the potential impacts of the proposed works in a number of community areas, including in this community area. Some comments were also made about water quality.

# 16. Comments relating to Volume 2: community area LA03 Appleby Parva to Ashby-de-la-Zouch

## 16.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for LA03: Appleby Parva to Ashby-de-la-Zouch. While responses from a number of respondents covered more than one community area, comments specifically relating to LA03 are reported in this chapter.

Comments were received from 152 members of the public and 28 organisations. Organisations that made comments about this community area included: Ashby-de-la-Zouch Civic Society, Ashby Civic Society, Appleby Magna Parish Council, Ashby Canal Association, Ashby-de-la-Zouch Town Council, Leicestershire County Council, North West Leicestershire District Council, Packington Parish Council, Plastic Omnium Automotive Ltd, a joint response from Staffordshire County Council and Tamworth Borough Council, and also a response from Willesley Park Golf Club. A full list of organisations that responded is included in Appendix A.

## 16.2 Overview of the area

The Appleby Parva to Ashby-de-la-Zouch area<sup>14</sup> is a section of the Proposed Scheme that would be approximately 12.8km long and pass through the parishes of Appleby Magna, Oakthorpe, Donisthorpe and Acresford, Measham, Packington and Ashby-de-la-Zouch. This area lies within the local authority areas of North West Leicestershire District Council and Leicestershire County Council. The boundary between Austrey and Appleby Magna parishes forms the southern boundary of this section. The boundary between Ashby-de-la-Zouch and Coleorton parishes forms the northern boundary of this section. The Birchmoor to Austrey area (LA02) lies to the south and the Coleorton to Kegworth (LA04) area lies to the north.

The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

---

<sup>14</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

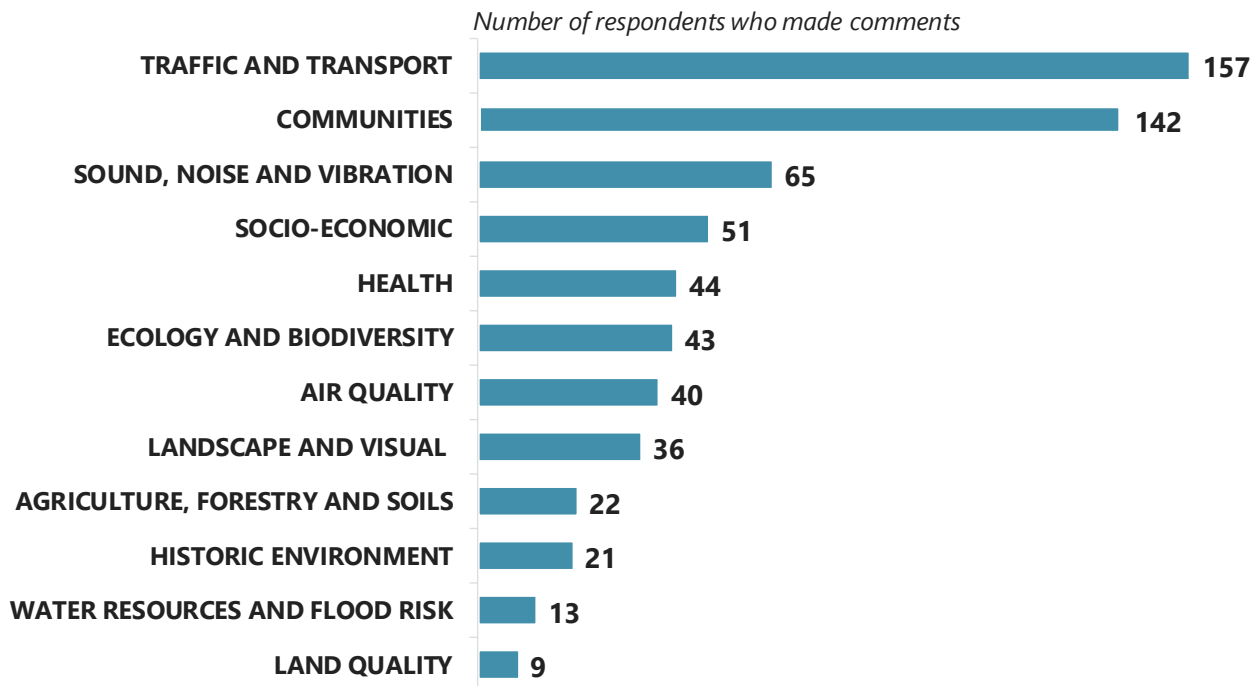
LA03: Appleby Parva to Ashby-de-la-Zouch

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745211/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_LA03\\_Appleby\\_Parva\\_to\\_Ashby-de-la-Zouch.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745211/HS2_Phase_2b_WDES_Volume_2_LA03_Appleby_Parva_to_Ashby-de-la-Zouch.pdf)

Figure 16.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 16.1: Number of respondents who made comments about LA03**

### LA03: APPLEBY PARVA TO ASHBY DE LA ZOUCH



Base: 180 respondents submitting responses related to LA03: Appleby Parva to Ashby de la Zouch

### 16.3 Agriculture, forestry and soils

There were 22 respondents who provided comments about agriculture, forestry and soils. This included six individuals and 16 organisations.

The main points raised by individuals about agriculture, forestry and soils included general concerns about the loss of agricultural land to make way for construction of HS2.

There were nine organisations that expressed concerns about how HS2 would have consequences for agriculture, forestry and soils. Comments included concern about disruption to agricultural land due to the construction of HS2 (2).

*"Our parish is predominantly rural, and as a result of this one of our main concerns is the change in land use that will result from the construction and operation of HS2 within the parish."*

Apply Magna Parish Council

Four organisations also commented on proposed mitigation measures for land loss, and/or suggested additional mitigation measures felt to be needed to off-set the potential impact of HS2 on agriculture,

forestry and soils. For example, North West Leicestershire District Council stated that there are substantial areas of woodland in the Measham area, and while there would be a net gain of trees in the area overall, their slow growth would mean that it would take many years to recover. The Council therefore asked that HS2 Ltd consider measures to facilitate replacement of trees.

*"The Council feel that the loss of trees in Willesley Wood is particularly severe and would ask HS2 Ltd to consider making part of this very deep cutting into a cut and cover tunnel to facilitate the replacement of trees lost... in Measham."*

North West Leicestershire District Council

## 16.4 Air quality

Overall, 40 respondents made comments about local air quality issues. This included 27 individuals and 13 organisations.

Of the individuals who made comments about air quality in this area, the most frequently cited comments were concerns about air quality in Ashby-de-la-Zouch (5) and Packington (4). Nine individuals had specific concerns about the potential impact on local air quality during construction of HS2, highlighting concerns about the potential impacts on the communities of Packington (3), and Appleby Magna (1). A small number of individuals were also concerned about the potential impact of HGVs on air quality, and called for mitigation measures to be put in place.

Of the organisations that made comments about air quality, comments received included concerns about air quality in Measham (2) and in Packington (2). Ten organisations also made comments specifically about the effect HS2 would have on air quality during the construction phase. Comments received on this point included how Measham and Packington would be affected, but also Oakthorpe, Ashby-de-la-Zouch, and at Rectory Lane.

*"We do have concerns about dust contamination of the Rectory Lane allotments and effects on Georgina's Wood and would like to see HS2's plans to address problems if they arise."*

Apply Magna Parish Council

Six organisations made comments about mitigation measures to offset the effects of HS2 in relation to air quality and air pollution in the local area.

*"The Council understand that it is easy for the general public to misinterpret the standards by which air quality is measured, and as a result of this have received many comments which are best placed in other sections of this response. The Council will expect HS2's contractors to carry out air monitoring where appropriate and cascade this information to Parish level."*

North West Leicestershire District Council

## 16.5 Community

In total, 142 respondents made comments about how the Proposed Scheme might affect local communities. This included 115 individuals and 27 organisations.

The most frequently cited comments from individuals in relation to the potential impact of HS2 on local communities included:

- Concerns about the environmental impact on local communities were (45 individuals). Comments received included general concerns about environmental impact of HS2 (16), as well as more specific impacts on Ashby-de-la-Zouch (14), Packington (13), Oakthorpe (4), and Measham (3).
- Twenty four individuals raised concerns about the potential impact of HS2 on public spaces and rights of way, thus impacting upon local communities. General concerns were about how open spaces would be affected (10), as well about specific areas in Packington (4) and in Ashby-de-la-Zouch (3).
- Fifty one individuals had concerns about disruption to local communities during the construction period. This included in Ashby-de-la-Zouch (22), Packington and New Packington (11). There were also 17 comments citing concerns about the potential impact of HS2 on unspecified communities in this community area.
- There were 21 individuals who were concerned about the potential impact of the Proposed Scheme on residential properties. Comments received included general concerns (11), as well as concerns about property prices in specific settlements including Ashby-de-la-Zouch (4), Packington (2) and Oakthorpe (1).
- There were also 21 individuals who were concerned about the potential impact of the Proposed Scheme on community facilities. This included comments about possible impact of schools in Ashby-de-la-Zouch (12), Packington (8), and on Ivanhoe College (1). Some individuals were also concerned about impacts on other community facilities, such as health facilities in Ashby-de-la-Zouch (2), and Packington (1).

*"As a resident living close to the Ashby Road Packington I wish to raise my concern regarding the closure of both the main road bridges over the A42 which link Ashby to Packington..I believe that they will be closed for over a year without any temporary or alternative structure. Both of these routes are used on a continuous basis..children walk to secondary school from Packington...there is no alternative route without involving miles of extra walking."*

Member of the public

- Six individuals also raised concerned about the effect of HS2 on recreation and leisure facilities, including those in Packington (2), and Appleby Magna (2).

- Other comments received included concern about how young people (12), and also elderly, disabled and vulnerable residents (8) would be affected.

*"Proposal to close Ashby road bridge for vehicles for 19 months. This is the main route into Ashby from the village, used by anybody and everybody coming and going to Ashby."*

Member of the public

Seventeen individuals cited mitigation measures believed necessary to lessen the potential impact of the Proposed Scheme upon local communities. Comments provided included requests for financial compensation (6), and home purchase schemes for those who might lose their home (2).

Of the 27 organisations that provided comments about the potential impact of the Proposed Scheme, most made comments about how local people and local communities could be affected.

The most frequently made comments from organisations included:

- Concern that open space and Public Rights of Way would be impacted, with consequences for local people and local communities. Among comments received, there were six comments about how the greenbelt and countryside would be affected, and five comments about how footpaths and Public Rights of Way would be affected.
- Sixteen organisations had concerns that local community facilities would be affected. Comments included concerns about schools in Packington (5) in Ashby-de-la-Zouch (4) Oakthorpe (2), and Appleby Magna (2). Other facilities expected to be affected included local car parks (2), Measham Medical Centre (2), and the health centre in Packington (1).

*"Your proposal to construct three balancing ponds between the railway and the village brings construction, and its attendant noise and dust, closer to the school."*

Packington Church of England Primary School

- Sixteen organisations were also concerned about how local towns and villages could be affected. This included Measham and also Ashby-de-la-Zouch (5 comments each), as well as Oakthorpe (3), Packington (2), Appleby Magna (2), and Willesley (2).
- Twelve organisations provided comments about how they felt that local leisure and recreational facilities could be affected. As with community impacts, a number of towns and villages were mentioned, including Measham, Packington and Appleby Magna where organisations believed that recreational and leisure facilities or activities could be affected. Of specific examples given, Willesley Golf Club was concerned about how the Proposed Scheme could affect the golf course, with consequences in journey times, particularly for members who live to the south and south west of the course. It stated that it would welcome any opportunity to meet with HS2 Ltd to discuss further. Some concerns were also raised about how allotments could be affected.

*"The allotment gardens are a vital village asset and very important to the mental and physical health of residents of the village. The current environmental statement plays 'lip service' to these aspects and, in our opinion, they are being massively undervalued when compared to the more material/physical impacts of the route."*

Appleby Magna Allotment Society (AMAS)

- Specific concerns were also raised about how local residents' homes and properties would be affected in local towns and villages, including Measham (4), and in Willesley Woodside (2).
- There were also a number of other concerns about how HS2 would affect local communities. Comments received included concern about how HS2 would segregate local communities (3), and that workers' compounds would impact local people (2).

Seventeen organisation suggested mitigation measures to reduce the perceived impact of HS2 on local people and upon local communities. A number of measures were cited as being necessary to restrict noise and to have a curfew on night time work.

*"In conclusion we, the Governors, believe that your Draft Environmental Statement does not take proper account of the wellbeing of our school or the pupils in our charge."*

Packington Church of England Primary School

*"Mitigation gets little attention in the draft WDES... moving the route the 200m proposed by Route 4 will minimise the impact on the Dysons Close area, have much less impact on Plastic Omnium, and if the proposed New Street crossing is in a green tunnel it would eliminate noise issues for both Oakthorpe and that part of Measham and reduce substantially the impact on the rest of Measham..."*

Ashby Canal Trust

## 16.6 Ecology and biodiversity

In total, 43 respondents made comments about ecology and biodiversity. This included 21 individuals and 22 organisations.

Seven individuals raised concerns about the potential impact of the Proposed Scheme on ecology, biodiversity and habitats, and three individuals raised concerns about the potential impact of HS2 on ancient woodlands. Six individuals raised concerns about impact on wildlife, and a small number of individuals had concerns about impacts in specific places, including in Packington (2).

*"HS2 is being developed through the National Forest, home to a number of species of flora and fauna with very little consideration being provided to ensure safeguarding that these will not be affected either by direct construction of the route or by secondary effects such as vehicles having to be diverted."*

Member of the public

Eleven individuals suggested a range of mitigation measures to lessen the perceived impact of the Proposed Scheme on biodiversity and local ecosystems.

A range of comments were received from organisations, and these included concerns about how ancient woodlands would be affected (6), as well as fields, trees and hedgerows generally (9). Some specific areas were mentioned including Fiveways Wood (3), as well as ecosystems in Willesley (2) and habitats at or near Ashby-de-la-Zouch (3), Measham (2), and along the A42 (2). Ten organisations also commented about how HS2 would affect wildlife, with five organisations providing comments about impacts at designated sites, including on the River Mease, or areas unspecified.

Twenty organisations commented on mitigation measures to reduce the potential impact of HS2 on ecology and biodiversity. Comments received included tree planting (7), and that HS2 should seek to achieve a net gain in biodiversity (3). However, some of the organisations made comments that HS2 would negatively impact ecology, biodiversity and local habitats, with losses being impossible to be replace (5).

*"An assessment of the landscape through community area LA03 acknowledges that a noticeably different character has been created within the National Forest through substantial areas of woodland planting. The NFC considers that this character should be reinforced and enhanced through a greater emphasis on woodland creation within the landscaping plans across the National Forest."*

The National Forest Company

*"We are very concerned by the statement in LA03 7.4.10 'In the absence of field survey information, it has been assumed that this grassland lost outside designated areas is not unimproved'. It is very difficult to identify unimproved grassland without a field survey and this is locally a priority habitat."*

Leicestershire & Rutland Wildlife Trust

## 16.7 Health

There were 44 respondents who made comments related to health aspects. This included 30 individuals and 14 organisations.

The most frequently made comments from individuals in relation to the perceived impact of the Proposed Scheme on health, quality of life and wellbeing included:

- General concerns regarding people's health, quality of life and wellbeing (16). There were also comments identifying specific communities where people's health would be affected, including Packington (6), Oakthorpe (2), and Ashby-de-la-Zouch (2).

*"There would be health hazards from the noise and dust etc to all residents and especially to the children in the school, which could increase illness...and reduce performance."*



## Member of the public

- Some individuals were also concerned about the potential impact of HS2 on mental health generally (9), or that the proposed development of the railway would be stressful (3), worrying (2), or depressing (2).

*"The mental stress factor should also be taken into consideration."*

## Member of the public

- A small number of individuals (4) also commented about health and safety issues associated with construction of HS2.

The most frequently cited comments from organisations in relation to the potential impact of HS2 on health, quality of life and wellbeing included:

- That HS2 would affect wellbeing and quality of life, including sleep (8), as well as quality of life in general (4). Specific communities mentioned where HS2 might impact people's health included Packington and also Measham (4 comments each), Ashby-de-la-Zouch (3), and Oakthorpe (2).

*"Measham's expected noise levels will exceed both the daytime and night-time WHO guideline recommendations, producing damage to the health of around 1000 people."*

## Ashby Canal Association

- Five organisations thought that HS2 would affect people's mental health, or that it would cause stress (3). There were also single comments about it being frustrating, upsetting, or making people feel anxious.
- Two organisations cited issues relating to health and safety aspects.

In terms of mitigation measures, Appleby Magna Allotment Society (AMAS) suggested that it would be good to see a more thorough or detailed assessment of the potential impact of the proposed scheme on health and lifestyle, and that the allotments in the village are a vital village asset and very important to the mental and physical health of residents. It suggested that the current environmental statement was underplaying the importance of such assets relative to material and physical impacts of the route.

## 16.8 Historic environment

Overall, 21 respondents made comments about impacts on the local historic environment and upon cultural facilities. This included seven individuals and 14 organisations.

Of the individuals who made comments about impact on the historic environment and/or cultural facilities, this mostly included general concerns about negative impacts (6), although a small number of individuals were concerned about specific impacts in Appleby Magna.

*"I have only just discovered that HS2 Ltd has plans to demolish the Grade 2 listed Old Rectory as part of its construction plans...I am led to believe...that there are plans afoot to demolish it. I am outraged by this proposal since this property has always been a significant part of the village..."*

Member of the public

In terms of comments received from organisations, these included how HS2 could impact designated assets (3), with specific sites mentioned including The Old Rectory on Rectory Lane in Appleby Magna (2) and historic buildings in Packington (2).

*"We are extremely concerned that the Old Rectory and its Coach House and Stables are scheduled for demolition in the Draft Environmental Statement. By HS2's own assessment "the loss of the listed buildings would be a high adverse impact resulting in a major adverse effect" (para 9.4.10). In these circumstances we are astonished that no justification is given for the demolition."*

Appleby Magna Parish Council

## 16.9 Land quality

There were nine respondents who made comments about land quality. This included one individuals and eight organisations. The individual made comments about the unsuitability of local land for the development of HS2.

Organisations raised a number issues, particularly about the location of old quarry sites potentially impacted by the Proposed Scheme, including a number along the A42 (3), near Oakthorpe (2), near Ashby-de-la-Zouch (1) or Donisthorpe (1). Three organisations also made mention of contaminated land, and one raised concerns about proximity of the Proposed Scheme to local coal seams, with consequences for local residents.

*"Oakthorpe residents have raised concerns about the proximity of the realigned A42 to local coal seams. As discussed in section 6.10 above, underground fires have had a severe impact on the community and has changed the character of the village. In addition to the underground fires, there have been many incidents of subsidence and there are fears that land disturbances for the road realignment works could trigger other problems...The Council require assurances on behalf of the village that detailed surveys would be taken on the land to the east of the village where road works will be located."*

Leicestershire County Council

## 16.10 Landscape and visual

In total, 36 respondents commented on the potential impact of the Proposed Scheme on the landscape and on visual receptors in this community area. This included 22 individuals and 14 organisations.

Of the individuals who made comments about landscape and visual impacts, comments included that HS2 could be visually intrusive in Packington (9), at Gilwiskaw Brook (4), in Ashby-de-la-Zouch (2), at

Oakthorpe (2), or that it would have negative visual impact generally (5). Four individuals suggested mitigation measures to reduce the potential impact of the Proposed Scheme on the visual landscape.

*"Further thought is required for the large Viaduct over the Gilwiskaw as an 8m high concrete construction is totally unacceptable and will damage the lovely views our village has. An alternative solution is required."*

Member of the public

Comments from organisations included the view that the Proposed Scheme could be visually intrusive in Packington (3), Measham (2), Oakthorpe (2), and generally (2).

Eight organisations suggested mitigation measures to reduce negative visual impacts and intrusion of HS2. Comments received included that a visual assessment would be required, and that landscape features should be designed or implemented to help reduce visual impact.

### 16.11 Socio-economic

There were 51 respondents who made comments about socio-economic aspects of the Proposed Scheme. This included 33 individuals and 18 organisations.

The most frequently made comments from individuals in relation to socio-economic aspects of HS2 included:

- General concerns about how local businesses would be affected (8), as well as in settlements including Ashby-de-la-Zouch (7), Packington (2), and Measham, Coalville and Oakthorpe (one comment each).

*"I wish to register a protest concerning the totally unsuitable diversion route via Corkscrew Lane...the town centre businesses will suffer as the parking situation at present is inadequate and with more traffic it will be totally grid lock."*

Member of the public

- Eight individuals expressed concerned that the local economy and local people would be affected financially by HS2. Comments included that local people would face additional expenses or be out of pocket (3), that the local economy in Ashby-de-la-Zouch (3) or generally would suffer (2), and that there would be an impact on jobs and employment (1).
- A small number of individuals (3) were concerned about the potential impact of HS2 on businesses during the construction phase.

Two individuals requested that mitigation measures be put in place to off-set socio-economic impacts associated with HS2.

The most frequently made comments from organisations in relation to socio-economic aspects of HS2 included:

- General concerns about how local businesses might be affected (3), as well as businesses in specific settlements including Measham (4), and Ashby-de-la-Zouch (4).
- Some of the organisations were particularly concerned about the potential impact on businesses during the construction phase of HS2, particularly in Measham (4), but also in Appleby Magna, with specific businesses mentioned including Appleby Park Hotel, Appleby Magna Service Area, and also the Old Rectory on Rectory Lane.
- Some of the organisations were also concerned about how the Proposed Scheme could affect employment and jobs, as well as how the local economy as a whole might be affected.

*"170 jobs will be lost in the Appleby to Ashby section of the route. This is as result of impact on 26 business units. Of these 26, 19 are in Measham. This implies that more jobs will be lost in Measham Central Ward than in the whole of NWL put together."*

Ashby Canal Association

Eight organisations suggested mitigation measures to reduce impact on HS2 upon local businesses and the local economy in the community area. For example, Plastic Omnium Automotive Ltd suggested an alternative route which, in its opinion, would have fewer negative consequences for businesses and the local community as well.

*"Plastic Omnium's technical consultants have identified a possible new alignment which runs east of Measham, and further east from the 2016 alignment that was put out to consultation. This alignment is shown on the attached plan. This minimises the impact on settlements and individual properties and overcomes the issues which have been identified in the draft ES as problematic in relation to the 2016 alignment. The vertical and horizontal alignments also preserve HS2's 400kpm design standards (but see below in respect of lines speeds). Plastic Omnium requests that HS2 now undertakes a detailed assessment of this further alternative alignment before finalising the ES."*

Plastic Omnium Automotive Ltd

## 16.12 Noise and vibration

Overall, 65 respondents made comments about noise and vibration issues in the community area. This included 46 individuals and 19 organisations.

The most frequently made comments from individuals in relation to noise and vibration included general concerns about the potential impact of HS2 in terms of noise (19), as well as concerns about noise in Packington (14), Ashby-de-la-Zouch (7), and Oakthorpe (2). Some individuals were worried about the effect of noise during the construction phase of HS2 throughout the area, and including in Appleby

Magna (2). There were also some concerns raised about noise when HS2 becomes operational and this included some general comments (4), as well as impacts in settlements including Ashby-de-la-Zouch (3), and Appleby Magna (1).

*"I am concerned about the impact that the construction of HS2 will have on the village of Oakthorpe. Noise map SV-01-357 is not fit for purpose as it shows untested noise levels from the centre of the track after HS2 commissioned. No account has been taken into noise distribution during construction."*

Member of the public

*"Closing the Leicester road bridge between Ashby-de-la-Zouch and Packington for 1 year and 5 months will have a considerable effect on the local community...I am also greatly concerned about the noise pollution caused by ongoing works for this period of time."*

Member of the public

There were 21 individuals who suggested mitigation measures to reduce the effect of noise from HS2 during either the construction and/or operational phase. Suggestions included general comments (10), as well as more specific measures, including the introduction of sound barriers (5), and sound proofing in properties in Packington and Ashby-de-la-Zouch.

*"Please include an Environmental Noise Statement for the proposed operations."*

Member of the public

*"I would like to see more evidence of planting to help with limiting operational noise during the operational phase of the route."*

Member of the public

Of the organisations that provided comments about noise and vibration issues, the most frequently made comments were concerns about noise in general (6), or specifically about the perceived impact of noise on local communities including Packington (5), Measham (4), and New Packington (2).

Eleven organisations made comments about noise and vibration during the construction of the railway, with such comments made including concerns about noise from HGVs (3), or at night (2), and in settlements including Oakthorpe (2), Measham (1), Packington (1), and Willesley (1).

Eight of the organisations also provided comments about impact of noise on local people, and comments received included how residents in various places, including Measham (2) and near the A42 (2), would be affected.

Thirteen organisations suggested mitigation measures to counteract the perceived impact of HS2 in terms of noise and vibration. Measures included requirements for improved insulation (2 comments) and that the proposed noise barriers would not be sufficient (3).

Specific requests included from Oakthorpe Village Action Group which believed that a material stockpile situated at Tree Tops Farm, Oakthorpe, would bring a number of issues including poor air quality, but also, in its view, an unreasonable increase in noise pollution by construction traffic depositing and collecting materials due to construction works. It requested that the stockpile be relocated. Ashby Canal Association asked for higher sound barriers, compulsory purchase of the most impacted properties, use of alternative routes, and even the abandoning of the Proposed Scheme altogether.

*“Use of an alternative route such as route 4 with a green tunnel to protect Oakthorpe. This would move the line 200m to the east and mitigate virtually all the noise effects and cut the demolitions in the Measham/Oakthorpe area to about 6.”*

Ashby Canal Association

### 16.13 Traffic and transport

There were 157 respondents who made comments about local traffic and transport issues. This included 132 individuals and 25 organisations.

The most frequently made comments from individuals in relation to local traffic and transport issues were:

- Impacts on traffic and transport locally due to construction traffic, including in Ashby-de-la-Zouch (36), at Corkscrew Lane (17), on Leicester Road (10), and on the A42 (10), and also on the A511 (9), and in Packington (8).
- Changes to roads, including closures and diversions, attracted a significant number of comments from 92 individuals. This included comments about road closures on Leicester Road (24), Ashby Road (16), in Ashby-de-la-Zouch (13), at Corkscrew Lane (13), in Packington (7), on the A42 (6), or the A511 (3), at Windermere Avenue (2), and generally (10).

*“One of the major issues is the closure of Ashby Road, Packington which HS2 are proposing to close for 19 months...this will dramatically impact on the daily lives of everyone who lives in the village...”*

Member of the public

- Forty individuals made comments about what they perceived to be the effect of construction compounds upon traffic and transport locally. Comments included concerns about increased journey times for local traffic in Ashby-de-la-Zouch (21), in Measham (3), New Packington (3), on Corkscrew Lane (2), on the A511 (2), in Packington (2), and in general (8).
- Some 35 individuals made comments about road safety issues, which included safety concerns on Corkscrew Lane (12), in Ashby-de-la-Zouch (9), Packington (9), at Coleorton Hall Estate (2), and generally (9).

*"...Coleorton Hall Estate which is immediately adjacent to the start of the proposed road realignment...residents have no difficulty in recognising the dangers involved in using the existing road (A512). It is a road that invites fast speeds of travel...and an alignment that makes overtaking at any point extremely precarious."*

Member of the public

- Eighteen individuals made comments about public transport. Comments included that existing rail infrastructure should be upgraded (4), without specifying further. But there were also some specific settlements cited, including that existing rail infrastructure should be upgraded in Ashby-de-la-Zouch (4).
- Nineteen individuals made comments about non-motorised road users including cyclists and pedestrians. The main comments were focused on road safety for cyclists and pedestrians (13).
- Seven individuals also raised concerns about how roads would be damaged by construction traffic, and this included four comments about Corkscrew Lane, and single comments about impacts in Coleorton Lane and also in Packington.

There were 23 individuals who provided comments about mitigation measures to reduce the potential impact on local traffic and transport.

*"Traffic should not use our village roads (in Packington). The noise, pollution, and danger to pedestrians and school traffic is unthinkable – propose a haul road along the route line to avoid/minimise the construction traffic through the village."*

Member of the public

*"You need to properly assess the impact that construction traffic would have on Packington, and devise alternatives from junctions 12 & 13 of A42. You need to build a temporary crossing alongside your new bridge to maintain the Ashby Road route in use."*

Member of the public

*"As a parent with school age children I am concerned about how the children will walk to school from Packington to Ashby if the Ashby-Road bridge is to be closed? ...we strongly request that a pedestrian footpath is provided during construction of HS2 so that the children can get to their secondary school safely."*

Member of the public

The most frequently made comments from organisations in relation to local traffic and transport issues were:

- Eighteen organisations were concerned about road closures and/or traffic diversions. Comments received included concerns about effects in Ashby-de-la-Zouch (5), on Measham Road (4), on Ashby Road (4), the A511 (3), the B4116 (3), at Junction 11 on the M42 (3), and on Burton Road (2). Of specific examples given, Appleby Magna Parish Council stated that it had a major concern about

levels of disruption to the roads leading into and out of Appleby village, and to the functioning of Junction 11 on the M42. Ashby Civic Society said it was particularly concerned about the effect of road closures around Ashby-de-la-Zouch during the construction phase of HS2.

*"It would appear that many roads to the East of our town will be closed for years thus cutting us off from travelling to the major towns to the East of us."*

Ashby Civic Society

- Seventeen organisations were concerned about the potential impact on the local transport network during construction of HS2. As well as some general comments about impact on unspecified locations, there were also more specific locations mentioned including on the A42 (3), in Ashby-de-la-Zouch (3), Measham (2), at Junction 11 on the M42 (2), and in Oakthorpe (2).
- Eleven organisations raised concerns about road safety, with comments received including road safety issues in Packington (3). A number of areas were also mentioned, attracting one or two comments only, including road safety at Rectory Lane, on the B4116, and on Measham Road.
- Perceived impact of construction compounds also attracted comments from 11 organisations, including concerns about increased journey times in Measham (3), in Appleby Magna (2), in Oakthorpe (2), and in New Packington (2). Four organisations also raised concerns about how local roads, in their opinion, might be damaged by construction traffic related to HS2.
- Eleven organisations also provided comments about local public transport, including how bus services and school bus services might be affected (3), as well as public transport services in locations including Ashby-de-la-Zouch (2), and Packington (2).
- There were concerns about HGVs and how these would impact the road network (3), as well as how they would block, restrict, or hold up traffic in villages and on country lanes (3). Specific locations mentioned included on Corkscrew Lane (3), Measham Road (2), on Burton Road (2), and in Packington (2).
- Eight organisations made comments specifically focussed on non-motorised users of the local transport network. This included a suggestion to ensure road safety for horse riders (2), and for pedestrians and cyclists in Asby-de-la-Zouch (2).

Seventeen organisations suggested mitigation measures, or commented on proposed mitigation measures. Comments and suggestions included that simultaneous road closures should be avoided (5), that footpaths and cycle paths should be upgraded or improved (3), and that more detailed consideration of mitigation measures was required (2).

*"The Council would also like to bring attention to the use of the A444 as a major route to Twycross Zoo and Conkers. This is particularly important at weekends, bank holidays and school holidays; this must be borne in mind when planning temporary closures."*



## Leicestershire County Council

Some of those that responded provided very detailed comments and suggestions about local roads, and this included a response from Leicestershire & Rutland Bridleways Association and the British Horse Society which has been passed to HS2 Ltd for consideration. Others, including Ashby Civic Society, asked for more information or more details about the proposals and how local areas might be affected or impacted by the proposed Scheme.

*"In order to find out if our town will be cut off for very long periods would you be able to send a member of staff to Ashby to go through the planned construction and its effect on our town?"*

Ashby Civic Society

### 16.14 Water resources and flood risk

There were 13 respondents who made comments about local water resources and flood risk. This included four individuals and nine organisations. Comments from individuals included a comment about a perceived need for flood defences in Appleby Magna, and also a query about drainage at Appleby Parva, and a request for a flooding assessment in Packington village.

*"The Appleby Parva culvert shows drainage channels from both sides of the track in both directions, but there is no indication of draining provision for water collecting at this point."*

Member of the public

*"Also flood assessments for Packington village need to be completed to decide if flooding will be even worse in the village."*

Member of the public

Organisations made a number of comments about water resources, including about flood risk and a need for flood defences in Measham (2), and on the River Mease (2). Single comments were also received about water resources during construction of HS2, including drainage at Rectory Lane, and about water quality at Oakthorpe.

Of specific organisations that made comments about water resources and flood risk:

- Appleby Magna Parish Council stated that Appleby was below the level of the surrounding countryside and that its centre was periodically subject to flooding. The Council was concerned about how in its opinion there would be local increase in run-off during construction of HS2. It stated that there should be detailed consideration of this issue, as well as run-off from temporary compounds.

- Appleby Magna Allotment Society (AMAS) raised a number of concerns, and this included how construction works might impact drainage in the allotment gardens area in Appleby. It was worried that water could be cut off completely during the construction phase, resulting in lost crops.
- Leicestershire County Council stated that it expected that works would not worsen any flooding and that the proposed scheme would work towards improvements. With reference to the settlements of Measham, Packington and New Packington within the local area, the Council wished to bring a number of points to the attention of HS2 Ltd. For example, in relation to Measham, the Council stated that flooding of the River Mease can be an issue.

*"Flooding can be an issue on the south side of the Westminster Industrial Estate, River Way and Bird's Hill bridge, which is low and can become blocked by debris when the river is in spate. Flooding can also be exacerbated by field run off; the village slopes down from Tamworth Road to the river. These locations are all near to the construction zone and HS2 Ltd must ensure that all appropriate survey work is undertaken to prevent adverse effects in the floodplain area."*

Leicestershire County Council

- Leicestershire County Council was also concerned about the potential impact of flooding of the Gilwiskaw Brook in Packington, and it requested discussions with HS2 Ltd on suitable drainage for a site proposed to be used as a materials stockpile in New Packington.

# 17. Comments relating to Volume 2: community area LA04 Coleorton to Kegworth

## 17.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for LA04: Coleorton to Kegworth. While responses from a number of respondents covered more than one community area, comments specifically relating to LA04 are reported in this chapter.

Comments were received from 35 members of the public and 13 organisations. Organisations that made comments about this community area included: the Nottinghamshire Area of the Ramblers Association, Kegworth Parish Council, Breedon on the Hill Parish Council, East Midlands Airport, Leicestershire County Council, North West Leicestershire District Council, and Worthington Parish Council. A full list of organisations that responded is included in Appendix A.

## 17.2 Overview of the area

The Coleorton to Kegworth area<sup>15</sup> covers an approximately 15.2km section of the Proposed Scheme, passing through the parishes of Coleorton, Staunton Harold, Worthington, Breedon on the Hill, Isley cum Langley, Belton, Long Whatton and Diseworth and Kegworth. This area lies within the local authority areas of North West Leicestershire District Council and Leicestershire County Council. The southern boundary of this section lies within the parish of Coleorton, and the northern boundary lies within the parish of Kegworth. The Appleby Parva to Ashby-de-la-Zouch area (LA03) lies to the south-west, and the Ratcliffe-on-Soar to Long Eaton area (LA05) lies to the north.

The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

---

<sup>15</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

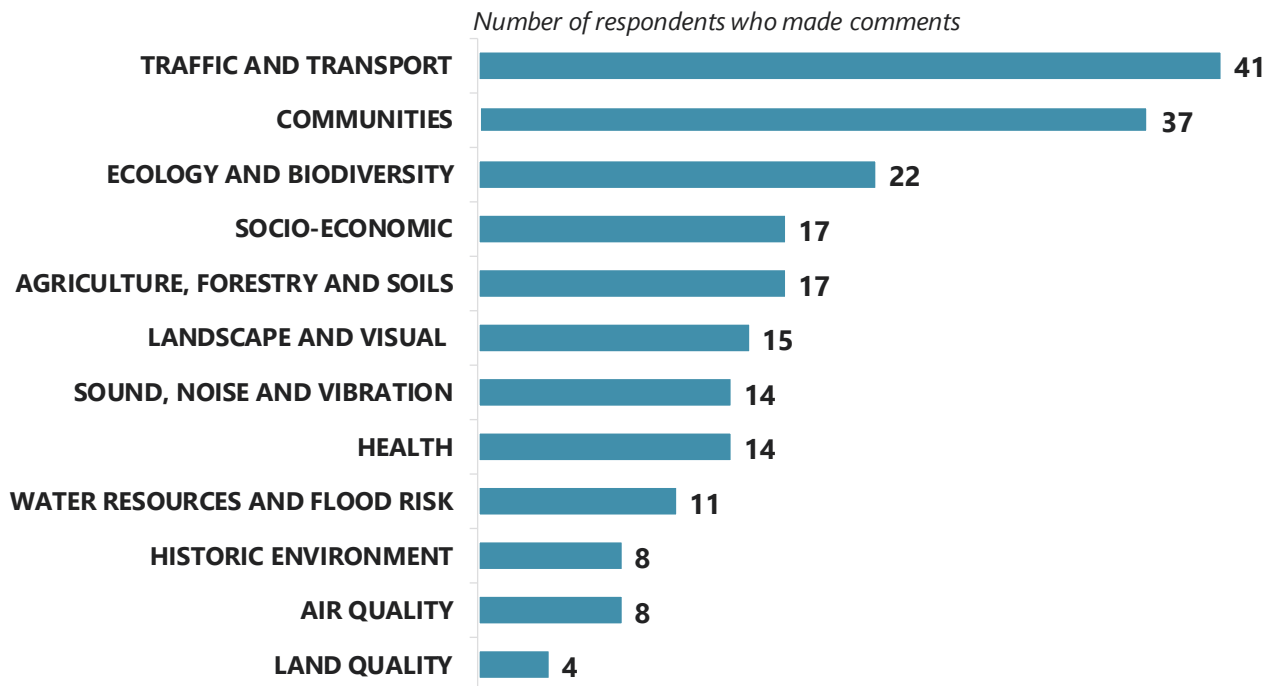
LA04: Coleorton to Kegworth

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745212/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_LA04\\_Coleorton\\_to\\_Kegworth.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745212/HS2_Phase_2b_WDES_Volume_2_LA04_Coleorton_to_Kegworth.pdf)

Figure 17.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 17.1: Number of respondents who made comments about LA04**

#### LA04: COLEORTON TO KEGWORTH



Base: 48 respondents submitting responses related to LA04: Coleorton to Kegworth

### 17.3 Agriculture, forestry and soils

Seventeen respondents made comments about agriculture, forestry and soils. This included eight individuals and nine organisations. The most frequently made comments from individuals included general concerns about the potential impact of the Proposed Scheme on agriculture, forestry and soils (4). There were also single comments about possible impacts on Lodge Farm, Barrow Hill Farm, and agricultural land in Diseworth. Three individuals made comments about mitigation measures, and these were that HS2 should have more consideration for how it might impact agricultural land, to reduce land take at Barrow Hill Farm, and also that financial compensation would not make up for loss of land.

*"The farm (is) a mixed arable enterprise including their main crop being potatoes...the land that they own that is affected by HS2 is known as 'Thunderbushes' also known as Land off Worthington Lane....the affected land is of good arable quality and forms part of the essential potato rotation on the holding...by removing 8 hectares of land from the overall holding, it means that the growing of potatoes will only be possible at the current level on a one in four basis. This is not possible due to the build-up of soil nematodes which are very adverse of the growing potatoes."*

Member of the public

Five organisations made comments about the potential impact of the Proposed Scheme on local agricultural land, including in Kegworth (2), and in Worthington Parish (1). Of the specific comments made, this included one from Worthington Field Farm which stated that the proposed plan would leave some field shapes unworkable from an agricultural perspective. It requested that it would like to redefine field boundaries in order to maximise the workable agricultural field holdings. Five organisations also provided comments about forestry and soils, including at Rough Park and Birch Coppice.

## 17.4 Air quality

Overall, eight respondents made comments about perceived air quality issues. This included five individuals and three organisations.

Four individuals made general comments about the potential impact of the Proposed Scheme on local air quality, and one individual was concerned about how air quality could be affected in Kegworth.

*"Air quality will be adversely affected in the village."*

Member of the public

Organisations made a number of points about air quality, including how local settlements such as Kegworth could be affected, and one called for further mitigation measures to be put in place to help alleviate or reduce impacts of poor air quality as a result of the construction of HS2.

*"We have concerns about effects on air quality when HS2 is under construction. In the light of the current issues with air quality through both villages, our expectation is that contractors will carry out air quality monitoring and report this to the District for cascade to the parishes."*

Long Whatton and Diseworth Parish Council

## 17.5 Community

There were 37 respondents who made comments about how the Proposed Scheme could impact local communities. This included 25 individuals and 12 organisations.

The most frequently made comments from individuals about perceived impact of HS2 upon the local community were as follows:

- Twelve individuals made comments about open spaces and Public Rights of Way, and how these might be affected by the Proposed Scheme.
- Eleven individuals made comments about the potential impact of HS2 on people's homes. Comments received included concern about loss of homes in general (5), or more specifically in Worthington (2), Kegworth (2), and on Melbourne Lane (1).

- Seven individuals were concerned about how local people could be affected during the construction phase. Comments included how the Proposed Scheme might impact on air quality in settlements including Worthington (3).
- There were seven individuals who made comments about how local towns and villages as a whole would be affected. This included in Kegworth (2), and in Worthington (1).
- Three individuals were concerned about how community facilities could be affected, including schools and educational facilities in Worthington (3).
- Other comments received about how the Proposed Scheme might impact local communities included general concerns about negative impacts (8), as well as how young people (2), and elderly, disabled and vulnerable people (2) might be affected.

Six individuals commented on mitigation measures to reduce impact of the Proposed Scheme on local communities. Single comments were made, including about lack of adequate compensation for home loss generally, or more specifically in towns and villages such as Worthington, and that further or more robust mitigation measures were required to reduce impacts on local people.

The most frequently made comments from organisations about the perceived impact of HS2 upon the local community were as follows:

- There were eight organisations that provided comments about the potential impact of HS2 on open spaces and Public Rights of Way, and thereby on local communities. Organisations that made specific comments included Breedon Parish Council, which wanted to know how the construction of four balancing ponds within parish boundaries could affect Public Rights of Way.

*“Breedon Parish Council notes that, within its parish boundaries, HS2 plans the construction of four Balancing Ponds, each with an access track and surrounding plantations of grassland, scrub or woodland. The Parish Council seeks clarification, and indeed confirmation, that these access tracks will, on completion, be designated as Public Rights of Way and that the public community will be permitted unrestricted access to the plantation areas for recreational enjoyment.”*

Breedon Parish Council

- Five organisations raised concerns about how local communities might be affected during the construction phase. Comments received included general comments about impact during construction (3), as well as a series of single comments, including in Diseworth, Worthington and Coleorton. North West Leicestershire District Council was concerned about how a number of local settlements could be affected.

*“Coleorton is not on the line of route. However, the village will be significantly affected by the necessary roadworks to enable the Proposed Scheme (see also section 15). The village is in a relatively isolated area west of the route and is surrounded by other small villages and hamlets. Accessing shops, schools and medical care requires good access to Ashby-de-la-Zouch and the construction works will disrupt the main route to the town, causing a sense of isolation.”*

North West Leicestershire District Council

- Five organisations also made comments about community facilities, with impacts including on a number of schools in the area (e.g. Kegworth Primary School), as well as other facilities including places of worship, shops, and medical centres. Organisations that made comments or raised specific concerns included Long Whatton and Diseworth Parish Council, which was concerned about loss of direct access between its two villages during the construction period, with consequences for its local communities. Leicestershire County Council also raised concerns about how local community facilities could be impacted by the proposed scheme, and it cited a number of settlements, including, but not limited to Coleorton, Worthington, and Breedon and Tonge as being possibly affected.

*“Of significant concern for us, particularly during the construction period, is the potential loss of direct access between the two Villages. There are regular community events and clubs that are enjoyed across the Parish, interruption of the direct road connection will have a negative effect on these.”*

Long Whatton and Diseworth Parish Council

*“Coleorton is not on the line of route but is in a relatively isolated area to its west surrounded by other small villages and hamlets. Accessing shops, schools and medical care in Ashby could become difficult as a result of the construction works. The Council seeks assurances that this will be mitigated.”*

Leicestershire County Council

- Four organisations were concerned about the potential impact of HS2 on leisure and recreational facilities, with mentions of how facilities could be affected in settlements including Diseworth and also Kegworth (e.g. the playing fields in Kegworth). North West Leicestershire District Council stated that there would be a need for creative solutions to remedy the loss of potential sports pitches in Kegworth.
- Three organisations raised concerns about how local homes could be affected, including loss of homes and also perceived property blight.
- Three organisations also made other comments about how local communities could be affected by HS2, including young people, and elderly residents.

*"[Impact on the local community} This is our greatest area of concern. The passage of the route close to the western side of the village has blighted two planned housing developments, but there are other concomitant impacts which increase the pressure on the community."*

Kegworth Parish Council

Seven organisations commented on proposed mitigation measures intended to reduce negative impacts on local communities. Comments included the perception that there should be more consideration about how communities would be affected such as Kegworth, Long Whatton and in other areas in Leicestershire which are in the vicinity of the Proposed Scheme.

## 17.6 Ecology and biodiversity

There were 22 respondents who made comments about ecology and biodiversity. This included 12 individuals and 10 organisations.

Comments received from individuals included concern about impact of the Proposed Scheme on ancient woodlands (4), on trees and hedgerows (4), and on wildlife (3).

*"The countryside and wildlife will suffer."*

Member of the public

Eight individuals made comments about mitigation measures, which included constructing a bridge or crossing, and tree planting.

Among the organisations that provided comments about ecology and biodiversity, their comments included concerns about the possible impact of HS2 on woodlands, including at Birch Coppice.

Some comments were also received about impacts to ecosystems and biodiversity including forests, trees and hedgerows in areas such as Kegworth, and along the A42. In addition, some concerns were also raised about how wildlife and designated sites would be affected. For example, Breedon Parish Council stated that there were several SSSIs within the parish, naming five particular sites (Breedon Hill, Cloud Hill Quarry, Cloud Wood, Pasture Wood, and Asplin Wood) within its boundary that might be affected by HS2. It requested that HS2 Ltd provide assurances that none of these sites would be adversely impacted by the construction and operation of HS2. In particular, the Council mentioned that the HS2 route would pass directly across the corner of the Cloud Hill Quarry SSSI on a viaduct, and, as such, the potential impact on the SSSI would require special study to ensure that impacts were minimised.

Overall, nine organisations commented on mitigation measures, and these included having a range of measures such as tree planting, and having more consideration for biodiversity and local ecosystems.



*“While the originally proposed HS2 route would have had a seriously adverse impact on these views, the Parish Council recognises that the revised route, to the South of the A42, has a much-reduced impact. Nevertheless, the Council seeks reassurance that, on completion, planting of trees will obscure the HS2 line and its trains as viewed from Breedon Hill.”*

Breedon Parish Council

The National Forest Company made reference to the LA04 report with reference to temporary loss of approximately 26ha of Rough Park and Birch Coppice, and permanent loss of 16ha of these woodlands. The organisation stated that it considers that temporary loss of woodland should not be a consideration and that all removed woodland should be considered permanent. It considered the permanent loss of 16ha of woodland as significant and that this should be mitigated by ensuring that areas of replacement and new planting in the vicinity exceed 16ha and are permanently publicly accessible.

East Midlands Airport requested that bird hazard assessments would be undertaken to ensure there would be no risk of bird strike to aircraft.

## 17.7 Health

Fourteen respondents (nine individuals and five organisations) made comments about health, quality of life and wellbeing. This included nine individuals and five organisations.

Comments received from individuals included how people’s health would be impacted by HS2 (5), and specifically in settlements including Kegworth (2) and Worthington (1). Two individuals raised concerns about how people’s mental health might be affected.

*“All this has surely affected our health and wellbeing through stress. When travelling around here (in Worthington) to physical health problems caused by traffic fumes and dust.”*

Member of the public

Comments from organisations included concern about the potential impact of the Proposed Scheme on people’s health, including how people’s sleep might be impacted in areas including Kegworth and Diseworth. Three organisations also mentioned health and safety issues.

In terms of mitigation measures, North West Leicestershire District Council suggested that the potential impacts on health for Kegworth should be viewed cumulatively with, in its opinion, other serious impacts the location could suffer.

## 17.8 Historic environment

Eight respondents provided comments about how the Proposed Scheme could impact the local historic and cultural environment. This included two individuals and six organisations. Comments from individuals expressed some concern about how non-designated heritage assets might be impacted.

Organisations mentioned some specific places that might be affected, including Breedon Lodge Farmhouse and Cottage, and Coleorton Hall, which are both Grade II listed.

Of specific comments made about the historic environment, Breedon Parish Council stated that Breedon Hill was the site of a Saxon/12<sup>th</sup> century church and also an Iron Age fort. Whilst recognising that the originally Proposed Scheme would have had more seriously adverse impacts in its opinion, it nevertheless requested that planting of trees would obscure the trains as viewed from Breedon Hill. However, the Council stated as of yet, it had been unsatisfied that such tree planting as proposed by HS2 would protect (in its words) *"this important and historic view."*

Long Whatton and Diseworth Parish Council also made comments about the local historic environment in relation to the Diseworth Conservation Area (originally designated in 1974), and also the Long Whatton Conservation Area designated in 2001), which could potentially be impacted by the Proposed Scheme.

North West Leicestershire District Council also raised concerns about how the local historic environment might be affected, including Breedon Lodge Farmhouse, Cottage and Moat in Breedon, and the Grade I listed Church of St. Mark and St. Hardulph at Breedon Hill. The Council was concerned that there was risk of the Moat being drained, and that the proposed Boden Brook viaduct would have a permanent impact on the Church. It asked for more to be done to lessen negative impact.

*"Mitigation measures for historic environment seem to consist mostly of "planting", but LA04 is an historic and environmentally sensitive area and more detail regarding the effects of the works and planned mitigations are called for during the further development of the design."*

North West Leicestershire District Council

## 17.9 Land quality

None of the individuals who provided comments made any comments about land quality issues. However, four organisations provided comments about land quality, which included comments about old mining and quarry sites, and how land was perceived to be unsuitable for the construction of a high speed railway line locally.

*"The areas of concern for the Parish are two sites which have not been recorded in Section 10 of the Draft Environmental Statement. These are (an) old landfill site along Long Lane; this is adjacent to the A453 where HS2 will cross it (and a) former clay quarry. The exact site of this is unknown but may be between Pritchard Drive and the planned route. We are concerned that HS2 has no records of it."*

Kegworth Parish Council

*"Melbourne Road realignment. The Council are aware that there is an old landfill site in the area marked out as construction zone and would draw HS2's attention to this."*

North West Leicestershire District Council

### 17.10 Landscape and visual

There were 15 respondents who commented on the potential impact of the Proposed Scheme on the landscape and on visual receptors in this community area. This included eight individuals and seven organisations.

Comments received from individuals included concern about how HS2 could be visually intrusive in settlements including Kegworth (3), with one comment focussed on the potential impact during the construction phase. Four individuals made comments about mitigation measures to reduce impact on the visual landscape.

*"I note that you have placed a substantial landscape belt to the south of the 11m high embankment proposed for the rail line near M1 Junction 24. May I encourage you to deliver a solution which reflects the natural soft rolling landscape of the area (think Capability Brown) We have recently lost a substantial number of trees to engineering works, we need that trend to be reversed please."*

Member of the public

As with comments from individuals, organisations were also concerned about how the proposed Scheme could be visually intrusive, and how this could affect local areas, including Kegworth, Long Whatton, Diseworth, Coleorton, Breedon, and Tonge. For example, North West Leicestershire District Council stated that Coleorton and the surrounding area could be visually impacted by the Ashby railhead, that a viaduct in Long Whatton would be visually intrusive, and that Kegworth would also be affected by the viaduct.

Six of the organisations made comments about mitigation measures and/or requested further information.

*"Kegworth is "islanded" by a combination of infrastructure and floodplain. It is important that the village retains its unique character and is not overwhelmed."*

North West Leicestershire District Council

### 17.11 Socio-economic

There were 17 respondents who made comments about socio-economic aspects. This included ten individuals and seven organisations.

Individuals made a number of comments about socio-economic issues and these included concern about impact on the local economy and local businesses (2), and specifically on businesses in settlements including Worthington (1). A small number of comments were also made about how local people might

be worse off financially as a result of HS2, and one individual called for more robust mitigation measures to help off-set the potential impact of HS2 upon the local economy.

Organisations also raised some concerns about the possible impact of the Proposed Scheme on socio-economic issues locally, including how local businesses and the local economy might be impacted. For example, North West Leicestershire District Council was concerned about risk of impacts on forestry operations at Rough Park and Birch Coppice, and that the realignment of Melbourne Road could impact upon the business of the TNT distribution centre. It was also concerned about how some businesses in Kegworth could be affected, particularly during the construction phase.

A small number of organisations were also concerned about how the local economy would fare during the construction phase of HS2.

Some of the organisations that responded mentioned that there could be both advantages and disadvantages of HS2 locally in terms of socio-economic aspects. For example:

- Kegworth Parish Council stated that, while it accepted that local people might not benefit from the national benefits of HS2 as set out by the Government, it accepted that some local people could work on the project, and that there may be knock-on benefits of a workforce being located nearby. However, the organisation was worried that the Midland Main Line could be gradually run down after HS2 comes into operation, and that, given the location of Kegworth, this could lead to a progressive erosion of Links with London for those not near the Toton or Birmingham interchange. It could therefore have a negative impact on employment as fewer people would be able to commute to the capital for work.
- Long Whatton and Diseworth Parish Council said that, whilst there could be job opportunities for some local people, as there were no substantial numbers of houses planned for either Diseworth or Long Whatton. However, there might not be any direct socio-economic gains from this source. It raised similar concerns to Kegworth Parish Council in relation to how the Midland Main Line might be affected, and how this could diminish employment opportunities for locals who would want to commute to London for work.

Two organisations, however, called for local businesses to be helped through financial compensation if they suffered loss as a consequence of the Proposed Scheme.

Others that mentioned mitigation measures to reduce negative socio-economic impacts included Oxalis Planning, which stated that its plans for promoting employment development in response to the local planning authority's call for additional employment land could be disrupted by the siting of an auto-transformer feeder station and other developments. It stated that it had submitted a detailed assessment which it believed could allow HS2 to proceed without disrupting its ambitions.

## 17.12 Noise and vibration

There were 14 respondents who made comments about possible noise and vibration issues. This included nine individuals and five organisations.

Comments from individuals included general concerns about impact of noise (4), and there were single comments about how Kegworth and also Worthington could be affected. Two individuals were also concerned about the potential impact of HS2 during the construction phase, and one individual mentioned that proposed mitigation measures did not go far enough.

*“Vibration – the proposed construction traffic routes through Worthington via Bull Hill, Main Street and Manor Drive are along particularly narrow lanes with many properties located very close to roadways. A great number of these properties are two to three hundred years old and may be adversely affected by vibration caused by passing HGVs.”*

Member of the public

Organisations commented about the perceived impacts of noise from the Proposed Scheme during both the construction and also operational phases. A number of settlements were mentioned where it was believed that HS2 would have an impact, and this included Kegworth, Diseworth, and Worthington.

*“The route follows the A42 through the Parish. Diseworth and Long Whatton are already high-noise areas because of the airport, and there is additional long-term noise from the M1 and A42. Our residents are concerned that noise from the railway, particularly where it cuts close to Long Whatton, could be the “straw that breaks the camel’s back...”*

Long Whatton and Diseworth Parish Council

In terms of mitigations, North West Leicestershire District Council acknowledges that around 500m of landscape earthworks are to be placed to protect the west side of the village of Kegworth. However, it suggests that where the line of route moves from cutting to embankment, and extending this towards the Ashby Road, would help protect the houses in Windmill Way.

## 17.13 Traffic and transport

There were 41 respondents who made comments about local traffic and transport issues. This included 29 individuals and 12 organisations.

The most frequently made comments from individuals included:

- Fourteen individuals were concerned about road closures and traffic diversions. A range of comments were made including about impacts on roads such as the A6, A42, and A512. Specific road mentions also included how Melbourne Road, Ashby Road, Long Hedge Lane, and Breedon Lane would be affected (receiving between 1 and 3 comments each).

- Eleven individuals raised concerns about the effect of HS2 construction vehicles on the local transport network. Specific concerns were raised in relation to Worthington (3), Bull Hill (2), and in Kegworth (1).
- Eight individuals were concerned about how construction compounds would impact local traffic and transport. Most of the comments received related to increased journey times for local residents.

*"I am greatly concerned about the impact of the compounds around the village for machinery and material storage. You have reported that these will be in place for up to 4 years with a total of around 850 workers. How will these 850 additional people be accessing the compounds in Kegworth? Will we have 850 cars every day driving into Kegworth?"*

Member of the public

- Eight individuals made comments about local public transport, with the main comments calling for investment in the existing rail network, including existing rail infrastructure (5).
- Six individuals raised concerns about road accidents and road safety issues in areas including Bull Hill (2), and in Worthington (1). In addition, four individuals made comments about non-motorised users, with concerns raised about road safety for pedestrians and also cyclists.

*"Road closures will have impacts on the ability for children to walk/cycle to school safely."*

Member of the public

*"The use of village roads will significantly increase the risk of accidents to all road users, and residents. Having been involved in two major accidents involving east Midlands Airport, will the major incident plan be freely available to Worthington residents?"*

Member of the public

Thirteen individuals provided comments on mitigation measures, including a call for more robust measures to be implemented such as improving road access impacted by construction upgrading local footpaths and cycle paths.

*"An impact assessment on the closures of footpaths to both the local community (Worthington village) and those who drive out to use the Sustrans and local footpaths and bridleways"*

Member of the public

*"Please could we have assurances that Long Hedge and Breedon Lane will never be closed at the same time?"*

Member of the public

The most frequently made comments from organisations were follows:

- Nine organisations commented about how local transport routes and the local transport road network could be affected by the construction of HS2. Areas believed to be affected included Breedon Lane, Derby Road, and on the B5324 Rempstone Road. Two of the organisations that made comments also commented on issues relating to access for emergency services, including in Kegworth.
- Six organisations made comments about the potential impact of road closures and traffic diversions. A considerable number of places and areas were mentioned, including Melbourne Road, Rectory Lane, and Diseworth.
- Six organisations commented on the potential impact of HS2 construction traffic, with concerns raised about negative consequences associated with HGVs. Six organisations were also concerned about impact of construction compounds, and how these would impact on local traffic and transport. Most comments were critical about increased journey times in the vicinity of the Proposed Scheme. There were also three organisations that raised concerns about the possible impact of HS2 construction vehicles on local roads, with some believing that local road surfaces, such as those in Diseworth, and Kegworth could be damaged.
- Six organisations made comments about local public transport, including how local bus services might be affected during the construction phase of HS2, with some calling for better connections between villages and towns in the area, and/or better services.
- Three organisations raised concerns about road safety issues, and three organisations also commented about road safety issues for cyclists and pedestrians. For example, North West Leicestershire District Council suggested that it would be beneficial to have a pedestrian footpath on the northern side of the A512 in Coleorton, as well as a facility for cyclists.

Ten organisations that provided comments made comments about mitigation measures and/or that more work would be required before they could make more detailed comments. For example, East Midlands Airport stated that traffic and transport modelling would be needed.

North West Leicestershire District Council stated that Worthington and Tonge were likely to be affected by works at Melbourne Road. It stated that the use of village roads for construction traffic would be unacceptable to it, and as such, it asked HS2 Ltd to reconsider this from first principles. The Council also made a number of other suggestions which have been passed to HS2 for their consideration, and to provide a response.

## 17.14 Water resources and flood risk

There were 11 respondents who made comments about local water resources and flood risk. This included five individuals and six organisations. Comments from individuals included a perceived need for flood defences in Worthington (2), and there was also a request to provide water supply to Barrow Hill Farm (1).

*"Are you aware that Breedon Lane floods near to the station house and sewage works? If this happens when Long Hedge is closed, what actions will you take to ensure we are not cut off?"*

Member of the public

*"Currently there is access to the water course for the purposes of livestock when they use the land in between potato crop seasons. It is requested that a water supply be provided to the retained land to the west of the railway."*

Member of the public

Of the organisations that made comments about flooding and flood risk:

- Kegworth Parish Council stated that Kegworth lies west of the River Soar and is in a major floodplain area. As such, the organisation stated that it would need to satisfy itself that the construction phase would not worsen the risks of flooding, nor move any floodplain area closer to the village. It suggested that the path of flood waters should not be adversely affected by the course of the railway, and that it would welcome access to design plans that would explain how this will be managed.
- Worthington Field Farm stated that it would need to address the increase in surface water as a result of HS2 construction works. The organisation also requested additional information.

*"The qualitative assessments included within the various tables within the document do not appear to have clear definitions, or clear references. Ref "The scope, assumptions and limitations for the water resources and flood risk assessment are set out in Volume 1 (Section 8) and the Scope and Methodology Report (SMR)." There are several numbered references to this but none contained within the document. Can these be provided?"*

Worthington Field Farm

- Breedon Parish Council was concerned about how the Proposed Scheme might exacerbate flood risk in the area which it believed could affect the villages of Breedon and Tonge. It sought detailed and specific assurance that the discharge of flows to both the Breedon and Boden water courses would result in no greater risk of flooding to either Breedon or Tonge than currently. It also requested that balancing ponds and surrounding areas would be monitored and maintained to ensure that they would continue to fulfil their flood prevention function.



- Long Whatton and Diseworth Parish Council stated that, although its villages lay outside of the main floodplains in the North West Leicestershire area, there are still regular problems with flooding in Long Whatton and also in Diseworth. As with requests from other organisations, the Council also asked for additional information and said it would welcome further discussion on residual effects of construction on flood risk.
- North West Leicestershire District Council also requested that flooding issues in Breedon, Long Whatton, Diseworth and also Kegworth should be considered by HS2 Ltd.

# 18. Comments relating to Volume 2: community area LA05 Ratcliffe-on-Soar to Long Eaton

## 18.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for LA05: Ratcliffe-on-Soar to Long Eaton. While responses from a number of respondents covered more than one community area, comments specifically relating to LA05 are reported in this chapter.

Comments were received from 231 members of the public and 39 organisations. Organisations that made comments about this community area included: Broxtowe Borough Council; Castle Donnington Parish Council; Derbyshire County Council; Erewash Borough Council; Leicestershire County Council; Long Eaton Chamber of Trade; Maggie Throup, MP for Erewash; Nottinghamshire County Council; Rushcliffe Borough Council; and The Nottinghamshire Wildlife Trust. A full list of organisations that responded is included in Appendix A.

## 18.2 Overview of the area

The Ratcliffe-on-Soar to Long Eaton area<sup>16</sup> covers an approximately 9.2km section of the Proposed Scheme, passing through the parishes of Kegworth, Lockington, Hemington, Ratcliffe-on-Soar, Thrumpton and Sandiacre. This area lies within the local authority areas of Leicestershire County Council, Derbyshire County Council, Nottinghamshire County Council, North West Leicestershire District Council, Rushcliffe Borough Council, Erewash Borough Council, and Broxtowe Borough Council.

Land between the A453 Remembrance Way and the A6 Derby Road to the east of the M1 forms the southern boundary of this section. The B5010 Derby Road in Sandiacre forms the northern boundary of this section. The Coleorton to Kegworth area (LA04) lies to the south and the Stapleford to Nuthall area (LA06) lies to the north.

The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

---

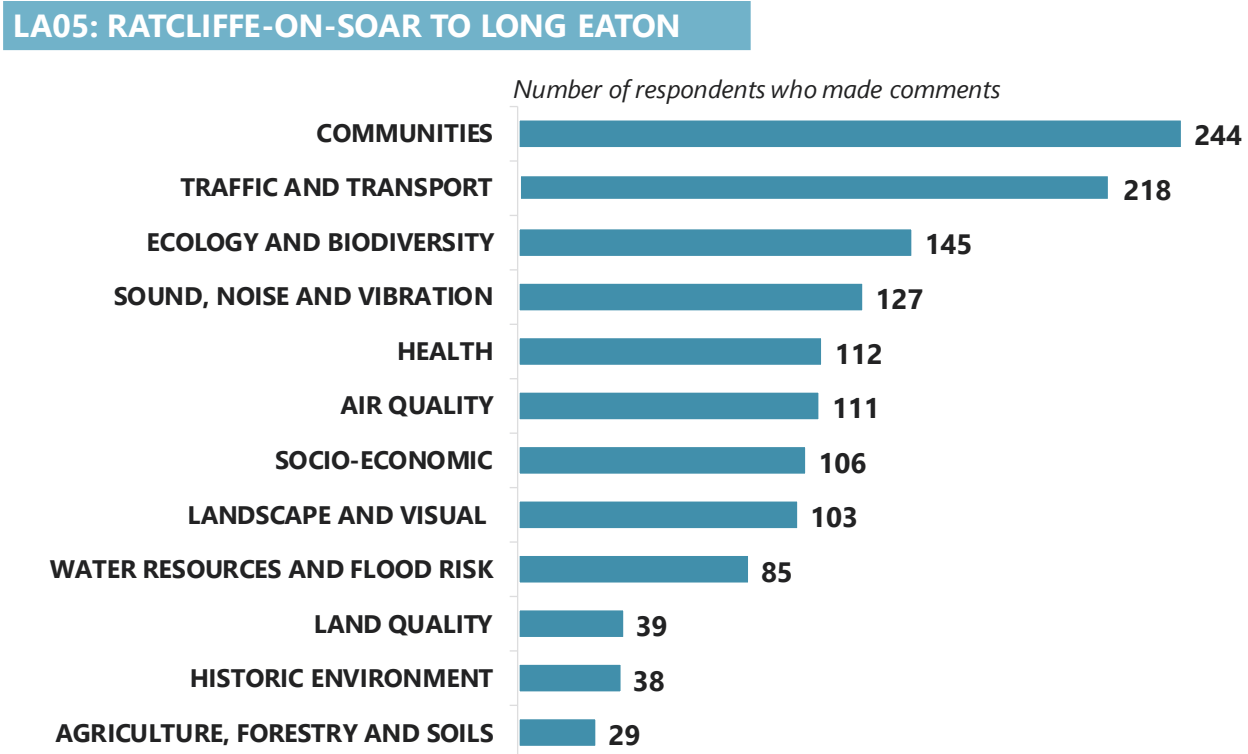
<sup>16</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

LA05: Ratcliffe-on-Soar to Long Eaton

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745213/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_LA05\\_Radcliffe-on-Soar\\_to\\_Long\\_Eaton.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745213/HS2_Phase_2b_WDES_Volume_2_LA05_Radcliffe-on-Soar_to_Long_Eaton.pdf)

Figure 18.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 18.1: Number of respondents who made comments about LA05**



Base: 270 respondents submitting responses related to LA05: Ratcliffe-on-Soar to Long Eaton

### 18.3 Agriculture, forestry and soils

Overall, 29 respondents made comments about agriculture, forestry and soils. This included 16 individuals and 13 organisations.

Comments from individuals included concern about impact on soil quality (2), as well as single comments about how agricultural land could be disrupted, or even lost as a consequence of the construction of HS2. There was one comment about how Manor Farm would be affected. Some comments were also received about other related impacts including impacts, due to land loss (3), loss of green spaces generally (4), in Long Eaton (3) and also in Toton (1).

Two individuals commented on mitigation measures, with one calling for more robust measures to be implemented, while the other stated that loss of agricultural land cannot be mitigated and would as such be irreplaceable.

Of the organisations that commented, eight provided comments about the potential impact of HS2 upon agricultural land, including concerns about loss of land in general (4), and in a number of other places

within the local area. Nine organisations also made comments about how forestry and soils could be affected by the Proposed Scheme, with a range of comments provided.

Some of the organisations that responded made suggestions as to how HS2 Ltd could reduce or mitigate impact on agriculture and farms and/or what the ES should consider. This included comments from North West Leicestershire District Council which suggested that HS2 Ltd should ensure that short access routes would always be available to farms while existing routes are closed or diverted. This would ensure that journeys to and from farms did not become significantly longer than currently.

## 18.4 Air quality

Overall, 111 respondents made comments about local air quality issues. This included 101 individuals and 10 organisations.

Among individuals who made comments about local air quality, their comments included general concerns about air quality resulting, at least in part, from the construction of HS2 (44), as well as concerns in specific settlements, including Long Eaton (27), Toton (5), and Sandiacre (1).

*“Health risks from demolition and dust for us and our children and grandchildren. Air quality will get worse because of lorries and traffic as routes are closed.”*

Member of the public

There were also 23 individuals who made specific comments about how air quality could be affected during the construction phase. Such comments included general concerns (13), as well as concerns about fumes from construction vehicles (6), and associated impacts in settlements, including Stapleford (1).

Of the organisations that provided comments, most comments were concerned about how the Proposed Scheme could impact air quality in the local area in general (8), or at specific places, including in Long Eaton (2). Four of the organisations were particularly concerned about the potential impact of HS2 on air quality during the construction phase, and four organisations also provided comments on proposed mitigation measures, with requests and suggestions including undertaking pollution modelling, or having more robust measures in place to reduce air pollution.

Of the organisations that made specific comments:

- Derbyshire County Council mentioned that it was concerned that there was no mention of whether the ES that will be deposited in Parliament with the hybrid Bill would present further assessment of dust effects.
- Nottinghamshire County Council mentioned that the Proposed Scheme missed the opportunity to mitigate fully the air quality impacts likely to be caused by the proposed HS2 hub station at Toton, or from road/rail improvements that would be delivered as part of the Proposed Scheme.

## 18.5 Community

There were 244 respondents who made comments about perceived impacts of the Proposed Scheme on the local community. This included 209 individuals and 35 organisations.

The most frequently made comments from individuals were as follows:

- Ninety eight individuals made comments about how open space and Public Rights of Way could be affected, thus impacting local communities who use and enjoy such spaces and areas. Many of the comments focussed on how the green belt would be affected, with consequences for how local people enjoy the countryside and the outdoors.
- Ninety six individuals raised concerns about the potential impact of HS2 on local communities during the construction phase.
- Ninety one individuals provided comments about how local towns and villages overall might be affected by HS2. Many of the comments were centred on Long Eaton (65), as well as in unspecified towns and villages (21).

*"(HS2) will devastate my town (of) Long Eaton and I am sure there will be other towns suffering the same fate."*

Member of the public

- Eighty seven individuals were concerned about how residential properties might be affected, including loss of homes generally (21), as well as in settlements such as Long Eaton (13).
- Fifty three individuals were concerned about how local community facilities would be affected by HS2, and this included health facilities in Long Eaton (15), the Greenwood Community Centre (13), local schools, such as in Toton (3), Long Eaton (2), and in Sandiacre (1).

*"I am concerned about access to Long Eaton Health Centre."*

Member of the public

*"The community centre (Greenwood Community Centre) is a key local asset, providing services to hundreds of local residents including the Scouts. I cannot see any reason why the centre needs to be demolished during construction and I appeal to HS2 to remove it. There is no alternative for residents to go and you are therefore taking a vital asset away from my community."*

Member of the public

- Forty seven individuals made comments about how they perceived local recreational and leisure facilities would be affected by HS2. Comments received included ones about how the Erewash Valley Trail would be impacted (15), the National Cycle Network (12), St Leonard's Riding School and Livery Stable (12), and leisure facilities in general (14).

- A large number of other comments were also received about how local communities could be affected by the Proposed Scheme. Such comments included a range of comments about how the local community in Long Eaton (32) and also Toton (14) would be affected. There were also comments about how elderly residents (10), and also young people (7) could be negatively affected.

There were 42 individuals who provided comments about proposed mitigation measures, with such comments received including the perceived inadequacy of compensation (5) and the favouring of tunnelling, such as at Long Eaton (1). One individual also mentioned that the previous proposed route should be implemented instead, and another stated that mitigation priorities had not been achieved.

*"I believe that the proposed route through Long Eaton will have a catastrophic effect on the communities of Sawley and Long Eaton, and that an alternative route, such as the previous proposed route, should be implemented."*

Member of the public

The most frequently made comments from organisations were as follows:

- Twenty organisations commented on how the Proposed Scheme could impact on open spaces and Public Rights of Way, and would thereby impact local people's enjoyment of open space and the outdoors.
- Seventeen organisations were concerned about how local towns and villages overall could be affected.
- Fifteen organisations were also concerned about the perceived impact of HS2 on recreational and leisure facilities.
- Fourteen organisations made comments about the potential impact of HS2 on local community facilities. This included local schools, community centres, health facilities and places of worship.
- Twelve organisations were concerned about the effect of HS2 on people's homes.
- Eleven organisations were concerned about the potential impact on local communities during the construction phase.
- Eighteen organisations made other comments about how local communities might be affected. This included that elderly, disabled and vulnerable people could be affected (5), and also that young people could be affected (2).

Twenty one organisations provided comments on proposed mitigation measures, or suggested that more robust measures should be in place to reduce the potential impact of the Proposed Scheme on local communities. A wide range of comments were made, including that there should be more

compensation for people affected, and that more consideration should be given to how HS2 might negatively affect local communities.

*"The WDES makes provision for the demolition of the Greenwood Community Centre in Toton...as an important community asset in an area where the community will be affected by major local development, this is not considered to be an appropriate course of action by HS2...an appropriate solution should be achieved to ensure the building can remain open or provide a new community centre, in advance of the closure of the Greenwood Community Centre..."*

Broxtowe Borough Council

*"The community, health, visual and socio-economic impacts on Long Eaton are extreme, and greater by a significant factor than other impacts that are also regarded as major adverse effects elsewhere on the scheme. This should be reflected in the assessment by the introduction of a level of impact above 'major adverse', e.g. 'severe adverse'"*

Erewash Borough Council

## 18.6 Ecology and biodiversity

Overall, 145 respondents made comments about ecology and biodiversity. This included 124 individuals and 21 organisations.

The most frequently made comments from individuals were as follows:

- There were 106 individuals who provided comments about local wildlife, with a majority of comments focussed on how local wildlife could be affected by the Proposed Scheme (92).

*"The environmental impact on the area will be devastating, especially in Long Eaton where 100% of the wildlife will be lost in the areas building is proposed."*

Member of the public

- Seventy nine individuals also provided comments about trees, hedges and plants, with the majority of comments raising concerns about how these might be affected. Comments received included how ecology could be affected in Toton (12), in Long Eaton (9), and at the Toton Fields Nature Reserve (9).
- Forty one individuals raised concerns about the potential impact of HS2 upon birds, with most comments focussing on owls (32).
- Thirty five individuals also provided comments about particular types of animals and mammals, with many of the comments raising concerns about disturbance of bats, particularly barbastelle bats (33).
- Twenty five individuals raised concerns about the potential impact of HS2 upon ancient woodlands.

- Twenty individuals provided comments about perceived impacts on Sites of Special Scientific Interest (SSSIs). The Attenborough Nature Reserve in particular was mentioned as being potentially impacted (17).

Thirty five individuals provided comments on proposed mitigation measures, and/or called for more comprehensive or robust measures to be implemented. Some of those who made comments also questioned the accuracy of the information contained within the working draft ES.

*“Grass snakes are definitely present within the boundaries of the land required around Stanton Gate, and the Erewash Canal. There is no mention of the adders which have been sighted in the area.”*

Member of the public

A relatively large number of comments were also received, stating that local ecosystems and biodiversity cannot be mitigated against (21).

The most frequently made comments from individuals were as follows:

- Sixteen organisations made comments about how ecology and biodiversity might be affected by HS2. This included that trees, hedgerows and plants would be negatively affected in a wide number of areas across the local area.
- Sixteen organisations were also concerned about how wildlife might be affected, including otters (6), bats (6), great crested newts (4), water voles (3), and owls (3).
- Ten organisations made comments about impact of HS2 on SSSIs. A number of sites were mentioned, including the Attenborough Nature Reserve.
- Eight organisations also made comments about the perceived effect of HS2 upon ancient woodlands.

Sixteen organisations made comments about proposed mitigation measures, with many requesting that more should be done. This included tree planting, tunnelling, and for HS2 Ltd to conduct further ecological studies to assess impact on local ecosystems and biodiversity. Specific responses included from:

- Nottinghamshire County Council suggested that the use of a green or brown roof at Toton Station could mitigate against extensive habitat loss on the site.
- North West Leicestershire District Council mentioned that the River Mease is a site of international importance, and as such, it would be important for contractors to provide risk assessments on how run-off into the river would be managed.



- Nottinghamshire Wildlife Trust said its response covered LA05 to LA08, and that there was, in its opinion, considerable pressure for new housing development in Nottinghamshire; it believed this was likely to lead to further loss of land for development, with consequences for habitat and species. The organisation suggested that an assessment of likely impact should be included in the ES, so as to reflect the true impacts of the Proposed Scheme on biodiversity more accurately.
- Rushcliffe Borough Council mentioned that there would be adverse impacts on the Thrumpton Park Local Wildlife Site (LWS), Red Hill LWS, Ratcliffe on Soar Ponds LWS, and the River Soar, including Loughborough Meadows to Trent LWS, and that such impacts were significant concerns. It suggested mitigation measures, and these included: expansion of calcareous grassland e.g. enhancement of the Redhill grassland; the creation of riparian habitats on the Soar and Trent; and the enhancement of the Thrumpton Park by tree management and new planting of species to match the existing tree community and grassland creation.

## 18.7 Health

Overall, 112 respondents made comments about health, quality of life and wellbeing. This included 95 individuals and 17 organisations.

The most frequently made comments from individuals were as follows:

- Eighty two individuals provided comments about how they believed the Proposed Scheme could impact upon health, wellbeing and quality of life. There were 50 general comments about this, as well as about how people could be affected in specific settlements, including Long Eaton (23), and also how the Proposed Scheme could affect people's sleep (8).

*"I have COPD and am worried about dust and pollution for around 8 years of construction."*

Member of the public

- Forty four individuals provided comments about how they believed the Proposed Scheme could affect people's mental health. Comments included general concerns about how mental health could be affected (24) or that it would make people feel worried (17), or stressed (6), and that it would be upsetting (5).

*"As for point 10.4...this is very important for local residents and those passing regularly through here. We have suffered many problems with the recent work on the M1, Kegworth by-pass and development of the strategic hub near the airport. All this has surely affected our health and wellbeing through stress...I am not sure how much more we, especially older residents can withstand anymore."*

Member of the public

- Twelve individuals had concerns about health and safety issues including about accidents and derailment (8), and also more generally (5).

The most frequently made comments from organisations were as follows:

- Thirteen organisations raised concerns about the potential impact of the Proposed Scheme on health, wellbeing and quality of life. This included general comments (7), as well as more specific comments about impacts on sleep and on a number of settlements across the area.
- Eight organisations mentioned health and safety issues associated with the Proposed Scheme.
- Three organisations believed that HS2 would impact people's mental health in general, as well as causing people stress (3), or that it could make some people feel anxious (2).

Some organisations made suggestions, including Derbyshire County Council which stated that the working draft ES needed to consider what the local community had told it.

*"The Derbyshire HS2 Health Impact Assessment (HIA) outlines extensive community insight... DCC encourage HS2 Ltd to use and refer to Derbyshire County Council's "Rapid Health Assessment of HS2" (2013) and "Update on the 2013 Rapid Health Impact Assessment of HS2" (2017) when constructing the formal ES document."*

Derbyshire County Council

## 18.8 Historic environment

Overall, 38 respondents made comments about impact on the historic environment and upon cultural facilities. This included 27 individuals and 11 organisations.

Comments received from individuals included how historic buildings in general might be affected (5), as well as more specific impacts in places including Long Eaton (2), and in Sandiacre (1).

Organisations raised similar concerns or issues to those of individuals, with a number of them concerned about how historic and cultural facilities might be impacted or damaged. Six organisations also commented on mitigation measures, with some suggesting more should be done to protect the local historic environment.

*"Long Eaton Town Centre Conservation Area (NHLE 1204249) is identified as being wholly within the 2km study area. Although its setting is extensively urban the viaduct is of a proximity and height that it will have the potential to have a major adverse impact on its setting; forming a strong visual and/or physical barrier. Careful consideration towards the design of the structure, with particular regards to the treatment of areas at low-level around it, will be required."*

Derbyshire County Council

*“Archaeological sites are generally not considered to have extensive settings, however at Red Hill the site has associations with other scheduled sites and inter-visibility between these associated sites will be a consideration which has been acknowledged within the statement. The mitigation must be detailed within the project wide written scheme of investigation and necessary consents and agreements conveyed through a project specific approval regime should be developed.”*

Rushcliffe Borough Council

## 18.9 Land quality

Overall, 39 respondents made comments about land quality issues. This included 31 individuals and eight organisations.

Most of the comments in this area from individuals was centred on the unsuitability of land for HS2 due to it being on or near a flood plain (22). Other comments about the unsuitability of land included that land had been impacted by fracking (9), and subsidence in Long Eaton (3).

Most of the organisations who made comments cited issues about the unsuitability of land for construction of a high speed railway line in the area. There were a few comments made about old quarry or mining sites in the area, as well as about land being unsuitable, or that information was missing from documentation. For example, Derbyshire County Council stated that appropriate reference had been made to Attenborough Quarry, and also to the Derbyshire Minerals Local Plan. However, the Council stated that with regard to potential impacts associated with mine water, mine gas, and potential mitigation measures, that it should be consulted as one of the authoritative consultees. Nottinghamshire County Council mentioned that areas of contamination and buildings and structures described for demolition are identified within the Land Quality report but are not shown on any maps. As such, the Council believed it was difficult to judge whether all of the potential areas of contamination had been identified, and that some areas could be missed if they were not marked on the maps.

## 18.10 Landscape and visual

Overall, 103 respondents made comments about potential impacts on the landscape and on visual receptors in this community area. This included 87 individuals and 16 organisations.

Of the individuals who provided comments about landscape and visual aspects, many of the comments focussed on a belief that the Proposed Scheme could be visually intrusive, and this included the general impact (15), as well as around settlements such as Long Eaton (16). Some of those who made comments were also concerned about the potential impact of light pollution, including at Long Eaton (13), and a number of other places within the local area.

*“I am concerned about light pollution during construction and operation, and its effect on the night sky.”*

Member of the public

*“Viaduct 23m high – what will the shadowing effect be over 24 hr?”*

Member of the public

Six individuals made comments about mitigation measures, including how the Proposed Scheme could be more aesthetically pleasing during both the construction and operational phases.

Organisations made a wide range of comments about how the Proposed Scheme might impact the visual landscape and be visually displeasing. Most of the comments received were about HS2 being visually intrusive and about how it would affect the unique character of some of the local area. For example, Leicestershire County Council stated that demolition of buildings would have an impact.

*“Two buildings are listed for demolition; Keeper’s Cottage and Dowells Barn, Green Lane, Kegworth. These are not listed as heritage assets but will make an impact on a landscape which is relatively unpopulated.”*

Leicestershire County Council

Twelve organisations commented about measures to mitigate or off-set negative impacts in terms of how HS2 would look or fit in better with the natural surroundings. It believed that, while construction would take two years, the re-establishment of woodland in the elevated location would take longer to mitigate landscape impacts.

Some of the organisations made specific comments about how viaducts would be visually intrusive in the local area.

*“There are significant concerns that the WDES underestimates the profound effect that the viaduct and associate work will have on the urban fabric of Long Eaton. The development will have a huge intrusive impact on the town centre and residential areas which are adjacent.”*

East Midlands Councils

*“The current proposals include a viaduct through the town between 15m and 19m in height (Para 2.2.23) above ground level with 4m high noise barriers raising the overall height to 23m. This will be extremely intrusive on the skyline of the town and we are very concerned that insufficient information is available about the design of this viaduct in the town.”*

Long Eaton Chamber of Trade<sup>17</sup>

---

<sup>17</sup> Long Eaton Guild of Furniture Manufacturers provided the same response

## 18.11 Socio-economic

There were 106 respondents who made comments about socio-economic aspects of the Proposed Scheme. This included 79 individuals and 27 organisations.

The most frequently made comments from individuals were as follows:

- Forty six individuals provided comments about how the Proposed Scheme could impact on jobs and employment, with many of the comments focussed on Long Eaton (31). While a number of the comments received were positive comments about how HS2 could help the economy, not all of those who provided comments were positive. Some of those who made comments mentioned that job opportunities would only exist during the construction phase, and would not become permanent jobs (9). Others were negative, believing that the Proposed Scheme could negatively impact on some businesses, reducing rather than increasing job and employment opportunities.

*"Socio-economic impacts of construction and post construction period have not been adequately answered."*

Member of the public

- There were 44 individuals who made comments about how local businesses could be affected, including in Long Eaton (18), or generally (21).

*"The loss of houses and industrial space in Long Eaton would be unacceptably damaging to the local economy. The furniture industry is a key factor in Long Eaton and the route proposed rips the heart out of a large part of furniture manufacturing sector in this locality."*

Member of the public

- Some 26 individuals commented about the possible impact of the Proposed Scheme on the local, and also national economy, with a number of negative comments received, including that local people could be out of pocket in places such as Long Eaton (8), and also in general (6).

Five individuals provided comments about mitigation measures, with most requesting that more consideration would be needed for affected businesses in the area.

The most frequently made comments from organisations were as follows:

- Twenty one organisations made comments about how they believed local businesses could be affected. Some of the comments provided included how the local tourism industry could be damaged.
- Twelve organisations made comments in relation to the perceived impact of HS2 upon local employment. A mix of both positive and negative comments were made. Positive comments including that HS2 would create employment opportunities in the local area. Negative comments

included that HS2 jobs would be offered to people from outside of the local area, and also that that this could lead to job losses as some businesses would be impacted.

*"...the current proposals for HS2 involve the demolition of nearly all of the factories on the North West side of Meadow Lane and both sides of Bonsall Street. Approximately 700 people are employed in these premises and the draft environmental statement makes no comment on how these workers can be relocated."*

Long Eaton Guild of Furniture Makers<sup>18</sup>

- Nine organisations made comments about the potential impact of the Proposed Scheme on the local or national economy. Some of the comments were negative, such as a belief that some local people could be financially worse off as a consequence of HS2.
- Three organisations also provided comments about what they felt to be the potential impacts on businesses during the construction phase of HS2.

Seventeen organisations provided comments in relation to mitigation to lessen the potential negative impacts upon local businesses, particularly during the construction phase. Specific comments received from organisations included from Maggie Throup, MP for Erewash. Maggie Throup believed that it would be unacceptable for there to be job losses because of HS2, and that this need not be the case if the process for relocating displaced business was managed professionally. She raised similar issues to other organisations, including the Long Eaton Chamber of Trade, and also the Long Eaton Guild of Furniture Makers which discussed how the upholstery industry within Long Eaton might be affected. She also suggested that manufacturers must be relocated within the NG10 postcode area, so that the workforce could access new premises with ease.

However, some of the organisations, whilst making suggestions to maximise employment opportunities, were positive or supportive of how the Proposed Scheme and how it would have economic benefits.

## 18.12 Noise and vibration

In total, 127 respondents made comments about noise and vibration issues. This included 110 individuals and 17 organisations.

The most frequently made comments from individuals were as follows:

- Eight four individuals were concerned about noise and how this would affect local residents. Comments about noise included general comments (49), as well as how specific settlements would be affected, including Long Eaton (27), and in Toton (11).

<sup>18</sup> Long Eaton Chamber of Commerce provided the same response

- Forty individuals provided comments about noise during the construction phase. There were general concerns raised about how people would be impacted by noise during the construction period, as well as in settlements including Long Eaton (11), and Toton (5).
- Twenty individuals made comments about how they perceived they would be affected by noise and vibration during the operational phase of HS2. This included in general (12), and Long Eaton (7), in Kegworth (1) and in Stapleford (1).

Twelve individuals provided comments about mitigation measures, with most requesting improved or more robust measures to be implemented to off-set negative effects of noise and vibration associated with both construction and operation of HS2.

The most frequently made comments from organisations were as follows:

- Fifteen organisations made comments about the perceived impact of noise as a result of HS2. A range of comments were provided, including that the development would create noise in general (6), or that residents in a number of settlements would be affected.
- Six organisations were concerned about noise during the construction phase of HS2, and a further six were concerned about noise during the operational phase.

Ten organisations provided comments about mitigation measures to help reduce or off-set the potential impact of HS2 in terms of noise and vibration in the local area. A number of measures were cited, and these included creating sound barriers, and installing insulation and other sound-proofing measures to reduce noise.

*"We also have a concern over noise impact on the north-west corner of the Ratcliffe site.... noise mitigation should be included as in the design south of the new Redhill Green Tunnel, to protect the future development of the Ratcliffe site."*

Uniper (owner of Ratcliffe Power Station)

*"Toton HS2 / Network Rail Hub should be moved further north. Ideally the platforms would also be better positioned further north towards Stapleford."*

The Toton and Chilwell Neighbourhood Forum

### 18.13 Traffic and transport

There were 218 respondents who made comments about traffic and transport related issues. This included 187 individuals and 31 organisations.

The most frequently cited comments from individuals were as follows:

- One hundred and thirty three individuals were concerned about the local road network being affected during the construction phase of HS2. A large number of comments were received, and these included concern about the potential impact in Long Eaton (54), or in general (49). A number of other places were mentioned, and these included Toton (13), on the A52 (11), and in Stapleford (6).

*“Traffic through Long Eaton is already terrible.”*

Member of the public

- Ninety one individuals made comments about public transport. A large number of comments were made, including to improve existing rail infrastructure (19), and to improve bus routes (many different bus routes were cited).
- Sixty three individuals provided comments about the perceived effect of construction compounds upon local journey times. This included increased journey times in Long Eaton (25), and in general (18).
- Road closures and diversions attracted comments from 55 individuals. A number of concerns were raised including the road realignment on the A52 (19), and on the A6005 Nottingham Road (13), as well as in Long Eaton (14), and in general (12).
- Forty eight individuals made comments about perceived impact of construction traffic on the local transport network. Most of the comments included concerns about the effect of HGVs, and how these could block local traffic in places such as Long Eaton (13), Toton (4), and Stapleford (3).
- Eighteen individuals made comments about needing access for emergency vehicles, with most comments focussed on access for emergency vehicles in Long Eaton (12).
- Fourteen individuals provided comments about road safety issues, calling for improved road safety in general (6) and in places such as Long Eaton (3), Stapleford (1), Toton (1) and at Redhill Farm (1).
- Five individuals also provided comments about non-motorised road users, including pedestrians and cyclists. Most of the comments here were focused on ensuring safety for such groups.

Thirty nine individuals made comments about proposed mitigation measures. A range of different measures were called for, including tunnelling and improving access. This included as building relief roads and integrating HS2 with local transport infrastructure.



*"I am very supportive of HS2 and while I accept there will be environmental issues I feel that the benefits significantly outweigh the negatives. However, it is vital that proper integration of the scheme is provided to link to local transport networks. Also that the local communities where it serves will have good access to the station."*

Member of the public

The most frequently cited comments from organisations were as follows:

- Eighteen organisations were concerned about how local roads would be closed or diverted. Some of those that made comments, including North West Leicestershire District Council, mentioned that some of the proposed roads for diverting traffic would be unsuitable. Nottinghamshire County Council was concerned that a number of locations, including that the realignment of the B5010 Derby Road in Stapleford would need to depart from existing standards. If so, prior approval of deviations from existing standards would have given, in its opinion, added confidence in the design process and confidence that the scheme could go ahead in the form proposed.
- Seventeen organisations commented about local public transport, with a wide range of comments made, from improving bus routes, to upgrading existing rail infrastructure, and also encouraging or facilitating increased use of canals and waterways as a form of transportation.
- Sixteen organisations raised concerns about the potential impact of construction on local traffic and transport, with most citing traffic congestion and disruption as a consequence of proposals. Thirteen organisations were also concerned about the potential impact of construction compounds on local traffic, and the majority of comments focussed on increased journey times for local residents and local road users. The potential impact of HS2 construction vehicles was also an issue for 10 organisations, with most concerned about negative effects of HGVs.
- Eight organisations cited issues relating to road safety issues. A further eight organisations also made comments about other road users, including cyclists and pedestrians, and also disabled users. Specific comments made included from Pedals (Nottingham Cycling Campaign), which stated that there would be a need for good, safe and convenient access to and from the East Midlands Hub at Toton by bike, as well as on foot. More specifically, there would be a need for the proposed pedestrian routes to and from the hub, with the area between the 4 "Quadrants" to be shared paths for cyclists and pedestrians. Derby and Derbyshire Local Access Forum was particularly concerned about disabled users.

*"We do however have more serious concerns about the apparent lack of disabled/cycle access and facilities into the East Midlands hub station"*

Derby and Derbyshire Local Access Forum

- Three organisations were concerned about how HS2 vehicles might damage local roads and road surfaces, including the A6005, Nottingham Road.

Twenty two organisations made comments about mitigation measures, including a suggestion as to what would need to be included in advance of the ES that will be deposited in Parliament with the Hybrid Bill.

### 18.14 Water resources and flood risk

In total, 85 respondent's comments about local water resources and flood risk. This included 71 individuals and 14 organisations.

Of the individuals who made comments about water resources and flood risk, 57 provided comments about flood risk mitigation. Comments were made about a need for flood defences in Long Eaton (20), on the Erewash River (10), in Toton (6), and in Sandiacre (2).

*"Deeper analysis of flood risk is needed"*

Member of the public

In addition, twenty three individuals provided comments about other related aspects, especially water quality in the River Erewash (13), and also in the Erewash Canal (13).

*"Earthworks may impact on water quality in the River Erewash, the Erewash Canal and the underlying aquifer."*

Member of the public

Twelve of the organisations that made comments in this area commented about flood risk, and a need for flood defences in a number of local areas including Long Eaton, and on the Trent Valley. Other comments received included ones about local drainage issues (3), or concern about how some water courses might become polluted or contaminated as a result of the construction of HS2.

Organisations that made specific comments in relation to water resources and flood risk included:

- Derbyshire County Council was concerned about flood risk impact on Long Eaton Fire Station. It also had a general concern as to who will be adopting and maintaining highway balancing ponds after construction, and how this would be funded.
- Nottinghamshire County Council made a number of comments about water resources and flood risk in LA05. This included the view that construction of water features and drainage features would need to be constructed in accordance with best practice, that run-off from newly constructed infrastructure should not exceed pre-construction rates, and that there should be sufficient

capacity for surface water storage. The Council also suggested that there may be a requirement to work alongside the Environment Agency and other agencies. It felt that, without doing this, the full details of flood risk may not be understood.

- Uniper, the owner of Ratcliffe Power Station, stated that it would need to retain its existing tunnel access through Redhill throughout both the consultation phase and when it became operational. This would allow the power station to maintain water abstraction and discharge locations on the River Trent. Uniper also mentioned that the HS2 line cuts across a number of important services, including the main water supply to the site. As such, these would need to be preserved.

# 19. Comments relating to Volume 2: community area LA06 Stapleford to Nuthall

## 19.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for LA06: Stapleford to Nuthall. While responses from a number of respondents covered more than one community area, comments specifically relating to LA06 are reported in this chapter.

Comments were received from 214 members of the public and 24 organisations. Organisations that made comments about this community area included: Broxtowe Borough Council, The Toton and Chilwell Neighbourhood Forum, Derbyshire County Council, Nottingham Local Access Forum, Nottinghamshire County Council, Robinhood Way Association, Sandiacre Heritage Group, and Trowell Women's Institute. A full list of organisations that responded is included in Appendix A.

## 19.2 Overview of the area

The Stapleford to Nuthall area<sup>19</sup> covers an approximately 10.7km section of the Proposed Scheme passing through the parishes of Sandiacre, Stanton-by-Dale, Trowell, Strelley and Nuthall. It falls within the local authority areas of Broxtowe Borough Council, Erewash Borough Council, Nottinghamshire County Council, and Derbyshire County Council. The B5010 Derby Road through Sandiacre and Stapleford forms the southern boundary of this section. The Ratcliffe-on-Soar to Long Eaton area (LA05) lies to the south and the Hucknall to Selston area (LA07) lies to the north.

The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

---

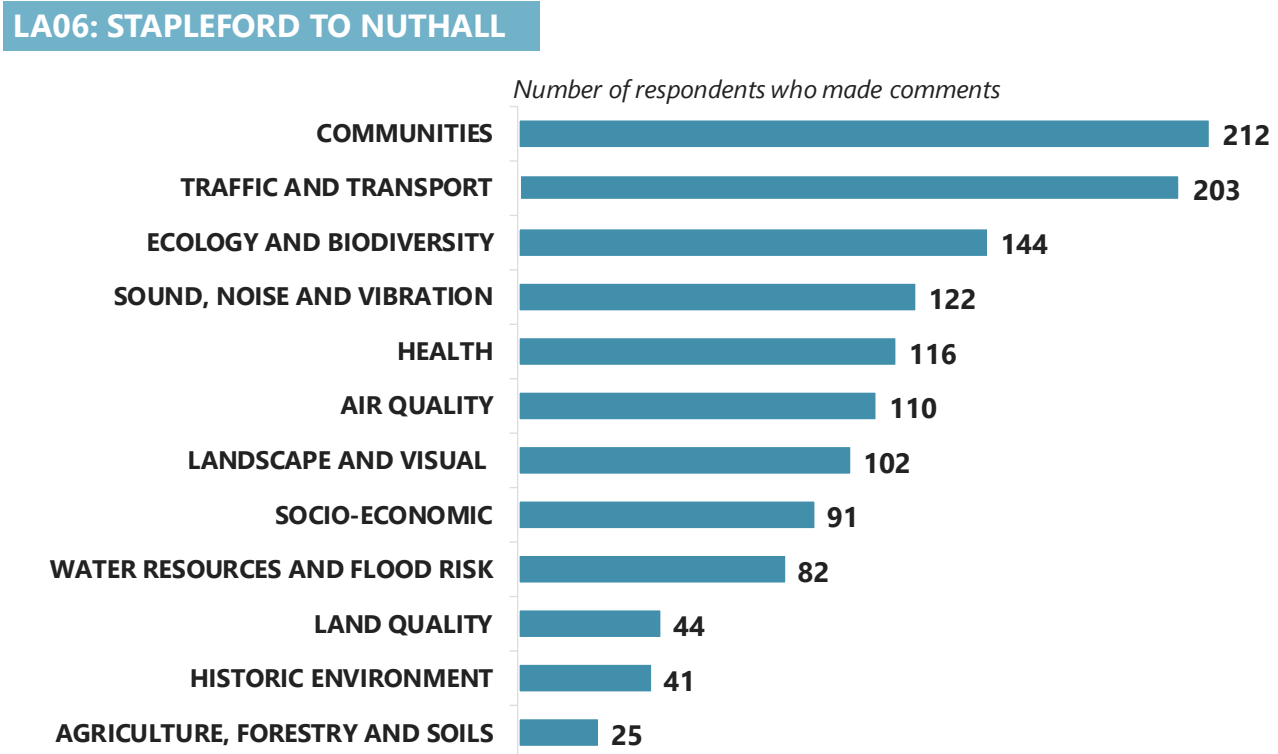
<sup>19</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

LA06: Stapleford to Nuthall

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745214/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_LA06\\_Stapleford\\_to\\_Nuthall.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745214/HS2_Phase_2b_WDES_Volume_2_LA06_Stapleford_to_Nuthall.pdf)

Figure 19.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 19.1: Number of respondents who made comments about LA06**



Base: 238 respondents submitting responses related to LA06: Stapleford to Nuthall

### 19.3 Agriculture, forestry and soils

There were 25 respondents who made comments about agriculture, forestry and soils in this community area. This included nine individuals and 16 organisations.

In total, 16 individuals made comments about agriculture, forestry and soils. Most of the comments raised concerns about loss of land to make way for HS2. As with the views of individuals, most of the organisations that provided comments about agriculture, forestry and soils were concerned with loss of land to make way for HS2. Three organisations commented on proposed mitigation measures or made suggestions and recommendations.

### 19.4 Air quality

There were 110 respondents who made comments about local air quality issues. This included 99 individuals and 11 organisations.

Most of those who provided comments were concerned about how HS2 would affect air quality across the area (47), as well as in specific settlements including Long Eaton (22), Trowell (11), and Nuthall (2).

Twenty six of those who provided comments were concerned in particular about how HS2 would affect air quality during the construction phase. Many of these individuals raised concerns in unspecified areas across the local area, as well in settlements such as Trowell (3), and Toton (1). Three individuals provided comments about proposed mitigation measures, calling for more to be done to mitigate air pollution.

*"HS2 will have a massive impact on Nuthall...we can't keep our windows open at night due to traffic noise and the air smells of gases already from the M1 traffic..."*

Member of the public

Most of the organisations that provided comments about air quality were concerned about how HS2 would impact air quality in areas including Long Eaton, Trowell, along the A52, and A6005. Six organisations also made comments about what they believed would be air quality impacts resulting from the construction phase of HS2, including fumes from HGVs, and in areas including Long Eaton and Sandiacre. Five organisations called for more robust mitigation measures to be implemented to help offset or reduce negative air quality impacts associated with HS2. Those that made specific comments included Derbyshire County Council, which said that, as construction traffic may impact air quality in Sandiacre, the ES that will be deposited in Parliament with the hybrid Bill would need to address this impact in full.

## 19.5 Community

In total, 212 respondents made comments about local community issues. This included 191 individuals and 21 organisations.

The most frequently made comments from individuals were as follows:

- Ninety six individuals were concerned about how the Proposed Scheme could impact open spaces and Public Rights of Way, thereby affecting local people and local communities, including enjoyment of open space, the countryside, and the outdoors.
- Eight-six individuals raised concerns about how HS2 would impact local communities during the construction phase. Comments received included general comments about disruption caused by construction of HS2 (43), as well as in settlements including Long Eaton (28), and Toton (7). Some of those who made comments were also concerned about impacts of construction on local communities at night (11).
- Eighty four individuals also raised concerns about how local towns and villages would be affected overall by HS2. A number of settlements were mentioned, including Long Eaton (40), Trowell (21), Sandiacre (12), and Stapleford (11).

*"The cost of HS2 is too high and there are no benefits for Trowell, on disruption and mayhem."*

## Member of the public

- Seventy seven individuals had concerns about how residential properties might be affected by HS2. Comments received included concerns about loss of homes generally (20), as well as in Long Eaton (9), and Trowell (6).
- Seventy seven individuals had concerns about how residential properties might be affected by HS2. Comments received included concerns about loss of homes generally (20), as well as in Long Eaton (9), and property prices in Trowell (6).

*"The proposed construction works will seriously affect the village of Trowell and day to day life. I am also concerned about the affect [sic] on house prices."*

## Member of the public

- Forty nine individuals were concerned about how local recreational and leisure facilities might be affected. Areas mentioned included the Erewash Valley Trail (12), the National Cycle Network (10), and St. Leonards Riding School (10).
- Thirty nine individuals were concerned about how community facilities might be affected. Such facilities mentioned included health facilities in Long Eaton (13), as well as schools within the local area, including in Toton (2), Long Eaton (2), and Trowell (2).

*"The effect of closing the bridge over the motorway on people from the Stapleford half of Trowell...who need access to the Trowell C of E School. Many children are currently walked to and from the school over this bridge and any alternate route would involve a journey of many miles...."*

## Member of the public

- Other comments received about perceived impact on HS2 related to communities, including concern about how elderly, disabled and vulnerable people might be affected (9), and also how young people might be affected (5).

Forty individuals provided comments on proposed mitigation measures, with many calling for more to be done to reduce negative impacts on local communities.

*"If it (HS2) must go ahead, only a tunnel from south of Long Eaton to North of Nuthall would be acceptable."*

## Member of the public

The most frequently cited comments from organisations were as follows:

- Eighteen believed that HS2 would negatively affect open space and Public Rights of Way, and thus encroach on people's enjoyment of the countryside and open spaces.

- Fourteen were worried about the potential impact of HS2 on local towns and villages.
- Eleven expressed concern about how recreational facilities might be affected.
- Ten were concerned about the effect of HS2 upon people's homes and properties.
- Ten were also concerned about how community facilities would be affected. This included Trowel Women's Institute which it said holds its meetings in Trowell Parish Hall.

*"Many of our members are over 60 years of age and some are not as mobile as younger members...the WI along with other community groups play a vital role in alleviating loneliness among the elderly. The construction effects in this area could prevent our members from attending meetings."*

Trowell Women's Institute

- Nine expressed concerns about how the construction of HS2 would affect local people and local communities.
- Other comments received included concerns how elderly, disabled or vulnerable people might be affected (3), and also how young people might be affected (2)

Thirteen organisations provided comments about proposed mitigation measures, with most calling for more comprehensive, or robust measures to be implemented locally. Of organisations that made specific comments, this included comments from Nottinghamshire County Council, which was concerned about how HS2 could impact the Moo-Haven Animal Rescue Centre located in Stanton-by-Dale, and how this could impact children. As such, it called for mitigation measures.

*"There is a risk that the demolition of the Moo-Haven Animal Rescue Centre in Stanton-by-Dale would impact on social cohesion and access to physical activity for children."*

Nottinghamshire County Council

## 19.6 Ecology and biodiversity

In total, 144 respondents made comments about how HS2 might affect ecology and biodiversity in this community area. This included 127 individuals and 17 organisations.

The most frequently cited comments from individuals were as follows:

- One hundred and six individuals were worried about how wildlife might be affected by HS2. There were 92 general or unspecific comments received about this, as well as comments about particular wildlife such as bats (33), owls (31) and an array of other types of birds, mammals and fish.



- Eighty three individuals were concerned about how habitats would be affected by HS2, including fields, trees and hedgerows in a number of places across the local area. This included at Toton Nature Reserve (8), and in the Erewash Valley (8).
- Twenty eight individuals were concerned about how ancient woodland would be affected.

*"The proposed route for HS2 phase 2b through Nottinghamshire, as in many other parts of the route nationally, will cut through established ancient woodland... the proposed mitigation measures of planting new trees and creating ponds and green spaces in the affected areas are to be commended, they cannot replace the complex habitats that will be damaged or destroyed."*

Member of the public

- Twenty one individuals raised concerns about how they believed that HS2 would have consequences for designated sites, with many of the comments made about how the Attenborough Nature Reserve might be affected (16).

Forty one individuals provided comments about proposed mitigation measures, with many of the comments (23) stating that loss of biodiversity cannot be mitigated against, and as such there would be irreplaceable loss. Other, less frequently cited suggestions included tunnelling. This included constructing a tunnel south of Long Eaton to the north of Long Strelly.

*"The only way to mitigate the effects are to cancel the scheme completely. Tunnelling to all areas would have less effect on the environment, local people and wildlife in the area but would still cause irreversible hardship to residents and wildlife."*

Member of the public

*"Having trains operating on a viaduct over the A610 will result in unacceptable environmental impacts to residents. A tunnel should be constructed instead."*

Member of the public

Of the organisations that provided comments about ecology and biodiversity:

- Thirteen were worried about how local habitats would be affected. This included fields, trees and hedgerows in a wide range of areas across the local area. Organisations that raised concerns included the Sandiacre Heritage Group, which was worried about how the Proposed Scheme between the B5010 Station Road and Stanton Gate could be affected.

*"The northern section of this site lies within the Green Belt, is adjacent to the Cloud Side Conservation Area and is an important part of Sandiacre's heritage."*

Sandiacre Heritage Group

- Thirteen organisations also raised concerns or took issue with how wildlife might be affected. Comments received included wildlife in general (10), as well as bats (6), owls (2), and also butterflies (1).
- Ten organisations believed that designated sites would be disrupted by HS2.
- Eight were concerned about how ancient woodlands might be affected by HS2. A number of different wooded areas were cited as being likely to be affected.

Thirteen organisations made comments about proposed mitigation measures. Most suggested that more comprehensive measures would be needed, including tree planting, creation of wetlands, and tunnelling. Organisations that made specific comments about mitigation measures included Derbyshire County Council, which suggested that impacts caused by realigning a section of the M1 in this community area should not be underestimated, and that consideration should be given to opportunities to enhance ecological issues through these works. Derbyshire Wildlife Trust believed that mitigation measures were insufficient.

*"In particular, it would appear a missed opportunity if habitat connectivity is maintained through the use of a viaduct in the Stanton Gate Viaduct section, but severance is maintained, and indeed reinstated, by the realigned section of the M1 further west..."*

Derbyshire County Council

*"There are insufficient mitigation and compensation measures proposed for impacts in the area shown on CT-05-435a including Stanton Gate LNR & LWS (ER204), Sandiacre Marsh (ER163), Erewash Canal (ER215), West Hallem Towpath Scrub (ER055), Ilkeston Road Pasture pLWS (ER068), Moorbridge Lane Grassland pLWS."*

Derbyshire Wildlife Trust

## 19.7 Health

Overall, there were 116 respondents who made comments about health, wellbeing and quality of life issues in this community area. This included 103 individuals and 13 organisations.

The most frequently cited comments from individuals were as follows:

- Eighty eight individuals were concerned about how HS2 would affect health, quality of life and people's wellbeing. A number of comments were made including general concerns (53), as well as in settlements such as Long Eaton (19), Trowell (14), Sandiacre (6), and Stapleford (5). Some people were worried about how people's health would be affected during the construction phase of HS2 (11), and others were concerned about how they believed HS2 would affect people's sleep (7).

- Forty four individuals believed that HS2 would affect local people's mental health. The most frequently cited comments were that mental health would be affected generally (29), and that it would cause worry (17).

*"I have huge concern about noise pollution and impact on wildlife and health of local population (mental and physical health). How loud would it be? Can we have a demo of likely sound and how far will noise travel."*

Member of the public

- Fifteen individuals were concerned about health and safety issues. This included general concerns (6), but also comments about possible accidents and derailments (10).

The most frequently cited comments from organisations were as follows:

- There were 11 organisations that expressed concerns about how people's health, quality of life and wellbeing might be affected. This included in general (8), and/or during construction (2), or during operation (1). A number of settlements were mentioned as being likely to be affected by health issues associated with the Proposed Scheme, and these included Long Eaton (3), Trowell (2), and across Derbyshire (2). Specific comments made included from Derbyshire County Council which said that it had concerns over the likely impact of the route on the area to the north of Sandiacre/Stapleford, through Stanton Gate and Stanton Dale.

*"The area is currently popular with people living in Sandiacre, Ilkeston and Kirk Hallam, for walking, dog walking and cycling. Engagement by local people in walking and other exercise is seen as important in helping to reduce the incidence of ill health, and a number of the LSOAs in Ilkeston and Kirk Hallam have high incidence of deprivation and poor health."*

Derbyshire County Council

- Five organisations associated HS2 with health and safety issues.
- Four organisations also believed that HS2 would negatively affect people's mental health, including in general (3), through stress (3), and through making some people feel anxious (2).

In terms of mitigations, comments from organisations included a suggestion from Derbyshire County Council for HS2 Ltd to use and refer to its Rapid Health Assessment (2013), and its update on the 2013 Rapid Health Impact Assessment of HS2 (2017) when constructing the ES document.

## 19.8 Historic environment

In total, 41 respondents made comments about how HS2 might impact the local historic environment and cultural heritage. This included 31 individuals and 10 organisations.

Individuals were concerned about how HS2 might impact on listed and historic buildings, with specific mentions including the Church of St. Giles, Sandiacre (4), and the Grade II listed Canal Bridge on Erewash Canal (3). There were also a number of comments about how HS2 was perceived to impact national heritage sites, and this included in Long Eaton (7), as well as in unspecified areas (10).

*"Regarding HS2 crosses the Erewash canal on a viaduct opposite St. Giles church and runs through the fields, next to Ilkeston Road, to Stanton Gate where it crosses the canal again. It's in area LA06: Stapleford to Nuthall on the response form...it will spoil the landscape and views especially between canal bridge 12 and St Giles church. The church is a grade 1 listed, the bridge is Grade 2."*

Member of the public

Ten organisations believed that HS2 would affect the historic environment and cultural heritage. The Church of St. Giles was cited as being affected (5), as well as other facilities in the local area.

*"The Church of St Giles...has a prominent hill top location within the Sandiacre Cloudside Conservation area and semi-rural location. The viaduct will have the potential to have a major adverse impact on views of the church from the towpath of the Erewash Canal."*

Derbyshire County Council

Nine organisations also believed that non-designated heritage assets would be affected, and for some, including the Sandiacre Heritage Group, loss would be irreplaceable loss

*"The fields between the Erewash Canal and Ilkeston Road are the last remaining area of Sandiacre's medieval ridge and furrow field system...medieval ridge and furrow can never be reinstated to its original state."*

Sandiacre Heritage Group

Of those that commented on mitigation measures or made suggestions, this included a comment that the design of the Proposed Scheme would need to take account of historic coal mining in order to determine the most effect method of mitigation

## 19.9 Land quality

In total, 44 respondents made comments about land quality in this community area. This included 35 individuals and nine organisations.

Many of the comments received from individuals were centred on issues to do with the unsuitability of land due to flood plains (22). Other, less frequently made comments included that land would be unsuitable due to fracking in the area (9), or that the quality of land or soil would be unsuitable.

Organisations made a number of comments about there being old mining and/or quarry sites within the local area, making it potentially unsuitable for a high speed rail network. Those that made specific comments included Derbyshire County Council, which stated that coal seams could cause problems and delays.

*"Un-anticipated intersect of coal seams within cutting excavations could result in significant delay to construction should licence for incidental coal recovery be required through application to the Coal Authority followed by undertaking of the subsequent mineral recovery process."*

Derbyshire County Council

Some organisations raised issues about contaminated land. This included comments from Nottinghamshire County Council, which stated that areas of potential contamination identified within the Land Quality report were not shown on any maps. It stated that some areas of contamination may be missed if they are not marked on the maps, and it asked that the ES should include revised maps to show areas of potential contamination to allow judgement of whether all of the potential areas of contamination and impact have been identified.

## 19.10 Landscape and visual

In total, 101 respondents had comments on the potential impact on the landscape and on visual receptors in this community area. This included 88 individuals and 13 organisations.

Most of the individuals who provided comments were concerned with how they perceived HS2 to be visually intrusive. For example, there were 16 comments received that HS2 would be visually intrusive in general, as well as in settlements including Long Eaton (11) and Trowel (10). Some individuals were also concerned about light pollution either generally (8), or night (6), and in settlements such as Long Eaton (10), and Trowel (3).

*"My response focuses on the area North of Sandiacre where HS2 crosses the Erewash Canal on a viaduct opposite St. Giles Church and runs through the fields, next to Ilkeston Road, to Stanton Gate where it crosses the canal again. This is known as the Sandiacre Beauty Spot... (HS2) will spoil the landscape and views especially between canal bridge 12 and St Giles Church."*

Member of the public

*"The passage of the HS2 route from Stapleford to Strelly (LA06) is largely achieved in this proposed plan by continuation of the Stanton Gate viaduct at 18m (60 ft), then embankment (in clear view of the Church of St Helens). The height of that embankment is currently undefined and a proposed realignment of the M1 motorway is also defined. All of these proposed changes represent an extremely significant long term adverse effect on the character and outlook of the village of Trowell."*

Member of the public

Six individuals made comments about mitigation measures proposed, all calling for more to be done to reduce the potential impact of HS2 upon the visual landscape.

Most of the organisations that provided comments were concerned about how HS2 would be visually displeasing and intrusive. Eight commented on the proposed mitigation measures, with many calling for more to be done to protect the historic environment and cultural heritage. Of the organisations that made specific comments, Broxtowe Borough Council believed that the Stanton Gate Viaduct at Trowell, along with route alignment, would have a significant impact. It stated that the mitigation of the visual impact will depend on careful design to achieve an acceptable appearance of the viaduct and its intermediate supports. Erewash Borough Council was concerned about visual impacts, and asked that more be done to mitigate such impacts. Sandiacre Heritage Group also raised concerns about visual impacts.

*"At Sandiacre Meadows the local community has identified the combined view from the Erewash Canal towpath of the listed canal bridge with St Giles Church in the background as a highly cherished and valued local asset. However, this is not one of the views that has been assessed for visual impact. This is a serious omission...."*

Erewash Borough Council

*"The report does not consider the view from Canal Bridge 12 (Erewash Canal) looking towards Saint Giles' Church as being a significantly affected view, yet this is one of the most iconic views in Sandiacre. This view will be seriously compromised by the proposed viaduct which will run through the fields between the canal and the church."*

Sandiacre Heritage Group

Others, including Nottinghamshire County Council, made suggestions or had requests for what the ES should consider.

*"The viewpoint schedules for the construction phase and the operational phase do not tie together...The Formal ES should amend the viewpoint schedules..."*

Nottinghamshire County Council

## 19.11 Socio-economic

Overall, there were 91 respondents who made comments about socio-economic issues in this community area. This included 78 individuals and 13 organisations.

The most frequently cited comments from individuals were as follows:

- Forty six individuals were concerned about the potential impact of HS2 on local businesses, particularly in Long Eaton (15 comments). In addition, there were also 26 general comments made, and more specific comments about how businesses would be affected in the area, including in Stapleford (4), Sandiacre (3), and Toton (1).

*"I am very concerned about many issues with regards to the HS2 Toton proposal...this will have a fundamentally negative effect for my family and daughter's child minding business...I am concerned that many parents will not want their children to be looked after so close to the construction and eventual car park and station as per the current proposal."*

Member of the public

- Forty individuals made comments about how local employment would be impacted by HS2.
- The local and national economy was an issue for 28 individuals, and many of the comments received centred on how local people would be worse off financially and out of pocket.

*"They do not understand the people's life regarding communities and housing also wages in the area. A lot people are on the living wages."*

Member of the public

Three individuals made comments on proposed mitigation measures, calling for more robust measures to be put in place, including that those affected should be compensated financially.

The most frequently cited comments from organisations included:

- Concern about how local businesses and industry would be affected (11 organisations provided comments).
- Six organisations were concerned that HS2 would affect the local or national economy.
- Five organisations made comments about how HS2 would impact on jobs and employment locally.
- Two organisations were worried about how local businesses would be impacted or disrupted during the construction phase of HS2.

Overall, eight organisations made comments about proposed mitigation measures. Most suggested that there should be more consideration for those affected by HS2. Others made comments of suggestions for HS2 Ltd to take into account.

### 19.12 Noise and vibration

Overall, there were 122 respondents who made comments about noise and vibration issues in this community area. This included 109 individuals and 13 organisations.

The most frequently cited comments from individuals were as follows:

- Eighty nine individuals were concerned about how they perceived local people would be affected by noise. This included general comments (52), as well as ones that related to Long Eaton (20), Trowell (9), Sandiacre (7), Toton (6), and in Stapleford (6).

*"As a resident of Stapleford..I am worried about the levels of noise with the area more built up and increase of high speed trains per hour in each direction. I feel that the adverse effects will be felt across the community both physically and mentally."*

Member of the public

- Impacts associated with noise and vibration were mentioned by 38 individuals in relation to the construction phase of HS2. Most of those who made comments in this area mentioned that there would be noise consequences as a result of building HS2.
- Nineteen individuals were concerned about noise issues once HS2 becomes operational.

Ten individuals provided comments about proposed mitigation measures, with most believing that these would not be sufficient to reduce noise, sound and vibration issues as a result of both the construction and operation of the high speed rail network.

The most frequently cited comments from organisations were as follows:

- Ten organisations were concerned about how local residents would be affected by noise. A number of areas were cited, including Long Eaton (3), Sandiacre (2), and Strelley (2).
- Seven organisations were worried about noise during the construction phase of HS2, and five raised concerns about noise during the operational phase of HS2.
- In total, seven organisations made comments about proposed mitigation measures, with some calling for more to be done to offset or reduce noise and vibration issues associated with HS2. Organisations that made comments included:
  - Nottinghamshire County Council stated that construction noise could have significant effects on communities closest to construction. The Council believed that the current proposal missed the



opportunity to finalise the mitigation (e.g. sustainable transport infrastructure, travel, planning and property improvements) that would be required to address noise issues as a consequence of HS2. It stated further that the ES should commit HS2 to determining the noise impacts of traffic generated.

### 19.13 Traffic and transport

There were 203 respondents who made comments about traffic and transport issues in this community area. This included 182 individuals and 21 organisations.

The most frequently cited comments from individuals were as follows:

- There were 116 individuals who were concerned about how the construction of HS2 would affect local traffic. The main comments discussed traffic congestion in Long Eaton (41), as well as in general (38). In addition, 48 individuals were concerned about how HS2 construction traffic (in particular (HGVs) would have consequence for local traffic and transport.
- Ninety five individuals made comments about public transport, with many calling for localised improvements such as upgrading existing rail infrastructure (20), as well as a number of local bus routes. A small number of comments were also received in relation to improving waterways and water courses as a form of transportation.

*"Bus routes will need to re-routed, possibly missing out Trowell altogether, major problem if you don't have a car."*

Member of the public

- Sixty nine individuals made comments about road closures and diversions. Many different comments were made, including about how local traffic and transport could be affected on the A52 (20), on the M1 (13), in Long Eaton (13), and also in Trowel (6).
- Impact of construction compounds on local traffic and transport received comments from sixty one individuals. Comments received included concerns about increased journey times in Long Eaton (20), in Trowell (8), on the M1 (7), on the A6005 (5), A50 (5), and A52 (5).
- Nineteen individuals made comments about access for emergency services vehicles, with many of the comments focussed on Long Eaton (11).
- Twelve individuals were worried about road safety issues either in general (5), in places such as Long Eaton (2), and also during the construction phase (2).
- Eight individuals also made comments about non-motorised transport, with most suggesting that the area should be made safer for pedestrians and cyclists.

Forty five individuals provided comments on the proposed mitigation measures, with many asking for more to be done to lessen impact on local traffic and transport. This included constructing tunnels, and it was suggested by some individuals that this should extend from the south of Long Eaton to the north of Nuthall (10).

*"I have serious concerns regards the proposal to close the Bridge at the end of Derby Road in Stapleford which leads over the Train Lines and into Sandiacre...an alternative Bridge must be constructed before this one is closed and demolished."*

Member of the public

The most frequently cited comments from organisations were as follows:

- There were 12 organisations who were concerned about the effect of road closures and road diversions. This included in general or at unspecified locations (4), as well as on the M1 (5), A38 (3), and A42 (1). Trowel Women's Institute was one such organisation that raised concerns about road closures.

*"The construction in this section (LA06) involves many road closures, diversions etc. The roads around Bramcote, Stapleford, Trowell, Ilkweston [sic] are already extremely busy and the construction of HS2 could lead to total gridlock in this area."*

Trowell Women's Institute

- Twelve organisations were also concerned about how local routes would be impacted during the construction phase of HS2, and six thought that construction traffic (e.g. HGVs) would clog up roads, and lead to traffic congestion. Two were also worried about what construction vehicles would do in terms of damage to local roads.
- Twelve organisations also made comments in relation to local public transport facilities. A range of comments were made, from upgrading the existing public transport network locally to improving local public transport connections.
- Seven organisations were concerned about how construction compounds might affect local traffic and transport, with most believing that the overall effect would be to reduce road access, and increase local journey times.
- Six organisations raised concerns associated with road safety issues.
- Six organisations also made comments about non-motorised road users, including accessibility issues for pedestrians and cyclists, and they also raised concerns about road safety issues for such road users.

Thirteen organisations provided comments about proposed mitigation measures. A number of suggestions were made to help alleviate expected local traffic and transport issues as a result of the Proposed Scheme, particularly during the construction phase. Specific comments included from Derby and Derbyshire Local Access Forum, which stated that it supported the adequate safeguarding of both the Erewash Canal and Nutbrook Trail which could be affected by the realignment of the M1 motorway. Robin Hood Way Association requested that HS2 Ltd. should confirm that all important paths in Strelley that cross the HS2 line and the M1 would be protected.

### 19.14 Water resources and flood risk

There were 82 respondents who made comments about water resources and flood risk in relation to this community area. This included 71 individuals and 11 organisations.

The most frequently cited comments received from individuals related to a perceived need for flood defences, including in general (28), as well as in a number of places such as Long Eaton (18), on the Erewash River (9), in Sandiacre (8), and in Stapleford (4).

*“There has to be a better way...building HS2 will significantly increase the risk of floods in Sandiacre and Stapleford. To solve this, they will need something like flood defences - costing yet more money.”*

Member of the public

In addition, there were 12 comments made concerning pollution or contamination of the Erewash Canal, and 11 comments about how the Erewash River might be affected by contaminated water.

Eight of the organisations that responded made comments about flood risk in the area, making calls for improved flood defences in areas including in Long Eaton, Toton, and Stapleford. Specific comments from organisations included from:

- Derbyshire County Council stated that it was extremely concerned with regard to the significant flood risk on the River Erewash floodplain north of the M1. It believed that the potential increases in peak flood level and extent of flooding were worrying. The Council also mentioned that the potential impact on the existing railway line to the north of the B5010 Derby Road and the Erewash Valley Line was a concern. It requested that the risk had to be mitigated.
- Nottinghamshire County Council made a number of comments about water resources and flood risks and made recommendations for what it believed should be considered in the ES. This included that the ES should require the provision of infiltration testing results to demonstrate that infiltration is or is not feasible at locations where ponds and attenuation basins are proposed. It also requested that the ES should include the requirement for all surface water run-off attenuation/storage features to have sufficient capacity for a 100 year (1%) event, and to include freeboard.

- Sandiacre Heritage Group believed that there was too little information supplied with regard to consequences of building on a flood plain and the increased risk of flooding. The organisation requested more information about potential consequences, given it believed there would be major adverse effects on the flood risk.

# 20. Comments relating to Volume 2: community area LA07 Hucknall to Selston

## 20.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for LA07: Hucknall to Selston. While responses from a number of respondents covered more than one community area, comments specifically relating to LA07 are reported in this chapter.

Comments were received from 76 members of the public and 19 organisations. Organisations that made comments about this community area included: Annesley and Felley Parish Council, Ashfield District Council, Derbyshire County Council, Nottinghamshire County Council, Rushcliffe Borough Council, and Nottinghamshire Wildlife Trust. A full list of organisations that responded is included in Appendix A.

## 20.2 Overview of the area

The Hucknall to Selston area<sup>20</sup> covers an approximately 11.1km section of the Proposed Scheme, passing from Nuthall to Pinxton and through the parishes of Greasley, Annesley and Felley, Selston, Hucknall and Kirkby-in-Ashfield. The area falls within the local authority areas of Broxtowe Borough Council and Ashfield District Council, as well as Nottinghamshire County Council. The boundary between Nuthall parish and Greasley parish forms the southern boundary of this section, while the boundary between Selston and Pinxton parishes and NCC forms the northern boundary of this section. The Stapleford to Nuthall area (LA06) lies to the south and the Pinxton to Newton and Huthwaite area (LA08) lies to the north.

The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

---

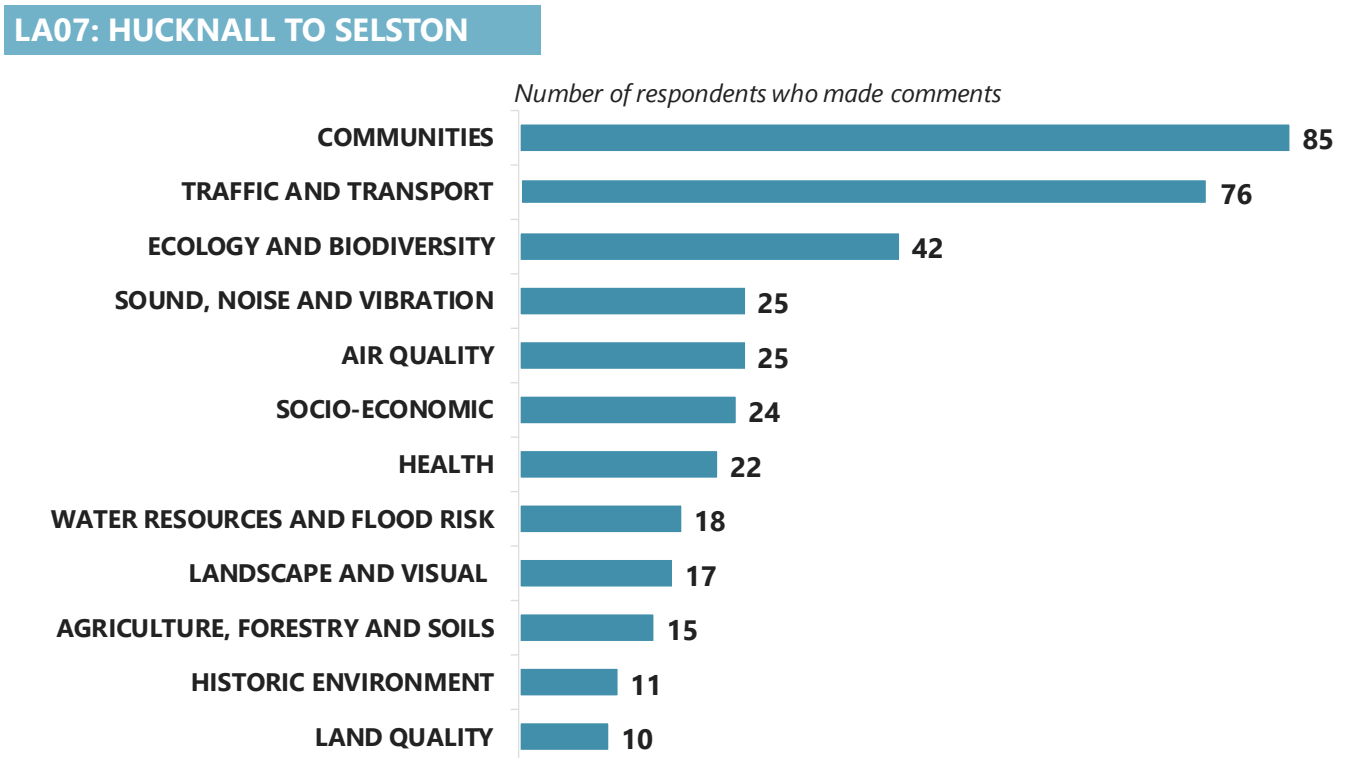
<sup>20</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

LA07: Hucknall to Selston

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745215/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_LA07\\_Hucknall\\_to\\_Selston.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745215/HS2_Phase_2b_WDES_Volume_2_LA07_Hucknall_to_Selston.pdf)

Figure 20.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 20.1: Number of respondents who made comments about LA07**



Base: 95 respondents submitting responses related to LA07: Hucknall to Selston

### 20.3 Agriculture, forestry and soils

There were 15 respondents who made comments about local agriculture, forestry and soils. This included four individuals and 11 organisations. Comments from individuals were largely concerned with the loss of land to make way for HS2, including how Lower Portland Farm would be affected. Organisations were equally concerned about loss of agricultural land, and the potential impact of HS2 on agricultural land.

*"The holding extends to approximately 76 acres. The HS2 scheme will be severing the western extremities of the holding...the woodland creation will impact on the agricultural holding by way of direct land take. It is requested that this woodland be placed elsewhere."*

Member of the public

### 20.4 Air quality

There were 25 respondents who made comments about air quality in this community area. This included 19 individuals and six organisations. Most of the concerns raised by both individuals and organisations related to how HS2 would in their opinion affect air quality. Specific areas mentioned included Hucknall (3), Whyburn Lane (2), and as well as in general across the wider area. A small number of respondents

also raised concerns about how they believed that HS2 would affect air quality during the construction phase.

A small number of respondents made comments about the proposed mitigation measures, and this included a request for air quality and pollution to be continuously monitored during the construction phase of HS2.

Of those that made specific comments about local air quality, Derbyshire County Council said that no specific measures for air quality were proposed, but that it wanted to record that such measures may be required subject to the findings of the further assessment and monitoring set out in the working draft ES. Nottinghamshire County Council stated that operational impacts, particularly air pollution from traffic emissions, could have significant effects on local communities, and as such, the ES should ensure that detailed assessments of operational air pollution impacts are carried out.

## 20.5 Community

There were 85 respondents who made comments about local community aspects in this community area. This included 68 individuals and 17 organisations.

The most frequently cited comments from individuals were as follows:

- There were 39 individuals who made comments about the potential impact of HS2 upon open spaces and Public Rights of Way, and therefore affecting local communities.
- Twenty two individuals were concerned about how HS2 would affect people's homes. Most comments received were about general concerns (16).
- Twenty one individuals were concerned about how HS2 might impact local communities during the construction phase. Areas perceived to be affected included Whyburn Lane (7), and also Misk Hill (1). There were also 12 comments received that raised concerns about impacts of construction on local communities in general across the local area.
- Twenty individuals were worried about how HS2 might impact on local recreational facilities. Three individuals were concerned about how HS2 might affect community facilities, including schools in Hucknall.
- A number of comments were also made about how local communities might be affected by HS2. This included impacts on young people (9), the elderly, disabled and vulnerable residents (5).

Thirteen individuals provided comments about proposed mitigation measures to off-set or reduce impacts on local communities. A number of suggestions were made, including tunnelling and also adequate compensation for those affected.

The most frequently cited comments from organisations were as follows:

- There were 12 organisations that believed open access and Public Rights of Way would be affected, and thus impacting on local people.
- Ten organisations were concerned about impact of HS2 upon residential homes and properties. A relatively large number of comments were provided, including how homes and properties in specific areas such as Salmon Lane and Alfreton Road might be affected.
- Seven organisations raised concerns about how HS2 might affect local communities during the construction phase. Comments made included how night works might affect local people (2), as well as impacts in specific areas, including Selston (1,) Kennel Lane (1), and generally (3).
- Seven organisations were worried about how recreational facilities might be impacted. In addition, six organisations were concerned about how local community facilities could be affected by HS2. Specific comments were made about impacts on medical facilities (3), the 'Jackdale Shopper' (1), and in Underwood (1).
- Other comments from organisations included concerns about how local elderly, disabled and vulnerable residents (2), and young people (1) might be affected by the Proposed Scheme.

Nine organisations provided comments on the proposed mitigation measures. Most of those that made comments requested that more should be done to reduce or offset the potential impact of HS2 upon local communities. For example, The Wildlife Trust said that 240 dwellings are to be demolished in community areas LA05 to LA08, and that in its opinion, the working draft ES does not appear to give consideration to the need to find and build replacement homes or to the potential impact this would have on habitats and green space.

*"The final Environmental Statement should consider the added pressure to develop new housing and the likely impacts on biodiversity as a result."*

The Wildlife Trust

Annesley and Felly Parish Council suggested that a design modification could save money, and also have less impact on local communities.

*"The newly planned section of Annesley Lane from its point with Sherwood Way could easily and should be moved in a more southerly elliptical curve to the south side of the lane into the adjacent farmers field. The impact of that change in shape would move the planned northern embankment for the over bridge to the far side of the current lane. This would be a much more cost effective solution..."*

Annesley and Felly Parish Council



## 20.6 Ecology and biodiversity

There were 42 respondents who made comments about ecology and biodiversity in this community area. This included 29 individuals and 13 organisations.

The most frequently cited comments from individuals were as follows:

- Some 24 individuals were concerned about the potential impact of HS2 on wildlife. A range of wildlife were mentioned as being impacted, including great crested newts, sticklebacks, bats, and birds.

*"As well as my concerns for local residents and those of Whyburn Lane in particular, I am also worried about the impact of any potential road widening, construction of access roads and removal of trees/hedgerows on the environment, particularly the wide variety of animal and bird life in the area."*

Member of the public

- There were 12 individuals who were concerned about how ancient woodlands would be affected. Most of the comments were general comments, rather than specifying a particular tree or wooded area. However, a few single comments were made about places, including Watnall Coppice and also New Farm Wood.
- Thirteen individuals were concerned about the potential impact of HS2 upon natural habitats, and how trees, hedgerows and fields would be affected.

Eleven individuals made comments about proposed mitigation measures, including a few who did not think that loss of habitat could be replaced (4).

*"Planting trees to replace ancient woodland is not replacing ancient woodland. Ancient woodland is irreplaceable as the ecosystem has built up over decades or centuries. Planting trees will only create a new ecosystem."*

Member of the public

The most frequently cited comments from organisations included:

- Nine organisations were concerned about how habitats would be affected.
- Nine organisations were also worried about the effect of HS2 upon local wildlife, including otters, great crested newts, bats, and fish.
- Seven organisations believed that HS2 would affect designated sites. A number of areas were mentioned, including Bogs Farm Quarry.
- Six organisations were concerned about how HS2 might impact ancient woodland, including at Watnall Coppice, and also at New Farm Wood.

Twelve organisations commented on proposed mitigation measures, with most calling for more to be done to reduce impact on biodiversity and local ecosystems and/or that there was an opportunity to provide a net gain in biodiversity as a result of the Proposed Scheme. Others suggested that HS2 should encourage local landowners to be involved in mitigating negative effects of HS2 upon biodiversity.

*"The Formal ES should ensure that the proposal provided a net gain in biodiversity rather than no net loss."*

Nottinghamshire County Council

*"The Wildlife Trusts believe that HS2 Ltd should invite and then approach willing landowners to be involved in providing mitigation and compensation through management agreements for habitat creation, restoration or enhancement of appropriate habitats on their land"*

The Wildlife Trusts

Some of those that made comments asked for more information.

*"HS2 expects that there would be a loss of woodland at Watnall Coppice, Park Forest, The Dumbles, Audrey Wood and William Wood Spinney 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."*

Ashfield District Council

## 20.7 Health

There were 22 respondents who made comments about health and wellbeing in this community area. This included 15 individuals and seven organisations.

Comments received from individuals included concerns about how health, quality of life and wellbeing would be affected. This included in places such as Selston (2), Hucknall (2), and in general (8). Six individuals were concerned about mental health issues, believing that HS2 would be stressful, worrying, upsetting, or frustrating. Five individuals also mentioned they were worried about health and safety issues associated with HS2.

Most of the organisations that provided comments were also concerned about how HS2 might affect local health, quality of life and wellbeing. This included two organisations that believed HS2 would affect people's mental health, with one calling for HS2 to provide local counselling services. Two organisations also raised health and safety issues associated with HS2.

## 20.8 Historic environment

There were 11 respondents who made comments about the local historic environment in this community area. This included four individuals and seven organisations. Of the individuals who made comments, these were largely general in nature, including that historic buildings and national heritage would be

affected. Organisations were similarly concerned about how HS2 might impact the historic environment and cultural facilities in the local area. Some of those that made comments referenced specific heritage assets that could be affected by the Proposed Scheme.

*"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 settlement near Misk Farm; 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."*

Ashfield District Council

Some respondents commented on proposed mitigation measures, with most calling for more consideration to be given to the historic environment in the local area.

*"The report suggests the finds might derive from a Roman settlement. How can these be of low value if we do not know if these finds relate to one or two Roman farmsteads, Roman manuring practices, or the remains of a villa...there is a risk that underestimating archaeological value will lead to damage and destruction of archaeological sites with appropriate mitigation for their loss."*

Nottinghamshire County Council

## 20.9 Land quality

There were 10 respondents who made comments about land quality. This included 4 individuals and six organisations. Some respondents said that there were old mining or quarries in the area, while others believed land would be unsuitable for HS2.

Of the small number of respondents commenting on proposed mitigation measures, there were calls for more research to be undertaken to assess the suitability of land for the construction of a high speed rail line and associated infrastructure, as well as for more robust measures to be undertaken or put in place. Others, including Derbyshire County Council, stated that neither it nor Bolsover District Council had been listed as an engagement consultee.

*"It is noted that the HS2 rail route as advised in LA07 passes through both Derbyshire County and Bolsover District geographic extents to the south of its crossing beneath the A38. Neither authority is listed as an engagement consultee in this document despite the fact that the line passes through the potential 'Winterbank' opencast coal site, identified in the 1990's by the then British Coal and which is located mostly within Derbyshire."*

Derbyshire County Council

## 20.10 Landscape and visual

There were 17 respondents who commented on the potential impact on the landscape and on visual receptors in this community area. This included seven individuals and 10 organisations. Most of those making comments about landscape and visual aspects were generally concerned about visual intrusion, with some calling for more robust mitigation measures or for additional information.

*"The development during construction and operations will blight the area...the natural lower Aire Valley will be diminished and made permanently noisy and contaminated by the proposed route. An alternative should be examined."*

Member of the public

*"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."*

Ashfield District Council

## 20.11 Socio-economic

There were 24 respondents who made comments about socio-economic aspects associated with HS2 in the community area. This included seven individuals and 12 organisations.

Eight individuals provided comments about how they believed local businesses would be affected by HS2. There were also four individuals who believed the local and/or national economy would be affected, and a further two individuals made comments about the potential impact of HS2 upon local employment.

Eleven organisations were concerned about how HS2 might affect local businesses. A relatively large number of comments were made, and this included how the local tourism industry might be impacted. In addition, four organisations commented about how HS2 might affect local jobs, and three believed that the local or national economy would be affected. Six organisations made comments on proposed mitigation measures, with most requesting more robust measures to be put in place for those affected by HS2.

Organisations that made comments about socio-economic aspects included Ashfield District Council, which requested that HS2 Ltd examine opportunities to ensure as many jobs as possible would be taken by local people. It also raised some concerns about how businesses could be affected in terms of uncertainties over effects of impacts on individuals' businesses, risk to business survival for those businesses needing to relocate, and also impact of temporary disruption on business competitiveness in Ashfield.

## 20.12 Noise and vibration

There were 25 respondents who made comments about noise and vibration issues associated with the Proposed Scheme in this community area. This included 18 individuals and seven organisations.

Thirteen individuals were concerned about how noise would affect local residents, with areas mentioned including Nuthall, Whyburn Lane, Misk Hill, and Hucknall (all one comment each). There were also nine general comments received which raised concerns about local noise. In addition, nine individuals were worried about noise during the construction phase of HS2.

*"I am a local resident of Whyburn Lane & I am very saddened & very angry to find that you are planning to use our lane as access to either a site compound or an electrical transformer station based at Misk Farm. This should not even be considered as the quietness of the area and the Lane is exactly why we and the other residents chose to live here."*

Member of the public

All seven organisations that made comments about the impact of noise on residents cited a number of places across the area that could be affected. Some of those who made comments (4) were specifically concerned about how HS2 would generate noise during the construction phase, while two organisations were worried about noise during the operational phase of HS2.

Four organisations commented on proposed mitigation measures, calling for additional or more robust measures to be implemented, including insulation, sound barriers, and sound proofing. There was also a request for HS2 Ltd to monitor noise and vibration.

## 20.13 Traffic and transport

There were 76 respondents who made comments about potential impacts on traffic and transport networks in this community area. This included 60 individuals and 16 organisations.

The most frequently cited comments from individuals included:

- There were 24 individuals who were of the view that HS2 would impact the local transport network during the construction phase. Locations mentioned included on the M1, Slag Lane, Whyburn Lane, and Wood Lane. In addition, 25 individuals were concerned about how HS2 construction traffic would impact upon the local road network. Most comments received in this respect were centred on the potential impact of HGVs. Six individuals were concerned about how construction traffic, particularly HGVs, would damage local roads, including on Whyburn Lane.

*"The use of Whyburn Lane as access to a site compound or transformer station by heavy goods vehicles and 4x4s is totally inappropriate to the scale of the road, which is a narrow lane currently used as residential access with occasional farm traffic."*

Member of the public

- The potential impact of road closures and associated traffic diversions elicited comments from 16 individuals. Concerns were raised about road closures on the M1, A52, and in a number of places including Whyburn Lane, Common Lane, and Annesley Lane.
- Sixteen individuals also made comments in relation to non-motorised road users, with many making comments about having safe routes for pedestrians and cyclists. Some were worried about the road safety of such groups.
- Eleven individuals raised concerns about road safety issues. A number of different areas were mentioned including Whyburn Lane, Common Lane, and Wood Lane.
- Eleven individuals also believed that construction compounds would affect traffic, with most of the comments focussed on impacts on increased journey times. Specific mentions included Whyburn Lane and Misk Hill.
- Ten individuals made comments about local public transport, with many of the comments calling for an upgrade and improvement of existing rail infrastructure.

Sixteen individuals provided comments on proposed mitigation measures. A number of suggestions were made, including that local footpaths should be upgraded, that there should be relief roads and a bypass built in areas affected, and a number of other measures to help reduce negative impacts on local transport.

The most frequently cited comments from organisations were as follows:

- Road closures and associated diversions, commented on by 12 organisations.
- Eight organisations made comments about public transport in the local area, including how bus routes would be affected, and some called for existing rail infrastructure to be improved.
- Six organisations were concerned about how local roads would be blocked or congested during the construction phase of HS2. Organisations that made comments included Ashfield District Council, which stated that it would be vital to minimise any disruption to access to the M1 motorway by the Proposed Scheme.
- Additionally, three organisations believed that HS2 construction traffic, including HGVs, would have negative consequences for traffic and transport on the local road network.
- Five organisations raised concerns about road safety issues, including what would happen if there was a road traffic accident or incident in the local area. Organisations that made comments included Annesley and Felley Parish Council, which stated that, while three accident clusters were identified at 14.3.6 within the Hucknall to Selston area, there was no mention of the potential

impact on the surrounding network when an incident occurred at any one of the three listed locations.

- Five organisations also provided comments about how they believed construction compounds would affect local traffic and transport.

Eight organisations made comments on proposed mitigation measures, and these included a number of things including calls for more cycling to be encouraged, for better access to be provided, and for local footpaths to be improved or upgraded. Nottinghamshire County Council suggested that there was a risk that road safety for all users, and that this should be fully assessed and mitigation measures considered. The Council asked that the ES should ensure that road safety for all roads and paths is fully considered and that a full assessment of accident risk due to construction traffic is included. It suggested that this should include engagement with the Nottinghamshire Road Safety Partnership and link with Nottinghamshire's sustainable Community Strategy 2010-2020, monitoring risk throughout the construction period. Other organisations, including Derbyshire County Council, asked to be more comprehensively consulted and engaged with and/or raised concerns about omissions in the documentation for this community area.

*"(Section 14.5.5) has omitted the complex impact upon Brookhill Lane and Pinxton Lane. It is noted however that reference is made in volume 8. When evaluating the EIA it should be identified that a large amount of cross referencing of documents is required to ensure that all relevant information has been evaluated."*

Derbyshire County Council

## 20.14 Water resources and flood risk

There were 18 respondents who made comments about water resources and flood risk in this community area. This included seven individuals and 11 organisations. Most of the comments received were about a need to tackle flood risk and also how local water resources, including ponds and lakes, might be impacted by HS2. Specific comments from organisations included:

- Ashfield District Council was supportive of suitable drainage being incorporated into the scheme. However, it requested that sustainable urban drainage system (SUDS) elements be designed sympathetically to maximise the ecological and landscape benefits. The Council also mentioned a number of ecological sites in Ashfield which, in its opinion, were water dependent. It requested that, if the scheme had any negative effects on such sites, these should be mitigated as far as possible.
- Nottinghamshire County Council made a number of comments, including that all features need to be constructed in accordance with best practice, that there should be permeability of ground surfaces to establish if infiltration is possible, and that run-off from newly constructed infrastructure should not exceed pre-construction rates.

# 21. Comments relating to Volume 2: community area LA08 Pinxton to Newton and Huthwaite

## 21.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for LA08: Pinxton to Newton and Huthwaite. While responses from a number of respondents covered more than one community area, comments specifically relating to LA08 are reported in this chapter.

Comments were received from 161 members of the public and 28 organisations. Organisations that made comments about this community area included: Ashfield District Council, Blackwell Parish Council, Chesterfield, North East Derbyshire and Bolsover Ramblers Group, Derbyshire County Council, Nottinghamshire County Council, South Normanton Parish Council, and The Nottinghamshire Wildlife Trust. A full list of organisations that responded is included in Appendix A.

## 21.2 Overview of the area

The Proposed Scheme in the Pinxton to Newton and Huthwaite area<sup>21</sup> covers an approximately 7.7km section of the Proposed Scheme, comprising a 4.6km section of the HS2 main line and a 3.1km section of the Sheffield spur. The Proposed Scheme passes through the parishes of Pinxton, South Normanton, and Blackwell, and the town of Sutton-in-Ashfield. The area falls within the local authority areas of Bolsover District Council and Ashfield District Council, as well as Nottinghamshire County Council and Derbyshire County Council (DCC). Pinxton parish and the Ashfield District Council area form the southern boundary of this area. The boundary between Blackwell and Tibshelf parishes forms the northern boundary of this area. The Hucknall to Selston area (LA07) lies to the south, and the Stonebroom to Clay Cross area (LA09) lies to the north-west, through which the Sheffield spur would continue. The Tibshelf to Shuttlewood area (LA10) lies to the north, into which the HS2 main line would continue.

The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

---

<sup>21</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

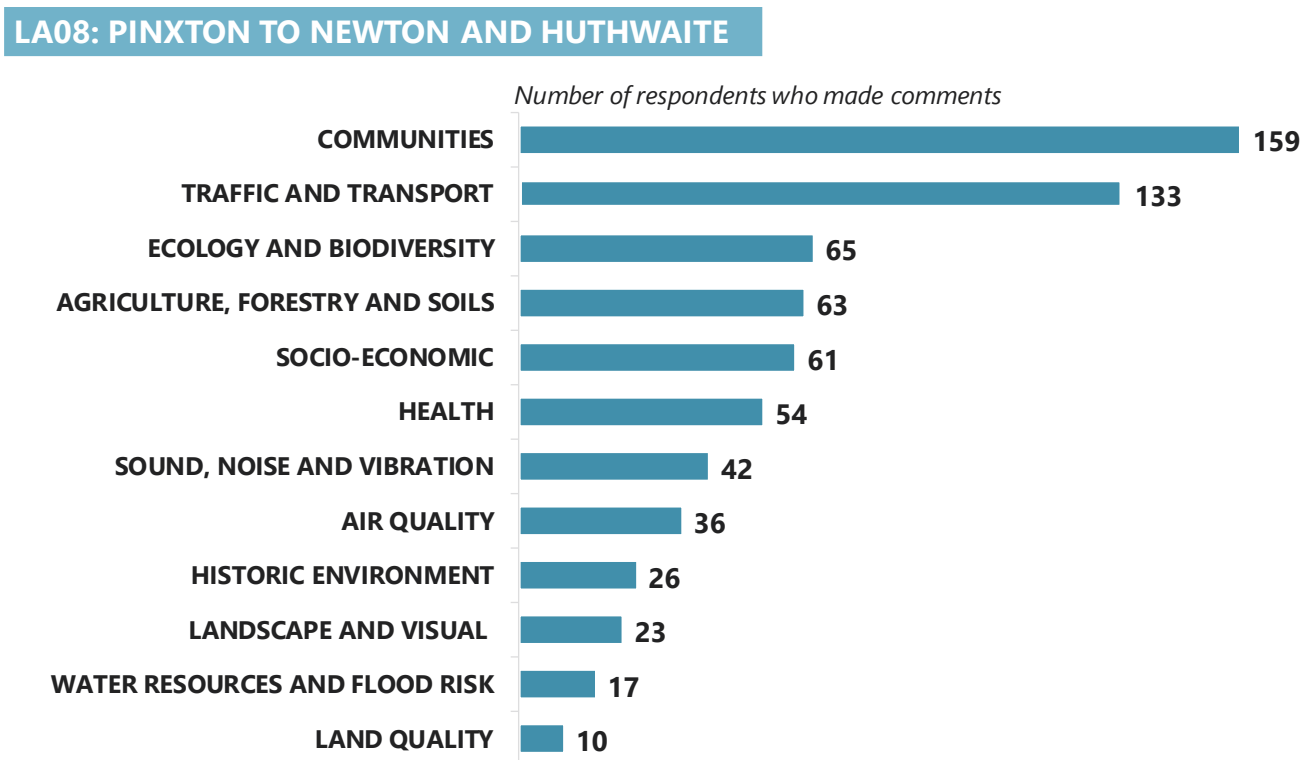
LA08: Pinxton to Newton and Huthwaite

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745216/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_LA08\\_Pinxton\\_to\\_Newton\\_and\\_Huthwaite.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745216/HS2_Phase_2b_WDES_Volume_2_LA08_Pinxton_to_Newton_and_Huthwaite.pdf)



Figure 21.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 21.1: Number of respondents who made comments about LA08**



Base: 189 respondents submitting responses related to LA08: Pinxton to Newton and Huthwaite

### 21.3 Agriculture, forestry and soils

There were 63 respondents who made comments in relation to agriculture, forestry and soils for this community area (49 individual members of the public and 14 organisations).

Among the 49 members of the public who commented on agricultural land, the most frequently cited comments discussed the potential impact on agricultural land (30). More specifically, they had concerns about the loss of agricultural land (24) and disruption to agricultural land during construction (7). Two individuals commented on mitigation measures. Their responses were about the need to mitigate the loss of land (1) and, conversely, that the land was irreplaceable and that mitigation was not possible. Other comments from individuals included concerns about the potential impacts of the loss of land (20) and the potential impact on livestock (4).

*"Strongly opposed to the proposed realignment of Brookhill/Pinxton Lane...Excessive take of productive farmland when there is an alternative route to the West round the back of a wooded area and joining Farmwell Lane."*

Member of the public

Fourteen organisations commented on local agriculture, forestry and soils. There were 10 that had comments about the potential impact on agricultural land. This included the loss of agricultural land around places such as Twinyards Farm (1) and Pinxton (1).

There were six organisations that commented on mitigation measures, most often to say there should be mitigation for the loss of land (4) and for the potential impact on soil quality (3). Six organisations also commented on the potential impact of land loss. Alfreton, Twinyards Farm and the East Midlands Designer Outlet were all places where organisations had concerns about the general loss of land (1 comment in each case). Some of the organisations that responded also commented about soils, and how negative impacts should be mitigated.

*"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."*

Ashfield District Council

## 21.4 Air quality

There were 36 respondents who made comments about local air quality (26 individual members of the public and 10 organisations). Of the 26 individuals with concerns about air quality, 20 commented about the general impact on air quality. Among the particular places referenced were Hilcote (1), Old Blackwell (1) and Newton (1). Eight individuals also commented on the potential impact on air quality during construction. This included comments about impacts around Newton (3), and the potential impact of emissions from HGVs (1).

Among the 10 organisations with concerns about air quality, nine commented on the general impact on air quality by the Proposed Scheme. Four organisations also had concerns about the potential impact on air quality during construction. Five organisations commented on mitigation measures. Most often, this was about the need to mitigate the potential impact on air quality (5) and also that there should be continuous monitoring of air quality during the operation of the Proposed Scheme (2).

*"No works should go ahead without mitigation if they will worsen local air quality and create/or has the potential to create air quality issues. Such mitigation could be infrastructure improvements to properties; walking, cycling or passenger transport improvements; as well as co-ordinated personal travel planning within communities and business."*

Nottinghamshire County Council

## 21.5 Community

There were 159 respondents who made comments about on the potential impact on communities in the community area (136 individual members of the public and 23 organisations).

Looking at the individual members of the public who made comments:

- They were most likely to mention the potential impact on open spaces and Public Rights of Way (74 individuals). This included concerns about the potential impact on footpaths and rights of way generally (30) and more specifically at Newton (5), on the Blackwell Trail (6) and the Five Pits Trail (3). There were also concerns about the potential impacts on specific sections of footpaths, most often B3/10/5 on the Silverhill Trail (17) and B3/8/1 on the Blackwell Footpath (5). Other individuals had concerns about the potential impact on local greenbelt land generally (19). Specific comments were made about the potential impact on landscape and greenbelt around Newton (14), Old Blackwell (9) and Doe Hill Country Park (7).
- There were 72 individuals who had concerns about the potential impact on residential properties. Most often, they mentioned the general impact of local properties (28). However, they also expressed concerns about the potential impact of the loss of homes (20) and on property prices (11). Concerns were voiced about the potential impact on properties in some specific places, such as the loss of homes in Newton (13) and Old Blackwell (9), and the general impact on properties in Newton (9) and Old Blackwell (6).
- There were 62 individuals who commented on the potential impacts on towns and villages in this community area. Most often, they commented in general terms on the potential impact on local communities, but there were specific references made to the effects on Newton (29), Old Blackwell (9) and Blackwell (9), among other places.

*"I feel that the impact on my village and its surrounding area will be terrible...My village (Newton) is to be cut in two with HS2 running both through it (the spur) and to the side of it (the main line)."*

Member of the public

- A total of 36 individuals commented on the potential impact on communities during construction. Most often, these comments discussed the general impact across the local area (23). The most common specific references were to the potential impact of construction on Newton (8).
- A total of 33 individuals commented on the potential impact on local recreational facilities. Most often, these comments were made about the local area generally (13), but particular mention was made about the effects on facilities in and around Newton (9), Doe Hill Country Park (7) and South Street in Newton (4).

- Eighteen individuals commented on the potential impact on local community facilities. This included comments about the potential impact on schools within this community area (7), as well as on Blackwell Church (4) and on medical and health centres (3).
- There were also 89 individuals who made other comments about impacts. Most often these were about the general impact on local people and communities (58), but there were also comments about the general effect on people in Newton (17), on young people in the local area (11) and on local elderly, disabled and vulnerable residents (11).
- In addition, 28 individuals made comments about mitigation measures for local people and communities. Most often, they said there was a lack of adequate compensation for local homeowners (7). This was followed by concerns about mitigating the potential impact on people and communities (4), the suggestion of using a tunnel to reduce impacts (4) and the view that compensation was generally inadequate (4).

Looking at the 23 organisations that raised concerns about the potential impact on local communities:

- They were most likely to mention the potential impact on open spaces and Public Rights of Way (18). Most often, they expressed concerns about the potential impacts on local Public Rights of Way (9). However, some mentioned the particular impact on the B3/10/5 section of the Silverhill Trail (3) and on the Blackwell Trail as a whole (2). In addition, five organisations commented on the potential impact on local greenbelt land generally, and in Doe Hill Country Park in particular (3).
- Twelve organisations commented on the potential impact on communities during construction. This included comments about the general impact from construction across the local area (6), but also about the potential impact at night (2), outside agreed working hours (2) and on Blackwell in particular (2).
- Eleven organisations raised concerns about the potential impact on residential properties across this community area. This included comments about the potential impact of losing homes (6) and the general impact on local properties and homes (3). There were specific comments about the potential impact on homes and properties in Newton (2), and properties on the Alfreton Road (2).

*"In the case of Newton the village will become sandwiched between lines and this will have a very significant isolating effect on the village and its residents. This will in the future limit the ability of the village to attract new development."*

Derbyshire County Council

- A total of 11 organisations raised concerns about the potential impact on local towns and villages. Most often, their comments discussed the general impact on towns and villages in this area (4), but there were comments specifically about the effect on Blackwell (1) and Sutton-in-Ashfield (1).

- There were 11 organisations that commented on the potential impact on local recreational facilities. Most often, their concerns were about the potential impact on these facilities across the local area (5). However, some organisations commented specifically about the potential impact on Doe Hill Country Park (1) and the playing fields on South Street near Newton (1),
- Six organisations expressed concerns about the potential impact on local community facilities. Their comments referred to the potential impact on medical and healthcare facilities (2), local utilities (2) and community facilities in general (2). There were also specific references to the potential impact on facilities in Blackwell (1) and Newton (1).
- There were also 15 organisations that made other comments about the potential impact of the Proposed Scheme in this community area. Most often, it was about the general impact on local people and communities (8). This was followed by comments about the effects on elderly, disabled and vulnerable residents (3), on young people (3) and about the effects of isolating communities and people (2). Specific mention was also made about the potential impacts on the people of Newton (3), Old Blackwell (2), Blackwell (1), Hilcote (1) and South Normanton (1).
- In addition, thirteen organisations commented on mitigation measures. Most often, it was to say that mitigation should be considered to reduce the potential impact on landscapes and greenbelt land (6), on houses and properties (4) and on Public Rights of Way (3). There were comments about mitigating the potential impact on people's health, wellbeing and quality of life (2), on noise and vibration during construction (2), on towns and villages (2) and on the compulsory purchase of homes (2). Specific places were referred to several times, and this included comments about a lack of compensation for homes in South Street, Newton (1) and about using a tunnel to reduce the effects on the Alfreton Road (1).

## 21.6 Ecology and biodiversity

There were 65 respondents (51 individual members of the public and 14 organisations) that commented on the potential impact on ecology and biodiversity in this community area.

Among the 51 individuals who made comments:

- Thirty eight commented on the potential impact on local wildlife. Most often their comments discussed the potential impact on wildlife in general (29). The particular types of wildlife that received most comments were badgers (10), foxes (4) and barn owls/tawny owls (4).

*"I was advised that the destruction of habitats would not go ahead during nesting/breeding season. So once nesting and breeding is over then what? How the animals are affected going to be re-homed?"*

Member of the public

- There were 31 individuals who commented on the potential impact on local habitats, chiefly about the effects on fields, trees and hedgerows (23). Ten individuals commented on the potential impact on ancient woodlands, with specific concerns about the potential impact on rare species within these woodlands (1) and on ancient woodlands in Newton (1).
- Twenty two individuals had comments about mitigating the potential impacts. Most often, they said that mitigation was needed (7) or that the loss would be irreplaceable and mitigation would not succeed (5).

Among the 14 organisations that made comments:

- Eleven discussed the potential impact on habitats, chiefly with regards to fields, trees and hedgerows (8). There were also comments about impacts on grasslands (4), the 'green corridor' (4) and on fields, trees and hedgerows specifically during construction (4).
- Ten organisations had comments about wildlife, mainly the potential impact on wildlife in general (7). The types of wildlife most often mentioned are birds in general (5), otters (4), and bats (4).
- Seven commented on the potential impact on ancient woodlands and eight had comments about designated sites.
- Twelve had comments about mitigating the potential impact on wildlife and biodiversity. Their comments included suggestions for planting trees and shrubs (7), mitigating the potential impact on fields, trees and hedgerows (7) and mitigating the effect on wildlife (7). However, six organisations felt that mitigation would not work, and that there would be an irreplaceable loss.

## 21.7 Health

There were 54 respondents who commented on the potential impact of the Proposed Scheme on local people's health, wellbeing and quality of life (42 individual members of the public and 12 organisations).

Among individuals, comments were most often about the general impact on health and wellbeing (25). However, some were concerned about the potential impact on health and wellbeing in Newton (4), and specifically on Newton residents during construction (2).

Nineteen individuals had comments on the potential impact on people's mental health, with specific comments about the potential impact of stress (9), of being worried (6) and of feeling upset (4). In addition, three individuals had concerns about the potential impact on levels of safety, for example from placing balancing ponds near to playing fields (1).

The 12 organisations that made comments were most likely to discuss the general impact on health and wellbeing (9), or specifically during construction (2) or operation (2). Two organisations commented on

the potential impact on local residents' mental health, and four commented on the potential impact on levels of safety.

*"DCC agree with mitigation listed but HS2 also need to consider adding: commission access to expert counselling services for dealing with loss related to demolition."*

Derbyshire County Council

## 21.8 Historic environment

A total of 26 respondents (16 individual members of the public and 10 organisations) commented on the effect of the Proposed Scheme on the local historic environment and heritage assets.

The individuals were most likely to raise concerns about the potential impacts on designated heritage assets (11 individuals). This included the potential impacts on historic buildings in Old Blackwell (6) and Newton (1), as well as on St Werburgh's Church in Old Blackwell (1). Seven individuals also commented on non-designated heritage assets, either generally (4) or specifically in Old Blackwell (3).

The 10 organisations that commented on the historic environment all discussed the potential impact on designated heritage assets. This included listed buildings across the local area as whole (3), but also specific mention of Brookhill Hall and its stable block (1). In addition, eight organisations commented on the potential impact on non-designated heritage assets, and five also made comments about the need for effects on heritage assets to be mitigated.

## 21.9 Land quality

A total of 10 respondents commented about the potential impact on local land quality (eight individuals and two organisations).

The two individuals that commented on land quality expressed concerns about disturbing old quarry and mining sites (1), about using old landfill sites (1) and about using sites where toxic waste had once been kept (1).

The most frequent comments from organisations were concerns about disturbing old quarry or mining sites (3) and about problems connected with the use of old quarry land, such as subsidence (1) and the release of gases (1). Other concerns were about the use of contaminated land (3), the use of land on flood plains (3), disturbances caused by using old industrial land (2) and chemical disturbances (2).

In addition, four organisations commented about mitigating the effects on land quality. Most often, they urged research to be done before land was used (2).

## 21.10 Landscape and visual

A total of 23 respondents commented on the potential impact on the landscape and on visual receptors in this community area (12 individuals and 11 organisations).

Individuals were most likely to be concerned that the Proposed Scheme would have poor aesthetics or visually intrusive in general (4) or in Newton (4). There were also concerns that it would take away the unique character of Newton (2), Blackwell (1) and Old Blackwell (1), and that it would be visually intrusive in Hilcote (1) and in Old Blackwell (1).

Two other individuals sought mitigation of visual impacts, and wanted the visual appearance of the Proposed Scheme to be aesthetically pleasing.

The 11 organisations that commented on visual impacts were most likely to say that the Proposed Scheme would be visually intrusive (4), would affect the amount of light pollution (3) and cause light pollution specifically during construction (2). There were also concerns about negative visual impact in Blackwell (2), Newton (2), Hardwick Hall and Hardwick Park (2), Hilcote (1) and Old Blackwell (1).

Eight organisations had comments about mitigating the visual impact. The most frequent statements were that the Proposed Scheme should generally be visually pleasing (4) and that any viaducts, embankments or cuttings should be visually pleasing (3). There were specific comments about ensuring a pleasing appearance for work done at Alfreton (1) and Alfreton Road (1).

## 21.11 Socio-economic

There were 61 respondents who raised concerns about the socio-economic impact of the Proposed Scheme (40 individuals and 21 organisations).

The most frequent comments from individuals were about the effect of the Proposed Scheme on local business and industry (19) and local employment (14). Specific concerns included the effects on business and industry in Newton (2) and Blackwell (1), on employment in Newton (1), and on the East Midlands Designer Outlet (1).

Nine individuals commented on the overall impact on the local and national economy, mainly to say that people would be worse off or would experience increased costs (7). Four individuals also discussed mitigating the socio-economic effects, mainly by saying that compensation for business would be inadequate (2) and that mitigation for business and industry should be considered (2).

Organisations that discussed socio-economic impacts were most likely to discuss the general effects on local business and industry (8), and the East Midlands Designer Outlet (4). This was followed by comments on the potential impact of losing commercial premises (3) and on the Co-op Castlewood Distribution Centre (2). Six organisations discussed the general effect on local employment, with other comments made about creating new jobs (2) and recruiting new staff locally (3).



Thirteen organisations discussed mitigating the socio-economic effects of the Proposed Scheme. Most often, they wanted mitigation for business and industry (4), for local employment (2), for the Saw Pit Industrial Estate (2) and for the East Midlands Designer Outlet (2). Two organisations also wanted HS2 Ltd to help businesses relocate.

*“There is no mention of the impact on the East Midlands Designer Outlet during construction. The outlet will be directly opposite a main construction compound with another on the other side of the A38. A cutting will also be constructed opposite the outlet and a box tunnel on the A38 which is the main access point to the site. All of these will create significant impacts on the site and will affect its attractiveness to customers and retailers.”*

Derbyshire County Council

## 21.12 Noise and vibration

A total of 42 respondents commented on the potential impact on noise and vibrations within LA8 (30 individuals and 12 organisations).

Looking at the 30 individuals who made comments about noise and vibration:

- The most frequent statements were about the potential impact of noise on residents, either generally (11) or on specific places such as Newton (2) and Hilcote (1).
- Other individuals commented on the general impact of noise during construction (8) and specifically in Newton (3). Similarly, there were comments about the potential impact of noise during the operation of the Proposed Scheme, either generally (2) or specifically in Newton (2).
- In addition, four individuals commented about mitigating noise impacts, for example by saying that sound barriers would be insufficient (1) or, conversely, that a sound barrier should be considered (1).

Of the 12 organisations that made comments on noise and vibration:

- Ten commented on the potential impact on residents. This was most often about the general impact of noise (8) and the general impact of vibrations (3).
- There were nine organisations that commented on the potential impact during construction, either from the general level of noise (6), the potential impact of noise from HGVs (1) or from vibrations during construction (1).

*“There is potential significant airborne construction noise in the following locations; B6018 Park Lane in Selston, from the works along the B6018 Mansfield Road, turning right towards Commonsides and continuing towards Station Road, Beaufit Lane and the B6019 Town Street in Pinxton, then to the B6019 Alfreton Road and the B6019 Pinxton Lane in South Normanton, and finally turning right towards the B6019 Mansfield Road up to junction 28 of the M1. B6027 Common Road in Huthwaite; and B6026 Blackwell Road in Huthwaite along B6026 Huthwaite Lane up to the B6026 Cragg Lane in Old Blackwell”*

Nottinghamshire County Council

- Three organisations commented on the potential impact during the operation of the Proposed Scheme. Most often, this was about the general impact of noise from operations (2).

Seven organisations commented about mitigating the potential impact of noise and vibrations. Most often, they said that consideration should be given to mitigating the effects on noise (5) and to using sound-proofing or sound isolation (2).

### 21.13 Traffic and transport

There were 133 respondents who commented about the potential impact of the Proposed Scheme on local traffic and transport (112 individuals and 21 organisations).

Among the 112 individuals who commented about traffic and transport impacts:

- A total of 52 individuals discussed the local effect of construction on impacted routes. Most often, they had general concerns about the effect on traffic congestion along these routes (14 comments) and about the general level of disruption (11). There were also specific references to the potential impact on traffic around Newton (9), South Street in Newton (3), Hilcote (2), Doe Hill Country Park (2), the Alfreton Road (2) and rural lanes around Old Blackwell (2). Specific comments about disruption were made with reference to Old Blackwell (3), the B6406 (2) and on the Alfreton Road (2).
- There were 51 individuals who commented about the potential impact of local road closures and diversions. Most often, their comments discussed the general impact from road closures (11), and from diversions/realignments (10). However, there were specific comments about the potential impact of diversions on Cragg Lane (9), the B6026 (8), Newtonwood Lane (7), Pinxton Lane (4), Brookhill Lane (4) and in Newton itself (3).
- There were 31 individuals who commented about construction compounds and access. Most often, it was to express general concerns about reduced access and increased journey times (14). Specific references were made to access and journey times around the South Street Playing Fields (4), on the A38 (3), in Newton (2) and Alfreton (1).

- Thirty individuals commented on local public transport impacts. Most often, they commented about upgrading the existing rail infrastructure (12).
- A total of 21 individuals commented on the effect from construction traffic. Most often, they raised concerns about the general impact on congestion by HGVs (9) and on local rural lanes (3). Specific comments were made about the potential impact from HGVs on Newton (5), Pinxton Lane (1) and Hilcote (1).
- Seventeen individuals commented on non-motorised road users, most often with concerns about safety on the roads for cyclists and pedestrians (11), and horse riders (5). Specific concerns were expressed about the potential impact on safety for cyclists and pedestrians in Cragg Lane (3), Newtonwood Lane (3), Newton (2), Hilcote (2), the B6026 (2) and the B6406 (2).
- Sixteen individuals commented on the potential impact on accidents and safety. Most often, it was to express general concern about safety on affected routes (9), with specific references to Cragg Lane (3), Hilcote (3), Newtonwood Lane (2), and the B6026 (2).

*“Realignment of Cragg Lane Newton will make this road much faster and therefore more dangerous for local people using this road as pedestrians.”*

Member of the public

- There were also 29 individuals who had comments about mitigating the potential impact on the transport system. Most often, it was about constructing or upgrading footpaths either generally (3), or along the Silverhill Trail (6), along Newtonwood Lane (2) and Huthwaite Lane (2). There were also comments about building or improving roads, either generally (2) or in the track bed (3).

Among the 21 organisations that commented on transport impacts:

- Thirteen commented on the potential impact from road closures and diversions. Most often this was about the general impact from diversions (5) and road closures (4). Specific mention was made about the potential impact of diversions on the B6026 (3), Newtonwood Lane (2), the A38 (2), Junction 29 of the M1 (2) and Blackwell (1).
- Twelve organisations commented on the effect on construction impacted routes. Most often, they commented about the general impact on traffic and congestion (7) and about disruption on the A38 (5). Concerns were also expressed about congestion or disruption in several places, such as Blackwell (2), Newton (2), Sutton-in-Ashfield (2), Huthwaite Lane (2), Pinxton Lane (1) and South Normanton (1).
- Twelve organisations made comments about construction compounds and the effects on accessibility. Most often, their concerns were about generally reduced access and increased journey terms around the local area (6), and increased journey times on Public Rights of Way (2). Concerns

were also expressed about increased journey times in places such as Newton (1) and along the A38 (1).

- Eight organisations commented on the potential impact on local public transport. This included impacts on canals and waterways (2), public transport generally (2) and existing rail lines and stations (2).
- Seven organisations commented on the potential impact from construction traffic, most often about the general impact from HGVs (3).
- Six organisations made comments about the local impact on road safety and accidents. Most often, it was to express general concerns (3). There were also concerns about the potential impact on road safety during construction (1) and from HGVs (1). Specific references were made to road safety on the B6026 (1), Junction 29 of the M1 (1), Newtonwood Lane (1) and Huthwaite Lane (1).
- Six organisations made comments about non-motorised road users. Most often, they had general concerns about the potential impacts on road safety for cyclists and pedestrians (3), about reduced access for them generally (2) and during construction in particular (2).
- There were also 13 organisations that commented on mitigating the potential impact on the local transport system. Their comments included mitigating the potential impact on footpaths and Public Rights of Way (5), improving or constructing roads (4) and upgrading or constructing more footpaths and Public Rights of Way (4).

### 21.14 Water resources and flood risk

A total of 17 respondents made comments about local water resources and flood risk (five individuals and 12 organisations).

Among individuals, there were comments about the potential impact of balancing ponds (1) and about the safety implications of these ponds (1). Other comments were made about the need for adequate flood defences (1), mitigating the potential impact on water supply to Twinyards Farm (1) and about the potential impact on drainage (1).

Those organisations that made comments were most likely to comment on mitigation, namely about the need for flood defences (5) and that mitigation generally was required (4). Others discussed the general impact on drainage (6), water resources (4) and balancing ponds (2).

## 22. Comments relating to Volume 2: community area LA09 Stonebroom to Clay Cross

### 22.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for LA09: Stonebroom to Clay Cross. While responses from a number of respondents covered more than one community area, comments specifically relating to LA09 are reported in this chapter.

Comments were received from 124 members of the public and 15 organisations. Organisations that made comments about this community area included: Blackwell Against HS2 Group, Blackwell Parish Council, Derbyshire county Council, Derbyshire Wildlife Trust, Shirland and Higham Parish Council, and the British Horse Society. A full list of organisations that responded is included in Appendix A.

### 22.2 Overview of the area

The Proposed Scheme in the Stonebroom to Clay Cross area<sup>22</sup> would be approximately 5.2km in length, passing through the parishes of Newton, Tibshelf, Morton and Pilsley within the local authority areas of Bolsover District Council and North East Derbyshire District Council, which both lie within the Derbyshire County Council area. The Proposed Scheme in the Stonebroom to Clay Cross area would comprise a continuation of the Sheffield Southern spur, which would diverge from the eastern leg of the Proposed Scheme main line in the Pinxton to Newton and Huthwaite area (LA08). The Pinxton to Newton and Huthwaite area (LA08) lies to the south-east, and the Tibshelf to Shuttlewood area (LA10) lies to the north-east of the Stonebroom to Clay Cross area.

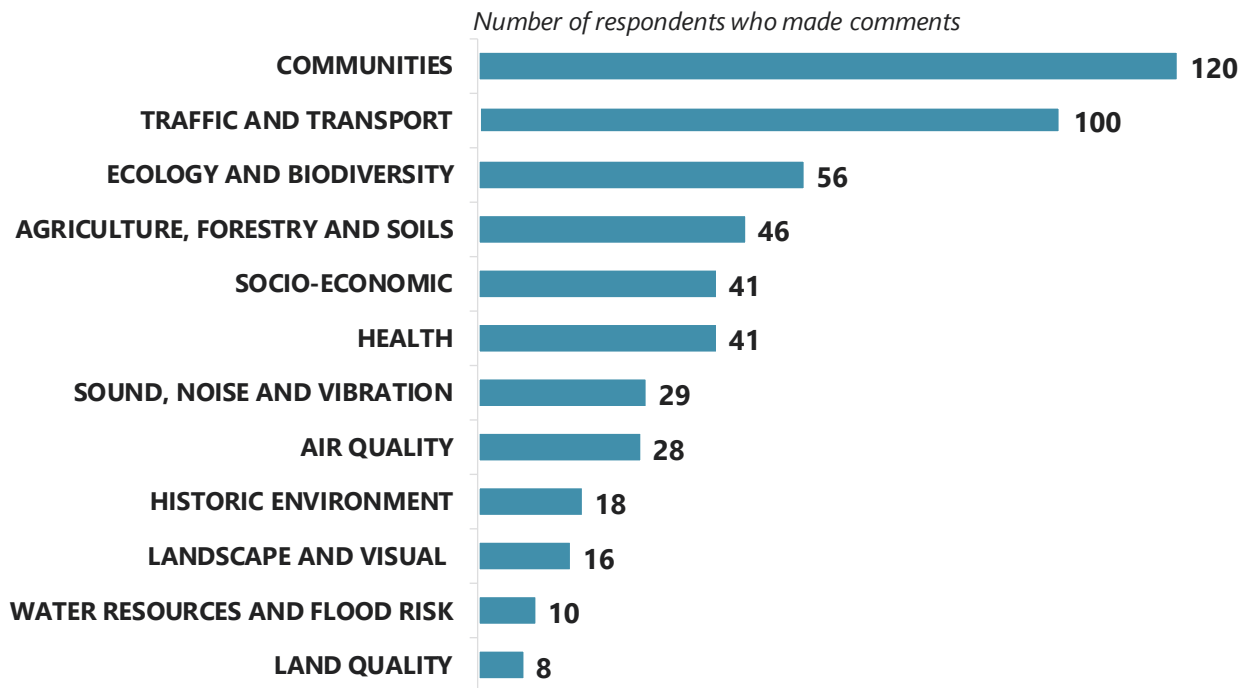
The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports. Figure 22.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

---

<sup>22</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

LA09: Stonebroom to Clay Cross

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745189/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_LA09\\_Stonebroom\\_to\\_Clay\\_Cross.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745189/HS2_Phase_2b_WDES_Volume_2_LA09_Stonebroom_to_Clay_Cross.pdf)

**Figure 22.1: Number of respondents who made comments about LA09****LA09: STONEBROOM TO CLAY CROSS**

Base: 139 respondents submitting responses related to LA09: Stonebroom to Clay Cross

### 22.3 Agriculture, forestry and soils

There were 46 respondents who made comments about agriculture, forestry and soils in this community area. This included 40 individuals and six organisations. Most of those who provided comments about this aspect raised concerns about how agricultural land would be impacted by HS2. Specific areas mentioned included in Morton, Hardstoft and Pilsley. A small number of those who provided comments also commented on proposed mitigation measures. It was suggested that more should be done to reduce the potential impact of HS2 with regard to land loss. One respondent also believed that land taken over by HS2 could not be replaced or mitigated against.

*"To grab land from the area known as Padley Wood poultry farm which has been owned by one family for three generations simply to appease the loss of the established woodland by planting more trees on land used for crops is little short of a criminal act."*

Member of the public

### 22.4 Air quality

There were 28 respondents who made comments about air quality in this community area. This included 22 individuals and six organisations. Of those who provided comments about this aspect, most were concerned about air pollution, including how some areas including in Newton, and Morton would be affected. Some respondents were concerned about how HS2 could affect air quality during either or both

the construction and operational phases, with some calling for more to be done to mitigate the effects air pollution and reduced air quality associated with HS2 in the local area.

## 22.5 Community

There were 120 respondents who made comments about how HS2 might affect local communities in this community area. This included 106 individuals and 14 organisations.

The most frequently cited comments from individuals included as follows:

- Sixty one individuals were concerned about how Public Rights of Way and open spaces might be affected, and in so doing, having consequences for local people including how they might not be able to enjoy open spaces and the countryside.
- Fifty five individuals raised concerns about how homes and properties might be affected.
- Twenty four individuals were worried about how the construction of HS2 might impact upon local communities.
- Thirty individuals were worried about how HS2 might affect local recreational facilities. In addition, fifteen individuals were also concerned about how community facilities might be affected by HS2. This included local schools (6), and places of worship, including Blackwell Church (4).

*"Detrimental effect on Blackwell Church and churchyard during construction, and permanently."*

Member of the public

- Other comments received included concern about how HS2 might negatively impact or affect elderly, disabled and vulnerable residents (7), and also some comments were received about how local young people might be negatively affected (9).

Nineteen individuals made comments about proposed mitigation measures, calling for more to be done, including to compensate anyone affected by HS2.

The most frequently cited comments from organisations included:

- Thirteen organisations raised concerns about how open space and Public Rights of Way might be affected by HS2, and associated negative impacts upon local communities.
- Seven organisations were concerned about how local communities would be affected during the construction phase of HS2.
- Five organisations were worried about how local homes and properties might be affected

- Seven organisations were concerned about the potential impact of HS2 on local recreational facilities. Additionally, there were three organisations that were concerned about how HS2 might affect local community facilities.
- Other comments included concerns how HS2 might affect elderly, vulnerable and disabled residents (2), and also how young people might be affected (2).

Eight organisations made comments about proposed mitigation measures to reduce or off-set negative effects associated with HS2. Most of those called for more to be done, with suggestions including tunnelling, to provide financial compensation, and to give more consideration about how open space might be impacted.

## 22.6 Ecology and biodiversity

There were 56 respondents who made comments about ecology and biodiversity in community area LA. This included 49 individuals and seven organisations.

Overall, 38 individuals raised concerns about how wildlife might be impacted by HS2. This included badgers (6), water voles (4), dormice (4), owls (4), and insects (3). Furthermore, 31 individuals were concerned about possible effects of HS2 upon local habitats, and how trees, fields and hedgerows might be damaged. In addition, 12 individuals were worried about how HS2 might impact on ancient woodland.

*"I strongly object to the works. Billions is being spent to service the minority of people yet we are being encouraged to get active get outdoors and enjoy the environment! This is destroying vital greenspace, vital natural habitat and preventing vital bio diversity."*

Member of the public

Nineteen individuals provided comments about proposed mitigation measures, with most calling for more to be done, including tree planting and tunnelling.

Of the organisations that provided comments, five were concerned about how wildlife in the local area might be affected. Four organisations were worried about how ancient woodland might be affected, and four organisations were also worried about how local habitats would be affected as well. Furthermore, three organisations thought that designated sites would be affected, and five commented on proposed mitigation measures, calling for more to be done to protect biodiversity and local ecosystems.

*"The principle issues along this stretch of the route are associated with habitat losses directly associated with the route construction. Affected habitats include ancient woodland, species rich grassland and other habitat types (particularly associated with Padley Wood) whilst habitat severance and impacts on recreational opportunities (e.g. around Doe Hill Country Park) can also be envisaged."*

Derbyshire County Council



Derbyshire Wildlife Trust made comments about how in its opinion the proposed scheme could affect a number of sites within this community area. This included the Newton Disused Railway Line Local Wildlife Site, Station House Grassland Local Wildlife Site, The Water Meadow Local Wildlife Site, and Doe Hill Country Park. The organisation requested further survey and assessment work be undertaken to assess habitat loss, and in Doe Hill Country Park in particular, that additional mitigation measures be undertaken.

*"The mitigation includes just 2 new ponds and some woodland planting. The woodland planting proposals include an area that has been used for wetland creation in the past. Measures to address the wider impacts are not set out in any detail."*

Derbyshire Wildlife Trust

## 22.7 Health

There were 41 respondents who made comments about health, quality of life and wellbeing in this community area. This included 35 individuals and six organisations.

Twenty three individuals were concerned about how HS2 might impact people's health, quality of life and wellbeing, including in Newton, Pilsey and Hardstoft. Many of the comments received, however, tended to raise general comments and concerns rather than in specific places or areas (16). In addition, 15 individuals believe that HS2 could negatively affect people's mental health, including that it would cause stress, anxiety, upset and worry. Four individuals also raised concerns about health and safety issues.

There were six organisations that believed that HS2 would negatively impact people's health, quality of life and wellbeing. In addition, two organisations were concerned about how HS2 might affect mental health, and one organisation was also concerned about health and safety issues associated with a high speed rail line.

*"There would be direct impacts on access to green space, recreation and physical activity at Doe Hill Country Park...Changes to landscape character can create stress, especially in deprived communities already less satisfied with their environment."*

Derbyshire County Council

One organisation also made comments about the proposed mitigation measures, and called for more consideration about how HS2 might affect health, quality of life and wellbeing.

## 22.8 Historic environment

There were 18 respondents who made comments about the historic environment and cultural facilities in the local area. This included 12 individuals and six organisations. Both individuals and organisations raised similar concerns about how they believed HS2 would affect the local historic environment and associated cultural facilities. Areas or places cited as perceived to be at risk of impact included historic buildings in Old Blackwell as well as national heritage assets. A small number of respondents commented

on proposed mitigation measures, calling for more consideration of the historic environment in HS2's plans.

## 22.9 Land quality

There were eight respondents who made comments about land quality in this community area. This included three individuals and five organisations. Both individuals and organisations raised similar concerns about the suitability or otherwise of land for the construction of a high speed rail network. A small number of the organisations that responded made comments about assessments they would expect HS2 Ltd to have undertaken.

*"In this regard and the fact that the study area lies in an area of surface coal, to prevent the sterilisation of the coal resource in accordance with Policy M17 of the Derby and Derbyshire Mineral Local Plan, DCC, as Minerals Planning Authority, expect to see an assessment that examines whether prior extraction of the mineral resource in advance of the development is practicable and environmentally feasible."*

Derbyshire County Council

## 22.10 Landscape and visual

There were 16 respondents who commented on the potential impact on the landscape and on visual receptors in this community area. This included 10 individuals and six organisations. Most of the comments received were concerned about how HS2 might be visually intrusive on the local landscape. Some of the respondents called for more robust mitigation measures to be implemented.

## 22.11 Socio-economic

There were 41 respondents who made comments about socio-economic issues in this community area. This included 33 individuals and eight organisations.

The most frequently cited comments from individuals included:

- Twenty four individuals raised concerns about how local businesses might be affected by HS2. This included some local farms, and also the tourist industry.
- Fifteen individuals made comments about employment issues.
- Seven individuals were concerned about how the local economy might be affected, with most of the comments received centred on how local people would have been affected by increased costs and be out of pocket.

A small number of individuals made comments on proposed mitigation measures, requesting that more should be done to compensate people and businesses negatively impacted by HS2.

Of the organisations that provided comments, six were concerned about how the proposed Scheme might negatively affect local businesses. Comments made included general comments (4) about how business might be affected, as well as more specifically via loss of commercial premises (2), and in specific parts of the community area a such as in Derbyshire (2).

Five of the organisations that made comments about commented about how the Proposed Scheme could affect local employment opportunities, and all but one suggested a series of mitigation measures that they would like to see provided by HS2 Ltd. Such measures included to help affected businesses to relocate (2), as well as for HS2 Ltd to further consider how it might affected local businesses, particularly during the construction phase (3).

### 22.12 Noise and vibration

There were 29 respondents who made comments about issues associated with noise, sound and vibration in this community area. This included 23 individuals and six organisations.

Thirteen individuals were concerned about how noise from HS2 would affect local people in general, and seven were particularly concerned about noise and associated effects during the construction phase. In addition, three individuals were worried about noise during the operational phase, and four made comments about proposed mitigation measures, with requests for more to be done, including to have sound barriers.

All six organisations that made comments were concerned about noise generally, and four were specifically concerned about noise during the construction phase of HS2. One organisation also raised concerns about noise once HS2 becomes operational. In addition, three organisations also made comments on proposed mitigation measures with calls for more to be done to reduce the potential impact of noise and vibration associated with a high speed rail line in the local area.

### 22.13 Traffic and transport

There were 100 respondents who made comments about issues relating to traffic and transport in this community area. This included 88 individuals and 12 organisations.

The most frequently cited comments from individuals included:

- The construction of HS2 elicited concerns from 34 individuals. Most were worried about how local traffic would be affected, with a wide range of areas mentioned, including in Pilsey, at Doe Hill Country Park, and on Evershill Lane. In addition, 21 individuals believed that HS2 construction traffic, including HGVs would cause local traffic congestion issues.
- Thirty four individuals were concerned about road closures and associated traffic diversions. A number of areas were mentioned as potentially being affected. This included on the M1, on the B6026, and Pewit Lane.

- Twenty seven individuals made comments about local public transport.

*"There are 4 college buses which need access to all the villages in the area and all travel on the routes affected including Doe Hill, Alfreton Road Newton, Main Street in Newton, Primrose Hill leading into Hilcote, Berristone Lane leading onto M1 junction and A38. There are some college buses going to Chesterfield which pick up in all the local villages and need access to high street Doe Hill Lane and Chesterfield Road. All of these routes are affected having a negative impact on travel for these students."*

Member of the public

- Twenty five individuals thought that construction compounds in the local area would entail negative consequences for local traffic and transport. Most of those who made comments about this believed that there would be road congestion, and increased journey times for local residents and road users.
- Nineteen individuals made comments about non-motorised road users, including pedestrians and also horse riders. Many of the comments raised concerns about road safety issues for such user groups.
- Fifteen individuals were concerned about road safety issues, with a number of areas mentioned as being problematic. Such areas included: on the B6026, on Pewit Lane, and in Morton.

*"Having looked closely at the proposed widening of Pewit Lane for a period of 10 months to facilitate the building of a spur line at Stonebroom/Morton, this is an accident in the waiting...I have had first-hand experience of the level of traffic currently using Pewit Lane and the many near misses including that of my own daughter."*

Member of the public

Twenty four individuals commented on proposed mitigation measures. Most called for more to be done to mitigate problems associated with local traffic and transport due to HS2. It was suggested that HS2 could provide access road, that existing road infrastructure could be improved, and that even construction traffic, including HGVs should be banned from using local roads during peak periods.

The most frequently cited comments from organisations included:

- Eight organisations believed that there were be issues for local traffic and transport during the construction phase of HS2. In addition, four organisations blamed HS2 construction traffic for increasing traffic congestion in the area. One such organisation that provided comments was Shirland and Higham Parish Council which stated that its main concern was about the potential impact of construction traffic in Stonebroom and the surrounding communities.
- Six organisations were concerned about the impact of local road closures and associated traffic diversions.

- Construction compounds posed a problem for five organisations as far as local traffic and transport was concerned – all were worried about resulting traffic congestion problems.
- Four organisations were concerned about road safety and traffic accidents as a result of HS2. In addition, a further six organisations thought that non-motorised road users, including pedestrians and would be at risk of accident as a consequence of HS2, particularly during the construction phase.

In total, 10 organisations provided comments about proposed mitigation measures to alleviate traffic problems in the local area. There were calls for more to be done to reduce traffic related issues or problems, and also to do more for non-motorised road users.

*“The Parish Council request that HS2 considers how to mitigate the impact on those travelling to Tibshelf Community School and whether alternative routes or transport (such as buses) could be provided.”*

Shirland and Higham Parish Council

*“Unfortunately the landowners at Doehill House have blocked the route to cyclists and equestrians which now force them to use the B6025. Negotiations need to be made with the landowners...”*

The British Horse Society

Other organisations that made comments and suggestions included North East Derbyshire District Council. The council mentioned that HS2 should consider the implications of the Proposed Scheme so as not to restrict opportunity to use a station at Clay Cross.

## 22.14 Water resources and flood risk

There were ten respondents who made comments about water resources and flood risk in this community area. This included four individuals and six organisations. Those who provided comments included issues about how HS2 would affect water quality, that it might lead to contamination of local water courses, and that there was a flood risk in the area.

## 23. Comments relating to Volume 2: community area LA10 Tibshelf to Shuttlewood

### 23.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for LA10: Tibshelf to Shuttlewood. While responses from a number of respondents covered more than one community area, comments specifically relating to LA10 are reported in this chapter.

Comments were received from 168 members of the public and 44 organisations. Organisations that made comments about this community area included: Ault Hucknall Environmental Action Group, Ault Hucknall Parish Council, Chesterfield Cycle Campaign, Derbyshire County Council, Heath Village Planning and Environment Group, National Trust, Parochial Church Council (All Saints Church, Heath), and Tibshelf Parish Council. A full list of organisations that responded is included in Appendix A.

### 23.2 Overview of the area

The Proposed Scheme through the Tibshelf to Shuttlewood area<sup>23</sup> would be approximately 14km in length, and lies within the local authority areas of Bolsover District Council and North East Derbyshire District Council, which both lie within the Derbyshire County Council area. The Proposed Scheme would pass through the parishes of Tibshelf, Ault Hucknall, Heath and Holmewood, Sutton cum Duckmanton, Old Bolsover and Scarcliffe. The boundary between Blackwell parish and Tibshelf parish forms the southern boundary of this section. The northern boundary of this section broadly follows the boundary between Old Bolsover and Staveley parishes. The Pinxton to Newton and Huthwaite area (LA08) lies to the south, and the Staveley to Aston (LA11) lies to the north of the Tibshelf to Shuttlewood area. The Stonebroom to Clay Cross area (LA09) is located to the east of this area.

The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

---

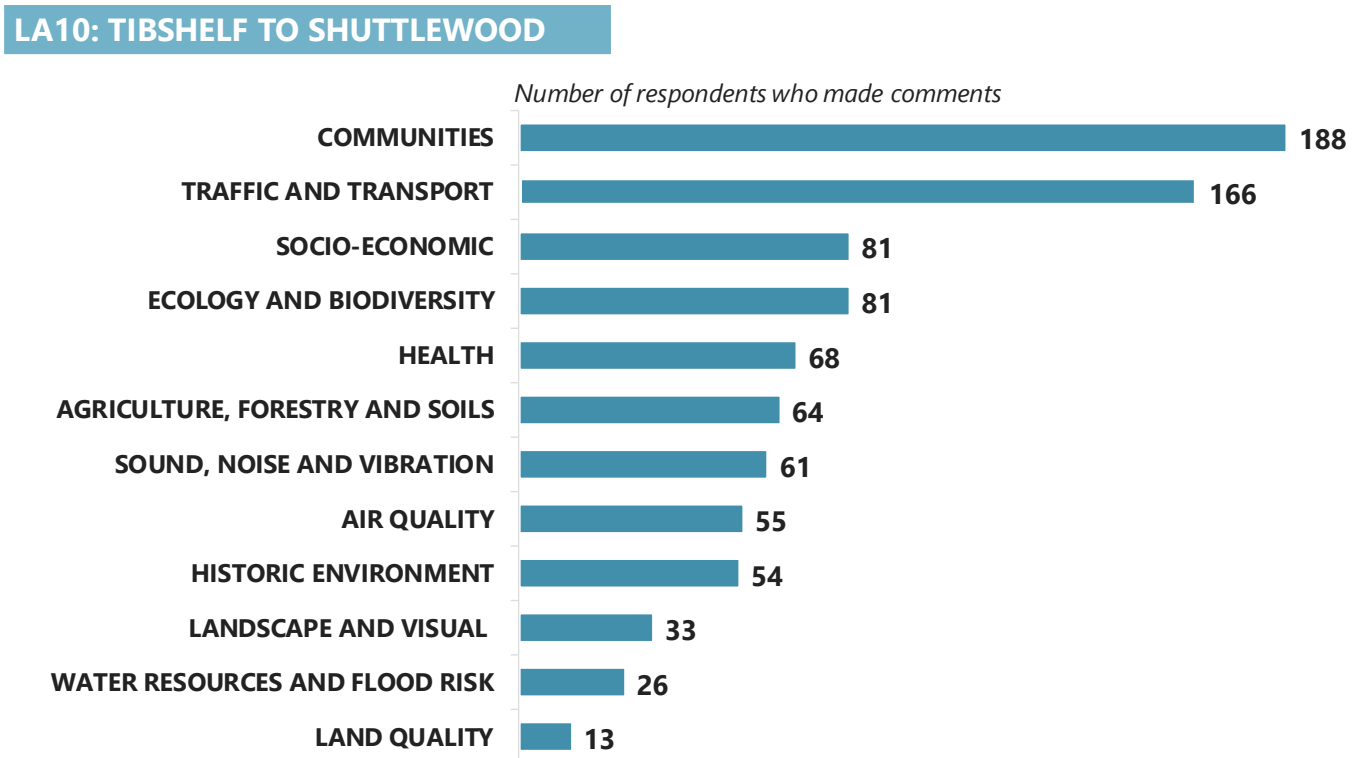
<sup>23</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

LA10: Tibshelf to Shuttlewood

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745190/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_LA10\\_Tibshelf\\_to\\_Shuttlewood.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745190/HS2_Phase_2b_WDES_Volume_2_LA10_Tibshelf_to_Shuttlewood.pdf)

Figure 23.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 23.1: Number of respondents who made comments about LA10**



Base: 212 respondents submitting responses related to LA10: Tibshelf to Shuttlewood

### 23.3 Agriculture, forestry and soils

There were 64 respondents who made comments about agriculture, forestry and soils in this community area. This included 42 individuals and 22 organisations.

Most of those who responded were concerned about loss of agricultural land, and also about consequences for land required by HS2 to build the high speed rail line and associated infrastructure in the local area. Organisations in particular were keen to make comments about proposed mitigation measures, with half (11) of those providing comments about agriculture, forestry and soils, doing so. Most called for more to be done to mitigate loss of agricultural land, and well as perceived negative effects of HS2 upon forestry and soils.

Of those that made specific comments, this included:

- Derbyshire County Council stated that it owned agricultural and forestry land as part of its Markham Vale Estate, but that it was unclear how its land would be accessed over the proposed Bolsover Footpath 35 accommodation overbridge at Woodside Farm.

- The National Farmers Union (NFU) was of the opinion that some farm businesses would be more badly affected than was stated by HS2. It also commented that some of its members were yet to be able to obtain meetings with HS2 representatives.

### 23.4 Air quality

There were 55 respondents who made comments about air quality in this community area. This included 37 individuals and 18 organisations.

Many of the comments received from individuals were general comments, raising concerns about the effect of HS2 upon local air quality. But there were some specific settlements mentioned as being particularly impacted and these included in Newton (5), Tibshelf (4), Heath (4), and also on the B6025 (1). Ten individuals were also worried about air quality during the construction phase of HS2, and one individual was also concerned about air quality when HS2 becomes operational.

*"Increased traffic fumes, dust and pollution during construction causing health risks. We believe that construction traffic will force more traffic to travel via Stanley Lane, spreading congestion and fumes.: ref 5.4.6 to 5.4.95. Suggestions for Mitigation; Make Stanley Lane access only during construction."*

Member of the public

As with the views of individuals, most of the organisations that made comments were concerned about how they believed HS2 would negatively affect local air quality. Most of the comments (12) were general comments, although a number of areas were also mentioned as being impacted. In addition, eight organisations were worried about how HS2 would affect air quality during the construction phase. Five organisations also commented on the proposed mitigation measures, with most calling for more to be done to offset effects of HS2 on air pollution locally.

### 23.5 Community

There were 188 respondents who made comments about the impacts of HS2 on local communities in this community area. This included 150 individuals and 38 organisations.

The most frequently cited comments from individuals included:

- Eighty one individuals were concerned about how HS2 would impact open space and public right of way. In so doing, they felt it would negatively affect local communities, and people's enjoyment of open spaces, the outdoors, and the countryside.
- Seventy two individuals were worried about how HS2 would affect people's homes and properties. A number of different comments were made, including concerns about property prices (12) and the loss of homes in Newton (11), and Old Blackwell (9).



- Sixty two individuals were also concerned about how towns and villages would be affected by HS2 in one way or another. This included impacts in Newton (14), Heath (11), Tibshelf (8), and other settlements across the local area.

*"I am greatly concerned by the impact of the proposed "western" route. The choice of route means a huge impact to Heath Village and its surrounding areas, when the decision to take the "eastern" route past and Stainsby, would have a lesser impact."*

Member of the public

- Thirty eight individuals were worried about impact of HS2 on local communities during the construction phase. Some of those made comments about how local communities would be impacted in settlements including Tibshelf (4), and also Newton (4), as well as in general (21).
- In total, there were 37 individuals who raised concerns about how recreational and leisure facilities might be affected by HS2. In addition, there were 21 individuals who were concerned about how HS2 might impact on local community facilities, including Blackwell Church (4), local schools in general (5), and in Newton (10).
- A number of other comments were made about how individuals perceived that HS2 would impact local communities. This included negative impacts on elderly, disabled and vulnerable residents (9), and also young people (6).

Twenty seven individuals provided comments about proposed mitigation measures. Most of those who made comments requested further or additional measures, and these included tunnelling, providing financial compensation to affected communities, and restricting night works during the construction phase.

*"The project will have long-term detrimental effects to certain communities. The scheme should be looking for ways to offset some of these impacts. These could include support for new walking/cycling/ routes. Help for projects such as the completion of the Chesterfield Canal. Provision of wildlife areas close to the rail route. Cleaning up of old industrial sites."*

Member of the public

The most frequently cited comments from organisations included as follows:

- Thirty one organisations raised concerns about how open spaces and Public Rights of Way would be affected by HS2, with consequences for local communities.
- There were 22 organisations that believed that HS2 would impact local towns and villages. A number of different settlements were cited as being potentially impacted, and this included at Markam Vale, Chesterfield, and in Blackwell.

- Some 17 organisations raised concerns about how HS2 would affect people's properties and homes, including property prices (3), the loss of homes (3), and the impact on homes during construction (3).

*"The proximity of the line to a number of settlements is of concern to the Council, since this will plainly significantly impact on the lives and homes of the people living in these areas. Specifically, the line will come within 20m of the edge of Tibshelf, a village already affected by being so close to the M1."*

Derbyshire County Council

- There were 13 organisations concerned about how HS2 would affect local communities during the construction phase.

*"The proposal for a large construction and maintenance depot employing 240 personnel for a period of at least 4.5 years within hundreds of metres of our small village is completely unacceptable..."*

Heath Village Planning and Environment Group

- Sixteen organisations thought that HS2 would have consequences for local leisure and recreational facilities. In addition, possible impact on local community facilities elicited comments from 12 organisations. This included schools, health services, and places of worship.
- Other comments made included concern about how young people (4) and also elderly, vulnerable and disabled residents (3) might be affected.

Twenty one organisations provided comments about proposed mitigation measures, with most requesting more to be done to offset or reduce negative impacts on communities within the local area.

## 23.6 Ecology and biodiversity

There were 81 respondents who made comments about ecology and biodiversity in this community area. This included 57 individuals and 24 organisations.

The most frequently cited comments from individuals were as follows:

- Thirty six individuals were concerned about how they believed local wildlife would be affected by HS2. A range of animals and birds were cited as being in danger of being impacted, including badgers (7), owls (4), bats (3), and insects (2). A relatively large number of general comments were made as well (30), raising concern about impacts on wildlife.
- Thirty five individuals were worried about how HS2 might affect wildlife habitats, including trees, fields and hedgerows. Most comments were general comments (29), although there were some specific areas mentioned too, including Tibshelf, Hilcote, Heath, and Hardwick Hall, which is a National Trust site.

- Fourteen individuals were worried about how HS2 might have negative consequences for ancient woodland. Most comments received were general comments (12), although Derbyshire was also mentioned (1), and also Newton (1).

Twenty four individuals commented on proposed mitigation measures, with most calling for more to be done, including tree planting, tunnelling, and more consideration for local biodiversity and local ecosystems. Some of those who made comments were also critical of HS2 proposals, stating that biodiversity cannot be replaced or mitigated against.

The most frequently cited comments from organisations were as follows:

- Fourteen organisations were concerned about the effect of HS2 upon local habitats, including trees, hedgerows, and fields.
- Thirteen organisations were worried about how local wildlife, including protected species, water voles, and bats, might be impacted.
- Eight organisations raised concerns about how they believed ancient woodlands would be affected by HS2, including Snipe Bog Nature Reserve, Stanley Grasslands, and Romeley Wood.
- Eight organisations also raised concerns about how designated sites could be affected.

In total, 20 organisations provided comments on proposed mitigation measures, with a large number of suggestions being made in terms of more needing to be done to mitigate against how local ecosystems might be affected by HS2. Some of those that made comments said they expected the Proposed Scheme to be fully scrutinised to assess impact on biodiversity and ecology.

*"The existing Mill Lane approach must be retained by the construction of a bridge over the railway to match the viaduct further south near the junction with Hawking Lane..."*

Ault Hucknall Parish Council

*"It is understood that the area around Hardwick is one of the most sensitive sections of the HS2 route for multiple interests and assets - heritage, archaeology, landscape, and to some extent, ecology. It is anticipated that the scheme design in this area will be subject to significant scrutiny, and potentially, redesign."*

Derbyshire County Council

## 23.7 Health

There were 68 respondents who made comments about health, quality of life and wellbeing in this community area. This included 49 individuals and 19 organisations.

Thirty seven individuals believed that HS2 would affect people's health, wellbeing and quality of life. In addition, 20 individuals were concerned that HS2 would affect people's mental health issues, including

making people stressed (7), worried (6), upset (5), or anxious (3). Two individuals were also worried about health and safety issues associated with HS2.

Eighteen organisations were concerned about how HS2 might affect people's health, quality of life and wellbeing, and nine were worried about how people's mental health might be affected. Comments made included that HS2 would make people feel anxious (5), that it would be stressful for some people (3), and that it would make some people feel angry (2). In addition, three organisations were concerned about health and safety aspects associated with HS2 in the local area.

A small number of organisations made comments about proposed mitigation measures, calling for more action to be taken to reduce negative impact of HS2 on people's health, quality of life and overall wellbeing.

*"Special attention must be paid to retaining easy access to healthcare services, particularly community services at Bolsover hospital."*

Derbyshire County Council

### 23.8 Historic environment

Some 54 respondents made comments about how they believed the Proposed Scheme would affect the historic environment and cultural facilities in this community area. This included 30 individuals and 24 organisations.

Most of the individuals who provided comments were worried about how HS2 might impact designated heritage assets. Comments made included worry about how Heath Graveyard could be disrupted (9), as well as Old Heath Church (4), and other historic buildings in Heath (6). Some of those who made comments were also worried about how the historic environment might be damaged in Old Blackwell (5), and some were concerned about negative impacts by HS2 on non-designated heritage assets in Old Blackwell too (3). Two individuals commented on proposed mitigation measures, both calling for more to be done to safeguard the local historic environment.

*"Heath village is a historic village with land and property owned by Chatsworth and with an ancient chapel and burial ground. It has a particular character which respects this historical and cultural perspective. The proposal to site the train line on the heath village side of the M1 will significantly detract from this."*

Member of the public

Organisations were similarly concerned about the potential impact of HS2 upon the historic environment and local cultural facilities. Buildings perceived to be impacted included Hardwick Hall (4), Heath Chapel (4), Heath Graveyard (3) and Bolsover Castle (1). Some of the organisations made specific comments, and also suggested mitigations to lessen impact of disruption.

*"...the selected option will require extensive intrusion into the former Heath Churchyard requiring demolition of the Grade II Listed property and the exhumation of over 1,000 burials..."*

Bolsover District Council

*"Given the internationally important group of heritage assets and the profile of Bolsover Castle as a major tourist destination, it is essential that a world-class mitigation design is applied here in order to minimise potentially harmful impacts."*

Derbyshire County Council

*"We suggest that the judgement of the effect of operation on Hardwick Estate Landscape Character Area (LCA) at year 15 should remain major adverse (significant) based on the HS2 criteria for this significance level."*

National Trust

Additionally, 13 organisations made comments about non-designated national heritage assets.

### 23.9 Land quality

There were 13 respondents who made comments about land quality issues in this community area. This included two individuals and six organisations. Comments mentioned old landfill sites which might be disturbed by HS2, and old quarry or mining sites in the local area. In particular, organisations raised concerns about how local land might be unsuitable for the construction and operation of a high speed rail line, including that there was old contaminated land or industrial land which could be disturbed during the construction phase.

*"There could be residual effects from the possible sterilisation of deep coal reserve which underlays the rail corridor and which if recovered by deep mining process could cause severe detrimental impact to rail embankment integrity in and thus high speed travel in the event of future mining subsidence."*

Derbyshire County Council

### 23.10 Landscape and visual

There were 33 respondents who commented on the potential impact on the landscape and on visual receptors in this community area. This included 16 individuals and 17 organisations. Most of those who made comments were concerned about how HS2 would be visually intrusive on the local landscape. In terms of specific impacts, there was some concern raised about how HS2 could impact Hardwick Hall. Some respondents made comments about proposed mitigation measures, calling for more to be done to offset negative impacts associated with HS2 upon the local landscape.

### 23.11 Socio-economic

There were 81 respondents who made comments about socio-economic aspects in this community area. This included 49 individuals and 32 organisations.

The most frequently cited comments from individuals were as follows:

- Thirty five individuals were concerned about how HS2 might affect local businesses. In addition, four individuals were particularly worried how local businesses might be affected due to the construction phase.
- Twenty four individuals made comments about how HS2 might impact employment (either positively or negatively).
- Thirteen individuals made comments about the local or national economy, and most of the comments tended to be negative comments. This included a view that people would be worse off financially and out of pocket (9) because of HS2.

*"Derbyshire recently won third place for best places to visit in the country. This will drive people away, not develop the economy for the long term."*

Member of the public

One the nine individuals who made comments about the proposed mitigation measures, most asked for financial compensation for businesses affected negatively (6). Others asked for support, including one individual who asked for HS2 to support the relocation of affected businesses in the Saw Pit Lane Industrial Estate, where ten commercial units have been earmarked for demolition by HS2 Ltd.

The most frequently cited comments from organisations were as follows:

- Twenty nine organisations were concerned about how local businesses might be affected by HS2 in the local area. This included businesses based at the Saw Pit Industrial Estate (4).
- Seventeen organisations made comments about the potential impact of HS2 upon local employment. Both positive and negative comments were provided.

*"The village will lose a vast percentage of a major industrial and employment facility at the Saw Pit Industrial Estate and there appears to be no suggestions of alternative areas which would be easily accessible locally. This will be a major blow to the parish..."*

Tibshelf Parish Council

- Nine organisations commented on how they believed HS2 would affect the local or national economy.

- Six organisations were worried about how local businesses would be disrupted during the construction phase of HS2.

Overall, 21 organisations made comments on mitigation proposals, with most calling for more measures to be put in place for businesses and people affected by HS2.

*"[We] are a business owner on the Sawpit Lane Industrial Estate...it is clear that the current proposed route for HS2 will be permanently and directly impacting our entire site as it passes directly through our commercial property in Tibshelf and endangers the future of our entire UK business... We believe that a serious consideration of a route diversion should be given as part of this impact assessment."*

Local business

*"Immediately North east of the (M1) motorway services the rail line travels directly through the Saw Pit Lane Industrial Estate...the proposed route requires demolition of 10 commercial units at the site for the Tibshelf cutting...impact at this site will lead to the loss of...business rate income to the Council. It will also lead to loss of 200 skilled employment opportunities in the manufacturing and fabrication sector."*

Bolsover District Council

### 23.12 Noise and vibration

There were 61 respondents who made comments about noise and vibration issues associated with the Proposed Scheme in this community area. This included 42 individuals and 19 organisations.

Of the individuals who provided comments, 23 were worried about how residents would be affected by noise. In particular, 17 individuals were concerned about noise and vibration during the construction phase of HS2, and three were worried about noise during the operational phase.

Eight individuals made comments about the proposed mitigation measures, including requests for additional or improved insulation and noise barriers.

There were 14 organisations that raised concerns about the impact on residents by noise from HS2. Nine organisations were particularly concerned about noise effects during the construction phase of HS2, while seven organisations were worried about noise once HS2 becomes operational.

Nine organisations provided comments on proposed mitigation measures, with most asking for more consideration to be given to the potential impacts of noise and vibration issues associated with HS2.

### 23.13 Traffic and transport

There were 166 respondents who made comments about traffic and transport issues in this community area. This included 128 individuals and 38 organisations.

The most frequently cited comments from individuals were as follows:

- Fifty five individuals were concerned about proposed road closures and associated impacts of road diversions in the local area. A number of different roads and areas were mentioned, with comments including about how Tibshelf (8), the M1 (8), and B6026 (7) would be affected.
- There were 70 individuals who made comments about what they considered to be the potential impacts on the local road network by HS2 during the construction period. Many of the comments discussed road traffic congestion issues, including in Heath (11), on the A617 (6), in Tibshelf (6), and at Junction 29 on the M1 (5). In addition, 37 individuals also believed that HS2 construction traffic, particularly HGVs, would snarl up local roads and cause traffic congestion issues. Furthermore, five individuals were concerned about what they believed HS2 construction traffic would do to local roads and road surfaces, including in Tibshelf, Newton, and Heath (1 comment each).

*"I am concerned about the impact, on our small village of Heath, of the works depot to be sited on the A6175 near Junction 29 M1. This will lead to a relatively large influx of workforce, equipment, plant, and traffic on the already busy main access road to the village, and possibly within the village itself."*

Member of the public

*"The impact on surrounding villages close to the HS2 spur will be catastrophic. Already the volume of traffic coming through Tibshelf is a concern! Particularly along the high street."*

Member of the public

- The perceived impact of construction compounds upon local roads and traffic elicited comments from 40 individuals. Most of the comments were related to reduce road access, and resultant increases in road journey times.
- Forty individuals also made comments about local public transport. Comments covered a number of points, including the upgrade of existing rail infrastructure, and there were a number of comments about restoring, improving or protecting the Chesterfield Canal.
- There were 20 individuals who were worried about road safety and traffic accidents as a result of HS2, for example during the construction phase.
- Twenty individuals made comments about non-motorised road users, including pedestrians, cyclists and horse riders. Most of those who made comments about these groups of road users called for improved road safety measures to be instigated.
- Six individuals also made comments about access for emergency vehicles, with some concerns raised about the closure of the ambulance station on the M1 (3).

*"I am dismayed to hear that it is proposed to remove and not replace the police/ambulance depot when there is a very strong need for this facility. There is an incident on the motorway at least every other day, needing these services."*



### Member of the public

Thirty two individuals provided comments about the proposed mitigation measures to alleviate traffic and congestion issues in the local area. A range of comments were provided, with calls for additional or more comprehensive measures including upgrading or improving cycle paths, tunnelling, and more consideration for road safety aspects.

*“The proposal for the replacement of Mill Lane, Stainsby, looks like a serious bottleneck when it reaches Doe Lea. It is already extremely busy with the Council depot and the housing estate traffic. I think further thought needs to be given to this.”*

### Member of the public

The most frequently cited comments from organisations were as follows:

- Twenty six organisations believed that there would be local traffic issues associated with the construction phase of HS2. Most of the comments discussed how local roads would be congested. In addition, 11 organisations believed that HS2 construction traffic would clog up local roads, and cause traffic congestion issues. Additionally, four organisations were worried about what HS2 construction traffic, including HGVs might do to local roads and road surfaces.
- Road closures and associated diversions elicited comments from 23 organisations.
- Fifteen organisations thought that construction compounds would have a negative impact on local transport and on the local road network.
- Fifteen organisations also made comments about local public transport. Some of the comments made were about restoring canals and waterways which could be used as a form of transportation for local people, as well about upgrading existing rail infrastructure and encouraging increased bus travel and usage.
- Thirteen organisations made comments in relation to non-motorised road users, including pedestrians and cyclists. Many of those who made comments here requested additional road safety measures, or made mention of areas believed to be unsafe for such road users, particularly during the construction phase of HS2.
- Twelve organisations were concerned about road safety and traffic accidents, particularly associated with HS2 during the construction phase.
- Five organisations made comments about access for emergency vehicles, including concerns about the closure of the ambulance station in the East Midlands.

*"The line of main route will require the demolition of this facility (East Midlands Ambulance Station). The loss of the Ambulance station and the facility used by Derbyshire police at this location is likely to adversely impact on local communities increasing the travel time of emergency vehicles..."*

Bolsover District Council

Twenty eight organisations provided comments on proposed mitigation measures, largely calling for more to be done to reduce the potential impact of HS2 on local traffic and transport. A number of more robust or additional measures were called for and these included having more road safety measures in place, constructing access roads and upgrading local footpaths and bridleways.

*"The greenway extension from Bolsover through to Poolsbrook country park is essential for the future of Bolsover... There is a need for an Underpass or tunnel to enable the continuity of the Stockley Trail along the disused railway and it should NOT be permanently closed."*

Peak Cycle Links

### **23.14 Water resources and flood risk**

There were 26 respondents who made comments about water resources and flood risk in this community area. This included eight individuals and 18 organisations. Points made were either about a need for flood defences, including at Tibshelf, and worry about flooding because of coal mines in the area. There were also comments that a bridge would be needed over the Chesterfield Canal. Of the organisations that responded, a few in particular were worried about drainage.

*"HS2 needs to consult with DCC as landowner in respect of existing surface water drainage and storage within the Markham Vale business park area."*

Derbyshire County Council

# 24. Comments relating to Volume 2: community area LA11 Staveley to Aston

## 24.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for LA11: Staveley to Aston. While responses from a number of respondents covered more than one community area, comments specifically relating to LA11 are reported in this chapter.

Comments were received from 155 members of the public and 45 organisations. Organisations that made comments about this community area included: Bolsover and District Cycling Club, Chesterfield Canal Trust, Chesterfield Borough Council, Derbyshire County Council, Nottinghamshire Area of the Ramblers Association, and Trans Pennine Trail Partnership. A full list of organisations that responded is included in Appendix A.

## 24.2 Overview of the area

The Proposed Scheme through the Staveley to Aston area<sup>24</sup> would be within the local authority areas of Rotherham Metropolitan Borough Council, Bolsover District Council, Chesterfield Borough Council and North East Derbyshire District Council. The Proposed Scheme would pass through the parishes of Staveley, Bolsover, Clowne, Barlborough, Eckington, Harthill with Woodall, Killamarsh, Wales, Todwick, and Aston-cum-Aughton.

The route of the Proposed Scheme would diverge at Staveley East cutting, immediately south of the A619 Chesterfield Road, to form two separate routes. The HS2 main line, which would be 13.1km in length in this area, would continue northwards past Wales and Aston into the Ulley to Bramley area (LA12). The Staveley spur would be 8.5km in length and would travel in a western direction through the town of Staveley to the Staveley Infrastructure Maintenance Depot (IMD).

The boundary between Bolsover and Staveley parishes forms the southern boundary of this section. The boundary between Aston-cum-Aughton and Ulley parish forms the northern boundary of this section. The Tibshelf to Shuttlewood area (LA10) lies to the south, and the Ulley to Bramley area (LA12), lies to the north of this area.

The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

---

<sup>24</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

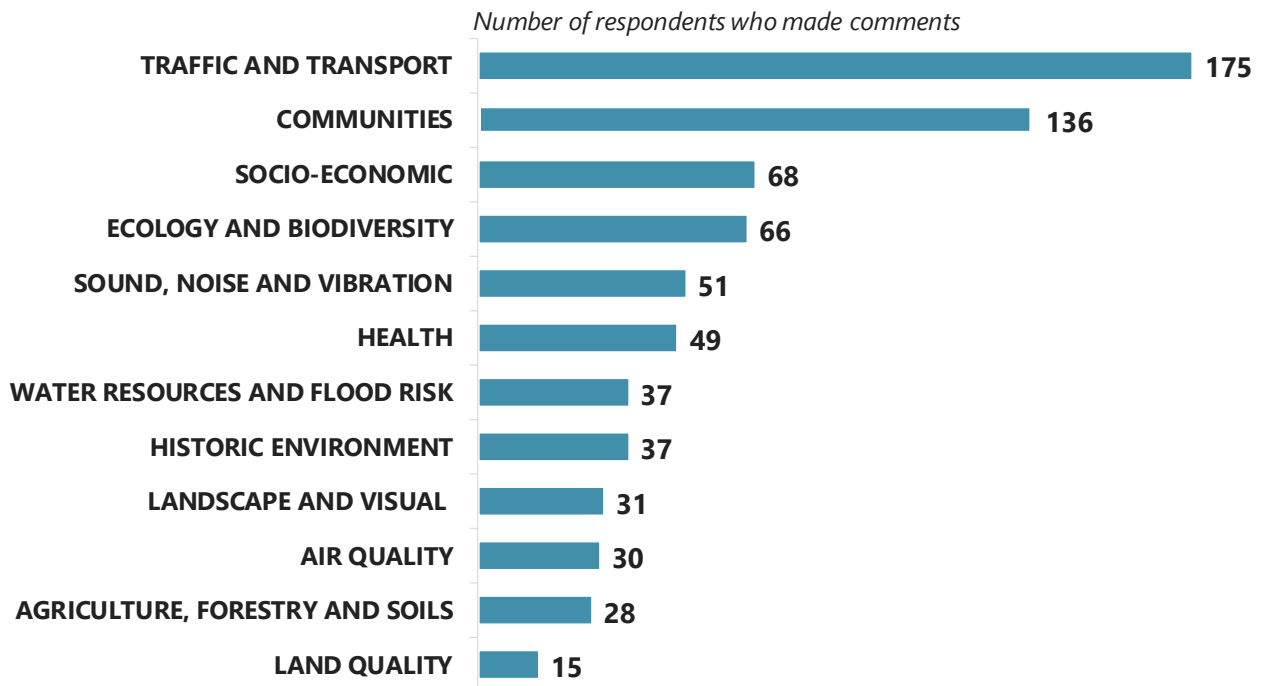
LA11: Staveley to Aston

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/748179/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_LA11\\_Staveley\\_to\\_Aston.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/748179/HS2_Phase_2b_WDES_Volume_2_LA11_Staveley_to_Aston.pdf)

Figure 24.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 24.1: Number of respondents who made comments about LA11**

### LA11: STAVELEY TO ASTON



Base: 200 respondents submitting responses related to LA11: Staveley to Aston

### 24.3 Agriculture, forestry and soils

There were 28 respondents who made comments about agriculture, forestry and soils in this community area. This included 14 individuals and 14 organisations. Most comments received from individuals concerned how the Proposed Scheme would need to take over land for the construction of HS2, including how agricultural land would be affected. Comments were received about specific locations in this community area, including Aston (3), Bramley (1), and Barlborough (1). Organisations raised similar concerns to individuals about loss of agricultural land, with a number of farms mentioned in the area as being affected.

Some respondents, including individuals and organisations made comments on the proposed mitigation measures, including a view that financial compensation could not mitigate against loss of land, and also that more consideration would be needed to reduce the potential impact of loss of land.

## 24.4 Air quality

There were 30 respondents who made comments about air quality in this community area. This included 20 individuals and 10 organisations. Most of those who made comments were concerned about how HS2 would affect air quality and increase air pollution in the local area. Areas mentioned included Bramley, Aston, and on the M18. Some respondents were also particularly concerned about air pollution during the construction phase of HS2, with settlements mentioned as being affected including Bramley and Aston.

Of those who provided comments on the proposed mitigation measures, most of the comments discussed a perceived need for more to be done to reduce the propensity of HS2 to pollute the air, especially during the construction phase.

## 24.5 Community

There were 136 respondents who made comments about local community issues in this community area. This included 102 individuals and 34 organisations.

The most frequently cited comments from individuals were as follows:

- Some 55 individuals were worried about how HS2 would impact on open spaces and Public Rights of Way, and in so doing, impact local communities.
- Forty one individuals were concerned about how HS2 might affect local homes and properties. A number of comments were received and these included loss of homes in Bramley (5), or how property prices in Bramley would be negatively affected (4). Some individuals were also concerned about loss of homes at Bellhouse View (4), and also at Bellhouse Lane (2), as well as impacts in Aston (2). Other points made included general concerns about the effect of HS2 on homes and properties (17), and also about property prices in general or in unspecified areas (7).
- Thirty eight individuals were concerned about how HS2 might affect local towns and villages overall. This included Aston (13), Bramley (4) Staveley (3), and also generally (14).

*"I do not think HS2 will benefit anyone around my local area of Aston, I believe Aston will be damaged beyond repair and as stated recently carved up like a pizza traffic flows through the village will be negatively impacted, local businesses will be demolished, houses made worthless..."*

Member of the public

- Some 24 individuals were concerned about the potential impact of HS2 upon local communities during the construction phase. Comments received included concern about how Aston (5), and Bramley (4) would be affected, as well as about how night works would generate noise. In addition, there were also 15 comments which were general comments about noise impact upon local communities.

- In total, 32 individuals were concerned about how local leisure and recreational facilities might be impacted by HS2. Comments made included about facilities in Aston in general (6), or more specific facilities such as the Aston Parklands Equestrian Centre (1). Some individuals were also concerned about facilities in Bramley (3), and there were also 21 comments made about impacts in general.
- Twenty individuals were of a view that HS2 would have negative consequences for local community facilities, including on local schools, health services, and places of worship. For example, there were three comments about impacts of schools in Aston, and two comments about schools in Staveley. Some individuals also raised concerns about how a local fire station might be affected (4).
- A number of other comments were also made, including concern about how local young people might be affected by HS2 (8). Some of the individuals were also worried about how elderly, disabled and vulnerable residents could be affected (3), and there were also 40 general comments made about negative impacts on local communities.

Nineteen individuals made comments of the proposed mitigation measures, with requests for more compensation, or other additional measures to be put in place for affected communities.

The most frequently cited comments from organisations were as follows:

- Some 27 organisations raised concerns about how they believed that HS2 would affect open spaces and Public Rights of Way, and in so doing so, would impact upon local people and local communities.

*"For the 50,000 walkers and 25,000 cyclist who use the Chesterfield Canal towpath [Cuckoo Way] annually in NE Derbyshire, the denial of access to that facility is likely to have significant negative health and well-being consequences....canal towpaths are level and offer a unique resource for easily accessible, low impact exercise in the open air."*

Chesterfield Canal Trust

- Sixteen of the organisations that made comments were worried about how HS2 might affect local recreational and leisure facilities. In addition, there were ten organisations that were concerned about how local community facilities, including local schools, and health services could be affected.
- Thirteen organisations raised concerns about how local towns and villages overall might be affected by HS2.
- Eleven organisations were worried about how people's homes and properties might be impacted by HS2. Such concerns included about the effect of HS2 on reducing house prices, and also about loss of homes.
- Six organisations were concerned about how noise during the construction phase of HS2 could affect local communities.

- A number of other comments were also made, including concern about how young people could be affected (5), as well as elderly, vulnerable and disabled residents (3).

Eighteen organisations made comments about proposed mitigation measures to offset or reduce negative impacts upon local communities. Many of those who made comments called for more to be done, including tunnelling, assistance for relocation of those who might lose their homes and properties, and for more consideration for those perceived to be negatively affected by HS2.

## 24.6 Ecology and biodiversity

There were 66 respondents who made comments about ecology and biodiversity in this community area. This included 46 individuals and 20 organisations.

Twenty three individuals raised concerns about how HS2 might have negative consequences for local wildlife. A number of comments were made, and these included how bats (5), owls (3) and birds in general (4), could be affected, as well as other wildlife including water voles, and great crested newts. Twenty one individuals were worried about how HS2 might affect habitats, including trees, fields and hedgerows in places such as Bramley (3), although most comments were general comments (16).

*"The impact on this area will be devastating to wildlife, green belt land, listed properties and the wellbeing of families who are being involuntarily turfed out of their homes."*

Member of the public

Fifteen of the individuals who provided comments were concerned about how HS2 might impact upon ancient woodland. Most comments about ancient woodland (13) were general comments, without mention of a specific area or woodland.

Sixteen individuals made comments about proposed mitigation measures, with most calling for more to be done to protect biodiversity and local ecosystems.

Of the organisations that made comments, 11 were concerned about how HS2 might affect local habitats. Eleven organisations were also worried about how wildlife could be affected, and eight organisations were concerned about how HS2 could affect ancient woodland. A number of areas were cited as being potentially impacted, including Kilamarch Lane, and Nicker Wood.

Seventeen of the organisations made comments about proposed mitigation measures, with many calling for more comprehensive, robust and additional measures to help safeguard and protect biodiversity and local ecosystems.

*"NMU schemes and wildlife can be protected and enhanced with the use of green bridges. Opportunities to enhance NMU schemes should be incorporated by HS2 Ltd."*

Trans Pennine Trail Partnership

## 24.7 Health

There were 49 respondents who made comments about health, quality of life and wellbeing in this community area. This included 38 individuals and 11 organisations.

There were 32 individuals who were concerned about how HS2 might affect people's health, quality of life and wellbeing. Most of the comments made were about impacts generally (23), although some specific settlements perceived to be affected included Bramley (4), Staveley (2), Aston (2), and on the Chesterfield canal on the Cuckoo Way Towpath (1). Fifteen individuals also raised concerns about how people's mental health might be affected, including a view that it would be stressful (5), make some people feel anxious (3), or upset (2), and even angry (1). A small number of individuals (3), also raised health and safety issues.

Most of the organisations that provided comments were concerned about how HS2 would or could affect people's health, quality of life or wellbeing (9). However, five organisations also expressed some concern about how HS2 might impact upon people's mental health, making some people stressed and anxious. For three organisations, they believed that HS2 would have health and safety issues, particularly during the construction phase. Of those that commented on mitigation proposals, there was a generally a call for more to be done to reduce potential health impacts associated with HS2.

*"Some communities impacted by HS2 Phase 2b are among the most deprived in the UK...it is vital that current health status of residents is better understood, and their health monitored through the process of construction and into operation."*

Chesterfield Canal Trust

## 24.8 Historic environment

There were 37 respondents who made comments about how HS2 might affect the local historic environment and cultural facilities in community area LA. This included 20 individuals and 17 organisations. Most comments from individuals tended to be general comments about how unspecified listed buildings might be affected, including graveyards and churches. It was suggested that more needs to be done to protect the historic environment.

*"You're going to change the rural and historical feel of Aston, you'll be carving the village up for the sake of a train that no one wants."*

Member of the public

Organisations were also concerned about how the historic environment, including cultural facilities might be affected by HS2. A number of buildings and sites were mentioned, including Hardwick Hall.

Seven organisations commented on proposed mitigation measures to reduce impact of HS2 upon the local historic environment. Most of those making comments requested that more needed to be done to protect the historic environment and cultural heritage.



## 24.9 Land quality

There were 15 respondents who made comments about land quality in this community area. This included six individuals and nine organisations. Most comments received from both individuals and organisations focussed upon there being some old quarry or mining sites in the local area, and how these sites would be unsuitable for the construction of a high speed rail line and associated infrastructure. Specific areas mentioned included Aston, North Staveley, Beighton and Brookhouse Colliery.

Of those that commented on proposed mitigation measures, it was requested that more should be done to investigate how old mines, quarries or landfill sites could be disturbed by the construction of a high speed rail network in the area.

## 24.10 Landscape and visual

There were 31 respondents who commented on the potential impact on the landscape and on visual receptors in this community area. This included 15 individuals and 16 organisations. The majority of individuals and organisations making comments were concerned about how in their view HS2 would be visually intrusive and visually displeasing. It was suggested that more needed to be done to reduce negative impact of HS2 upon the local visual landscape.

## 24.11 Socio-economic

There were 68 respondents who made comments about socio-economic aspects associated with HS2 in this community area. This included 40 individuals and 28 organisations.

The most frequently cited comments from individuals were as follows:

- There were 23 individuals who raised concerns about how HS2 might affect local business and local industry.
- Twenty individuals made comments about how in their opinion HS2 would impact on the local economy, with a number of comments suggestion that local people would be worse off financially and out of pocket (9).
- Eight individuals made comments about how HS2 might impact upon local employment.

A small number of individuals made comments on proposed mitigation measures, with more requested to be done for both businesses and local people who might be financially disadvantaged because of HS2.

The most frequently cited comments from organisations were as follows:

- Most (24) of the organisations that provided comments about socio-aspects associated with HS2 were concerned about how some businesses in the local area might be negatively affected.

- Ten organisations made comments about how HS2 might affect employment in the local area.

*"The communities of Staveley, Poolsbrook, Middlecroft and Brimington all receive some dis-benefits from the HS2 construction and potentially its operation...these communities will undoubtedly benefit from the additional employment and economic activities that the depot brings..."*

Chesterfield Borough Council

- Nine organisations made comments about how the local economy might be impacted by HS2. Some of those making comments believed that local people would be out of pocket and worse off financially.
- Five organisations were worried about how some businesses would be negatively affected as a result of the construction of HS2.

Fifteen organisations provided comments on proposed mitigation measures, and such comments included that people and businesses affected should be financially compensated, and that more consideration should be given to negative effects of HS2 on local businesses, local people, and the local economy.

*"...there is also a need for HS2 to deliver further mitigative measures to help relatively poor communities receive more support than is currently apparent through the WDES information. One such opportunity would be to ensure the IMD is not raised unnecessarily higher, and could in fact be lowered."*

Chesterfield Borough Council

## 24.12 Noise and vibration

There were 51 respondents who made comments about, noise and vibration issues in this community area. This included 35 individuals and 16 organisations.

Seventeen individuals raised concerns about noise issues, including in Bramley (5), Staveley (3), Aston (2), and in the vicinity of the Chesterfield Canal in the Staveley area where the Proposed Scheme is to be situated. In terms of construction, eight individuals were worried about how this would generate noise generally (8), as well as in places including Aston (2), and Bramley (1), and one individual was worried about noise from night-time works. In addition, four individuals were worried about noise during the operational phase of HS2. Nine individuals made comments about proposed mitigation measures, including that noise barriers were insufficient in Bramley (3), and also that more should be done in general to offset negative consequences of noise associated with both the construction and also Operation of HS2.

*"Assessments into noise and health impacts do not appear to have been undertaken for the Staveley Spur. This runs through a built up residential area and need to be considered."*

### Member of the public

Thirteen of the organisations that made comments were worried that HS2 would generate noise. Five organisations were particularly concerned about noise effects during the construction phase of HS2, and one organisation was concerned about noise during the operational phase.

Ten organisations provided comments about proposed mitigation measures to offset and reduce negative consequences associated with noise and vibration issues.

## 24.13 Traffic and transport

There were 175 respondents who made comments about traffic and transport issues associated with HS2 in community area LA11. This included 134 individuals and 41 organisations.

The most frequently cited comments from individuals were as follows

- There were a considerable number of comments made about local public transport in this community area. Given that the Proposed Scheme would pass through the Staveley area, this generated a large number of comments about how the Chesterfield Canal would be affected. Well over 100 comments were made about how the Chesterfield Canal might be affected.

*"I think that the importance, economic, environmental and social, of the successful completion of the restoration of the Chesterfield Canal has been overlooked, unfortunately. The phrases "former" and "abandoned" course of the canal are used where "undergoing restoration" is a much better description."*

### Member of the public

- Other comments about public transport included comments about a need for existing rail infrastructure to be upgraded, and also how some bus routes might be affected.
- There were 33 individuals who were concerned about the potential impact on local traffic and transport during the construction phase of HS2. Areas perceived to be affected by this included in Bramley (4), and on Bawtry Road (3), on the A57 (3), and in general (10). In addition, 12 individuals were concerned about how in their opinion HS2 construction traffic, including HGVs would clog up or block the local road network.
- Twenty one individuals were of a view that construction compounds would increase journey times for local road users, including in Aston (6), and in general (6).
- There were 24 individuals who were concerned about road closures and associated road diversions in the local area as a result of HS2.

- Fourteen individuals were concerned about road safety and traffic accidents as a result of HS2, particularly during the construction phase. In addition, eight individuals made specific comments about non-motorised road users, including pedestrians and cyclists, with worry about road safety issues for such user groups, especially during the HS2 construction phase.
- Fourteen individuals also made comments about access for emergency vehicles, such as to ensure there was sufficient access for such vehicles in Bramley (3), Aston (3), and generally (7).

*"I am also extremely concerned on how emergency services will be able to support Bramley given they have to cross Hellaby roundabout to get to Rotherham."*

Member of the public

Twenty eight individuals made comments about the proposed mitigation measures. Many of those who made comments suggested or requested that more needed to be done to reduce or off-set negative impacts on the local road network in this community area. This included tunnelling under the Chesterfield Canal (4), or in a number of other areas too including Bramley and Aston, and also that the existing road infrastructure should be improved.

*"There is no mention of the spur to the Staveley IMD crossing the Chesterfield Canal at Lowgates. This part of the canal is currently under restoration and it is essential that it is treated with respect, that boats will be able to pass easily on the canal and that walkers and cyclists will be able to pass on the towpath."*

Member of the public

*"Guarantees should be written into the HS2 Phase 2b Bill reflecting the commitment given by the Secretary of State. Specifically, the Bill should state that the plans for the restoration of the Chesterfield Canal will be fully respected at both Norwood and Lowgates."*

Member of the public

The most frequently cited comments from organisations were as follows

- Twenty five organisations made comments about local public transport. A number of different comments were made, with particular focus on the Chesterfield Canal in the Staveley area. Other comments included how some local bus routes might be affected by HS2, and some also called for the existing rail infrastructure to be improved or upgraded.

*"...we reiterate our support for the Chesterfield Canal restoration in full. Only 9 miles remains to be restored and progress on this has already been severely hampered by the HS2 plans so far with the knock-on effect on funding. In our area LA11 - Staveley to Aston, it is essential that HS2 does not block the canal line at Norwood or Lowgates."*

Chesterfield, North East Derbyshire, and Bolsover group of the Ramblers

- Sixteen organisations raised concerns about the potential impact of HS2 during the construction phase, and how this would impact local transport. Most of the comments about this were about traffic congestion, and longer journey times for local people to get around the area. In addition, there were 14 organisations that were concerned about the potential impact of construction compounds upon local traffic and transport. Furthermore, nine organisations were of a belief that HS2 construction traffic would impact local traffic, clog up roads, and generate congestion. There were four organisations that were concerned about how HS2 construction traffic might damage local roads and road surfaces.
- Road closures and associated diversions elicited comments from 13 organisations.
- Ten of the organisations that made comments made comments about non-motorised road users, including pedestrians and cyclists. Most believed that some areas would be unsafe for such users, with risk of accident especially during the construction phase of HS2. A further four organisations were concerned about road safety issues for drivers. Some of the organisations that made comments were from cycling groups, with concerns raised about how the Proposed Scheme could impact cyclists.

*"We are very concerned that existing cycle routes may be severed or realigned and during construction there will be disruption for cyclists. Some of these routes are part of the National Cycle Network (NCN)."*

Chesterfield Cycle Campaign

- Six organisations made comments about access for emergency vehicles in the area.

Overall, 24 organisations made comments on proposed mitigation measures. Most suggested that proposed measures did not go far enough, and that more should be done to reduce negative impacts on local traffic and transport. A number of the comments in particular were focussed on the Chesterfield Canal, and perceived impacts of the Proposed Scheme.

*"The Trust believes that the WDES clearly identifies multiple instances where the construction and operation of the railway will have major adverse effects with significant sensitivity, and as such these instances should be identified and mitigated for preferably before the draft Bill is presented to Parliament."*

Chesterfield Canal Trust

*"Chesterfield Canal is one of the main themes to emerge from stakeholder engagement however, severance of the canal restoration by the construction of the IMD line is not addressed."*

Derbyshire County Council

*"LA11 – Staveley to Aston - Notes new public realm at Staveley...there is no mention of the future proposed works for the Chesterfield Canal which will impact on HS2 and the TPT."*

Trans Pennine Trail Partnership

*"The landscape mitigation area includes the towpath of the Chesterfield Canal. Inclusion in the mitigation area will sever access for the public and does not take into account the management and maintenance requirements of the canal infrastructure."*

Chesterfield Borough Council

#### 24.14 Water resources and flood risk

There were 37 respondents who made comments about water resources and flood risk in this community area. This included 23 individuals and 14 organisations.

While individuals made a number of comments, the main comment was that more consideration of Broad Bridge Dyke would be required (14). Other comments included requests to construct a bridge over the Chesterfield canal (8), or even a tunnel under it (5).

Organisations also made a number of points about water resources and flood risk, and these included a number of comments about flood risk, and a need for improved or enhanced flood defences.

*"The proposals fail to identify or acknowledge the several recently constructed surface water drainage features on Markham Vale business park. These have been provided as part of a sustainable drainage system for the newly created business park and either need to be protected or replaced if impacted by the proposals."*

Derbyshire County Council

*"Effects arising during construction Volume 2: community area LA11 Staveley to Aston Mapbook CT-05-639-R1 Grid H8. The land potentially required during construction includes the Broad Bridge Dyke. This watercourse is the feed for the operational Chesterfield Canal and reservoir spill from Harthill Reservoir. A suitably sized pipe/culvert/bridge (similar to others on the feeder) will be needed to maintain the canal feed during construction."*

Chesterfield Canal Trust

# 25. Comments relating to Volume 2: community area LA12 Ulley to Bramley

## 25.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for the LA12: Ulley to Bramley. While responses from a number of respondents covered more than one community area, comments specifically relating to LA12 are reported in this chapter.

Comments were received from 151 members of the public and 23 organisations. Organisations that made comments about this community area included: Bramley Action Group, Bramley Parish Council, Doncaster Council, Rotherham Local Access Forum, Rotherham Metropolitan Borough Council, Thurcroft Parish Council, and Wickersley Parish Council. A full list of organisations that responded is included in Appendix A.

## 25.2 Overview of the area

The Proposed Scheme through the Ulley to Bramley area<sup>25</sup> would be approximately 7.7km long and lies within the local authority area of Rotherham Metropolitan Borough Council. The Proposed Scheme would pass through the parishes of Ulley, Thurcroft, Whiston, Wickersley, Bramley and Ravenfield. The boundary between Aston cum Aughton parish and Ulley parish forms the southern boundary of this area; the boundary between Ravenfield and Conisbrough Parks parish forms the northern extent of this section. The Staveley to Aston area (LA11) lies to the south, and the Ravenfield to Clayton area (LA13) lies to the north of the Ulley to Bramley area.

The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

---

<sup>25</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

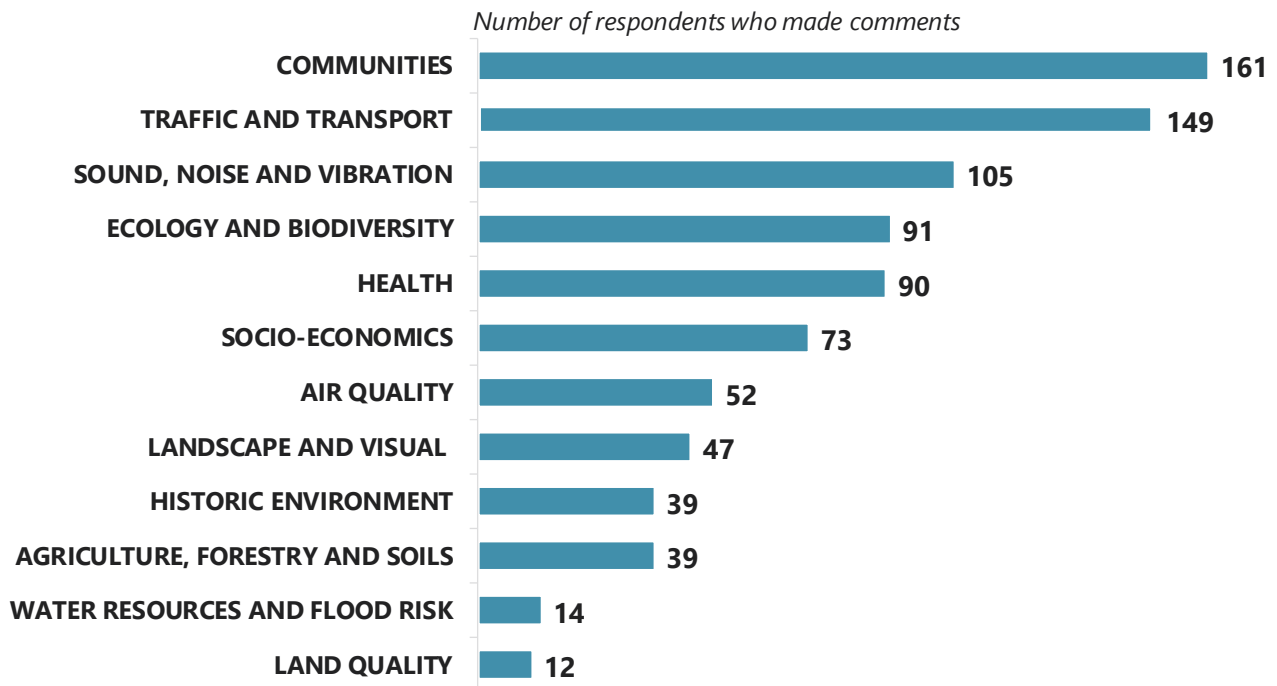
LA12: Ulley to Bramley

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745192/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_LA12\\_Ulley\\_to\\_Bramley.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745192/HS2_Phase_2b_WDES_Volume_2_LA12_Ulley_to_Bramley.pdf)

Figure 25.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 25.1: Number of respondents who made comments about LA12**

### LA12: ULLEY TO BRAMLEY



Base: 174 respondents submitting responses related to LA12: Ulley to Bramley

### 25.3 Agriculture, forestry and soils

There were 39 respondents who made comments about agriculture, forestry and soils in this community area. This included 28 individuals and 11 organisations. Most of the individuals and organisations making comments were generally concerned with the loss of agricultural land to make way for construction of HS2. However, there were some more specific comments about how some local farms would be affected as well.

Of those who made comments about proposed mitigation measures, there was a general consensus that more should be done to reduce impact of land loss and disruption of agricultural land in the local area.

*"Ulley Beeches Farm is severely blighted during construction. This farm should be purchased and planted by HS2 if possible. This may be cheaper than the injurious affection claim/ the claim for disturbance throughout the scheme payable by HS2 Ltd in respect of the property."*

Renisham Estate



## 25.4 Air quality

There were 52 respondents who made comments about air quality in this community area. This included 46 individuals and six organisations.

Thirty nine individuals were concerned about how HS2 would overall affect air quality and cause or increase air pollution in the local area. Areas perceived to be affected included Bramley (16), and also on the M18 (4). There were also 22 general comments about air pollution that did not specify a particular location that could or would be affected. In addition, nineteen of the individuals who made comments about air pollution, were concerned about this during the construction phase of HS2, with particular concern about Bramley (12 comments). Organisations were similarly concerned about how HS2 might negatively influence local air quality, with a number of single mentions of specific places made, including in Aston, and in Doncaster.

## 25.5 Community

There were 161 respondents who made comments about local community issues in this community area. This included 140 individuals and 21 organisations.

The most frequently cited comments from individuals were as follows:

- Some 82 individuals were concerned about how HS2 would impact upon open spaces, and Public Rights of Way, and in so doing, entailing negative consequences for local people and local communities.
- There were 73 individuals who believed that HS2 would affect local towns and villages, with Bramley (34), settlements in South Yorkshire (12), and Ulley (8) receiving most comments.

*"The scale and length of the construction activity is shocking. A very large area around Bramley and Wickersley will be severely impact for a very extended time."*

Member of the public

- Some 69 individuals were concerned about how local communities would be affected during the construction phase of HS2. Many of the comments made focussed on impacts in Bramley, including loss of homes (24), and also reduced property prices (14).
- Thirty nine individuals were concerned about how HS2 might negatively affect local recreational and leisure facilities, including in Bramley (10) and in Aston (4). In addition, 25 individuals were concerned about how they believed HS2 would have negative consequences on local community facilities, particularly on schools in Bramley (10 comments were made about local schools in Bramley).

- A large number of other comments were also made about how local communities might be negatively affected by HS2. This included young people and future generations (30), and also elderly, disabled and vulnerable residents (23).

Twenty three individuals commented on the proposed mitigation measures, with most calling for more to be done to reduce the potential impact of HS2 on local communities. Some of the individuals suggested that tunnelling should be done, while others requested that financial compensation should be provided, and others still were of a view that there would be irreplaceable loss which cannot be mitigated against.

The most frequently cited comments from organisations were as follows:

- Some 14 organisations believed that HS2 would affect open spaces and Public Rights of Way, and in so doing, impact on local people and local communities.
- There were 10 organisations that were concerned about how local recreation and leisure facilities might be affected by HS2. In addition, five organisations raised concerns about how local community facilities might be impacted also.
- Nine organisations were concerned about how local towns and villages overall would be negatively affected by HS2.
- Eight organisations were worried about how HS2 could affect local homes and properties.
- Seven organisations raised concerns about how local communities might be affected during the construction phase of HS2.
- A number of comments were also made, including a belief that HS2 would affect elderly, disabled and vulnerable residents (2), and also young people (1).

Twelve organisations provided comments on proposed mitigation measures, with calls for more to be done, including for financial compensation to be provided to anyone affected by HS2.

## 25.6 Ecology and biodiversity

There were 91 respondents who made comments about ecology and biodiversity in this community area. This included 76 individuals and 15 organisations.

Of the individuals who made comments, 45 were worried about how HS2 might impact local habitats including trees, fields and hedgerows.

*"The negative effect it will have on dwindling wildlife and natural habitats such as hedgerows and fields will be disastrous for future conservation of species already in danger."*

Member of the public

A further 42 individuals were also concerned about how local wildlife might be impacted, and 32 individuals were worried about how HS2 might impact upon ancient woodland.

*"The destruction of ancient woodlands, of unique wildlife habitats and the impact on species already endangered is unthinkable."*

Member of the public

Similar concerns were raised by organisations including a view that local habitats would be disturbed (9), that wildlife would be impacted (9), and that ancient woodland would also be negatively affected (6).

In total, 30 individuals and 12 organisations made comments on proposed mitigation measures, with many calling for more to be done to safeguard and protect biodiversity and local ecosystems.

*"All operations will impose massive disturbance to the locality's flora, fauna and residents - assuming they go ahead."*

Bramley Parish Council

## 25.7 Health

There were 90 respondents who made comments about health, quality of life and wellbeing in this community area. This included 82 individuals and eight organisations.

There were 66 individuals who were concerned about how HS2 might negatively affect people's health, quality of life or wellbeing in the local area. A considerable number of the comments focussed on Bramley (24), as well as in general (43). Forty eight individuals were also concerned about people's mental health might be affected, including overall (34), and that it could make some people anxious (4), upset (4) or depressed (3). In addition, 25 of those who made comments were concerned about health and safety issues associated with HS2, particularly during the construction phase of the Proposed Scheme.

Eight of the organisations that made comments were concerned about how HS2 could or would affect people's health, quality of life or wellbeing. Additionally, three of the organisations were concerned that people's mental health would be affected, and one organisation raised health and safety concerns.

## 25.8 Historic environment

There were 39 respondents who made comments about how the historic environment and cultural facilities might be impacted by HS2 in this community area. This included 30 individuals and nine organisations.

Of the individuals who made comments, many were concerned about how local graveyards or cemeteries in unspecified locations might be disrupted (21). There were also five comments specifically mentioning Bramley Cemetery as being impacted. In addition, there were also 11 comments that mentioned that the historic environment would be affected in unspecified places.

Organisations raised similar concerns about how historic and listed buildings might be affected by HS2 in the local area. This included buildings in Brampton and also Aston. Four of the organisations suggested that more robust measures and further consideration would need to be given to the local historic environment and cultural heritage.

## 25.9 Land quality

There were 12 respondents who made comments about land quality issues in this community area. This included 10 individuals and two organisations. Most of the comments from both individuals and organisations mentioned old quarry sites, and that these could be disrupted during construction and/or that the existence of such sites would make it unsuitable for the construction of a high speed rail network in the area. There were also a small number of mentions about subsidence.

*"(What is needed are) surveys on potential mining subsidence. People designing this don't have knowledge of locality."*

Member of the public

Some of the organisations that made comments made recommendations to mitigate issues in the local area.

*"It is strongly recommended that full advantage should be taken of this unique opportunity to collect as much new scientific information as possible from temporary and permanent rock exposures created during engineering works....it is also hoped that local specialist groups such as ourselves will be invited to participate in the recording of these data, or as a minimum, be invited to make visits to such exposures."*

Sheffield Area Geology Trust

## 25.10 Landscape and visual

There were 47 respondents who commented on the potential impact on the landscape and on visual receptors in this community area. This included 36 individuals and 11 organisations.

Of the individuals who made comments, these included that HS2 would be visually displeasing and would visually intrusive in general (14), as well as in specific settlements including Bramley (11) and Aston (2). It was suggested by a small number of individuals that more needed to be done to reduce the potential impact of HS2 upon the local visual landscape.

*"Why is there no screening to the north side of the grid supply point on option B, as this would have one of the most undesirable visual impacts?"*

## Member of the public

Organisations were also concerned about visual aesthetics, with some believing that HS2 would be visually displeasing. A small number were also concerned with light pollution after dark. It was suggested by the seven organisations that made comments on proposed mitigation measures that more consideration was required to reduce the visual impact of HS2 upon the visual landscape.

### 25.11 Socio-economic

There were 73 respondents who made comments about socio-economic aspects in this community area. This included 61 individuals and 12 organisations.

Fifty three of the individuals who provided comments were concerned about how HS2 would affect local businesses, including in Bramley (16) and Aston (2). Fourteen individuals also made comments about how they believed the local economy would be impacted by HS2, with most of the comments about people being financially worse off and out of pocket as a consequence of HS2, particularly due to construction (e.g. loss of farms) and within the construction period (e.g. reduced access to some businesses). In addition, 12 individuals made comments about employment. It was suggested that more needed to be done to compensate for those who would experience financial losses because of HS2.

Eleven organisations were concerned about how HS2 would affect local businesses, with a number of businesses, including farms that were believed to be affected and disrupted. In addition, three organisations believed that some businesses in the local area would be negatively affected during the HS2 construction phase, and that income would be lost. Three organisations also believed the local economy would be affected.

*"The proposals, would necessitate the removal of 2 turbines at Penny Hill and potentially impact up to two turbines at Hook Moor. This would obviously have a significant impact on Banks, landowners and the local communities as well as reducing the amount of renewable energy generated which contributes to renewable energy targets."*

Banks Group

*"Loss of wind turbines (E6) and (I6). The Estate is losing two 3.4MW Wind Turbines at E6 and I6. This represents a significant loss of income together with a loss of a sustainable renewable energy source. These wind turbines sites are leased to Banks Group. We trust that discussions have been had with them."*

Renisham Estate

Seven organisations made comments about proposed mitigation measures, with most believing that more consideration would be required for local businesses negatively affected by HS2.

## 25.12 Noise and vibration

There were 105 respondents who made comments about noise and vibration issues associated with HS2 in this community area. This included 92 individuals and 13 organisations.

Many of the individuals who provided comments were concerned about how HS2 would generate noise and disturbance. A relatively large number of comments about how noise would affect Bramley were received (34), although there were also 39 comments that talked about noise effects in general without specifying a particular area or place. In addition, 25 individuals were concerned about noise and vibration issues during the construction phase of HS2, with Bramley (11) mentioned as being one of the areas affected by construction noise.

Thirty three individuals provided comments on proposed mitigation measures to offset or reduce noise issues in the local area. Many of the comments received suggested that more needed to be done, and this included that noise or sound barriers would be insufficient in Bramley (12) and in general (6).

*"Provide a cut and cover track at Bramley should be reconsidered to reduce the noise associated with 18 trains per hour passing throughout the day. This feature is prominent on HS2 phase 1 London to Birmingham, why not on Phase 2b?"*

Member of the public

Of organisations that made comments, eight were worried about how HS2 would generate noise overall. Four organisations were particularly worried about noise effects during the construction phase of HS2. Eight organisations commented on proposed mitigation measures, calling for more to be done to reduce noise impacts, including to build or construct more sound proofing and insulation.

## 25.13 Traffic and transport

There were 149 respondents who made comments about local traffic and transport issues associated with HS2 in this community area. This included 131 individuals and 18 organisations.

The most frequently cited comments from individuals were as follows:

- There were 87 individuals who made comments about public transport. A considerably number of comments made focused on improving existing rail infrastructure. Other, less frequently made comments included how some bus routes would be disrupted or affected because of HS2.
- Seventy nine individuals were concerned about how local traffic and transport would be impacted during the HS2 construction period. Many of the comments focussed on Bramley (30), on Bawtry Road (11), on the M18 (8), and at the Hellaby Roundabout (7).

*“What this report does not take into account is the increased traffic flow that will arise in the wider local area particularly on the A630 (Doncaster Road), A6123 (Herringthorpe valley Road), A631 (Bawtry Road) and the A6021 (Wickersley Road) due to traffic avoiding any hold ups on the A1/M18/M1 due to construction work, which will last for at least 2-3 years.”*

Member of the public

- Fifty six individuals also believed that HS2 construction traffic would impact local roads, particularly in Bramley (25), and on Flash Lane (10). Thirty individuals believed that construction compounds would affect local transport, with most believing that these would reduce or restrict road access, and increase journey times, including in Bramley (10). Additionally, 11 individuals believed that HS2 construction traffic, including HGVs would damage local roads and road surfaces.

*“...the Broadlands Estate (the estate that will be affected by HS2 in Bramley) and I was extremely upset to find one of the haulage routes actually going right through the main road through the estate! Surely you can create a new route next to Nascot Close using the existing opening for HS2! For a start the road isn't wide enough for big haulage trucks and the noise and pollution they will cause directly to the estate will be horrific!”*

Member of the public

- Forty individuals raised concerns about road traffic safety issues, particularly during the construction period. This included concerns in Bramley (15), as well as on Flash Lane (3), Sandy Lane (2), and Cumwell Lane (1). In addition, nine individuals commented about road safety issues for pedestrians and cyclists in the local area during the construction period, including children.

*“How can you ensure the safety of my kids when they would have to be walking through what is essentially a building works every day!”*

Member of the public

- There were 38 individuals who were concerned about road access for emergency vehicles, including in Bramley (14), to Rotherham (8), to Hellaby (4), and also in general (16).
- There were 30 individuals who raised concerns about road closures and associated traffic diversions because of HS2, particularly during the construction phase.

Twenty five individuals commented on proposed mitigation measures, with most requesting more to be done to reduce the potential impacts of HS2 on local traffic and transport in this community area. Suggestions included to upgrade existing rail infrastructure (6), to improve existing road infrastructure (5), and to construct tunnels including in Bramley (3).

The most frequently cited comments from organisations were as follows:

- Twelve of the organisations that made comments were concerned about how construction compounds would impact traffic and transport in the local area. Many of those who made

comments about construction compounds believed that it would increase local journey time for local residents and other road users. Ten organisations were also of a view that local traffic and transport would be disrupted during the construction phase of HS2. Four were also worried about the effect HS2 construction traffic would have on local roads, clogging up roads, and leading to congestion and delays in the local area.

- Ten organisations were worried about how road closures and associated traffic diversions would have negative consequences for local traffic.
- Six organisations made comments about local public transport. Comments included how some bus routes might be affected by HS2, and there were calls for the upgrade of the existing local transport infrastructure network, and/or that HS2 should link in better with the existing rail network.

*"There is insufficient evidence of integration with the existing rail network or any specific information as to how existing rail capacity will be released for better local services."*

CPRE South Yorkshire

- Four organisations were concerned about road safety issues for drivers and other road users. In addition, five organisations were specifically concerned for non-motorised road users, including pedestrians and cyclists and horse riders, believing that HS2 would make some areas unsafe for such user groups.

Twelve of the organisations that made comments about proposed mitigation measures wanted more to be done to reduce impact of HS2 upon local traffic and transport. Others believed that impacts could not be mitigated against.

*"If HS2 is to pass through Yorkshire, an alternative alignment must be found which is less damaging to communities and provides far better connectivity with the major cities of the north."*

Bramley Action Group

*"Wickersley Parish Council has major concerns about the environmental and traffic impacts of the HS2 proposal with regard to the Ulley to Bramley section. These impacts at both the construction and operational stages are so substantial that they cannot be acceptably mitigated."*

Wickersley Parish Council



## 25.14 Water resources and flood risk

There were 14 respondents who made comments about water resources and flood risk in this community area. This included eight individuals and six organisations. Most of the comments in this area were focussed on local ponds, and how HS2 might damage or pollute such resources. Some of those who made comments also raised concerns about flooding.

*"I am a trustee of the Charity Phoenix Sports and Recreation which owns Ravenfield Park...under Flood Risk ref is made to Firsby Reservoir being a man-made (and recently modified) structure subject to the Reservoirs Act and able to withstand flooding. However, excess water from the Reservoir flows down into Hooton Brook and through Ravenfield Park and can cause series overtopping of the ponds..."*

Phoenix Sports and Recreation

# 16. Comments relating to Volume 2: community area LA13 Ravenfield to Clayton

## 26.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for LA13: Ravenfield to Clayton. While responses from a number of respondents covered more than one community area, comments specifically relating to LA13 are reported in this chapter.

Comments were received from 272 members of the public and 36 organisations. Organisations that made comments about this community area included: Ackworth & District Riding Club, Doncaster MPs Ed Miliband and Caroline Flint, Jon Trickett (MP for Hemsworth), Doncaster Council (including Doncaster Public Health), Hickleton Golf Club, Hilltop Hotel, and Yorkshire Wildlife Trust. A full list of organisations that responded is included in Appendix A.

## 26.2 Overview of the area

The Proposed Scheme through the Ravenfield to Clayton area (LA13)<sup>26</sup> would be approximately 17.6km long, with an additional 6.7km long Sheffield Northern spur, and lies within the local authority areas of Rotherham Metropolitan Borough Council, Doncaster Metropolitan Borough Council and Barnsley Metropolitan Borough Council. The Proposed Scheme would pass through the parishes of Braithwell, Ravenfield, Conisbrough Parks, Hooton Roberts, Denaby, Barnburgh, Hickleton, Hooton Pagnell, and Clayton with Frickley. The boundary between Ravenfield and Conisbrough Parks parish forms the southern boundary of this area, the boundary between Clayton with Frickley parish and South Kirkby and Moorthorpe parish forms the northern extent of this area. The Ulley to Bramley area (LA12) lies to the south, and the South Kirkby to Charlston Common area (LA14) lies to the north of the Ravenfield to Clayton area.

The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

---

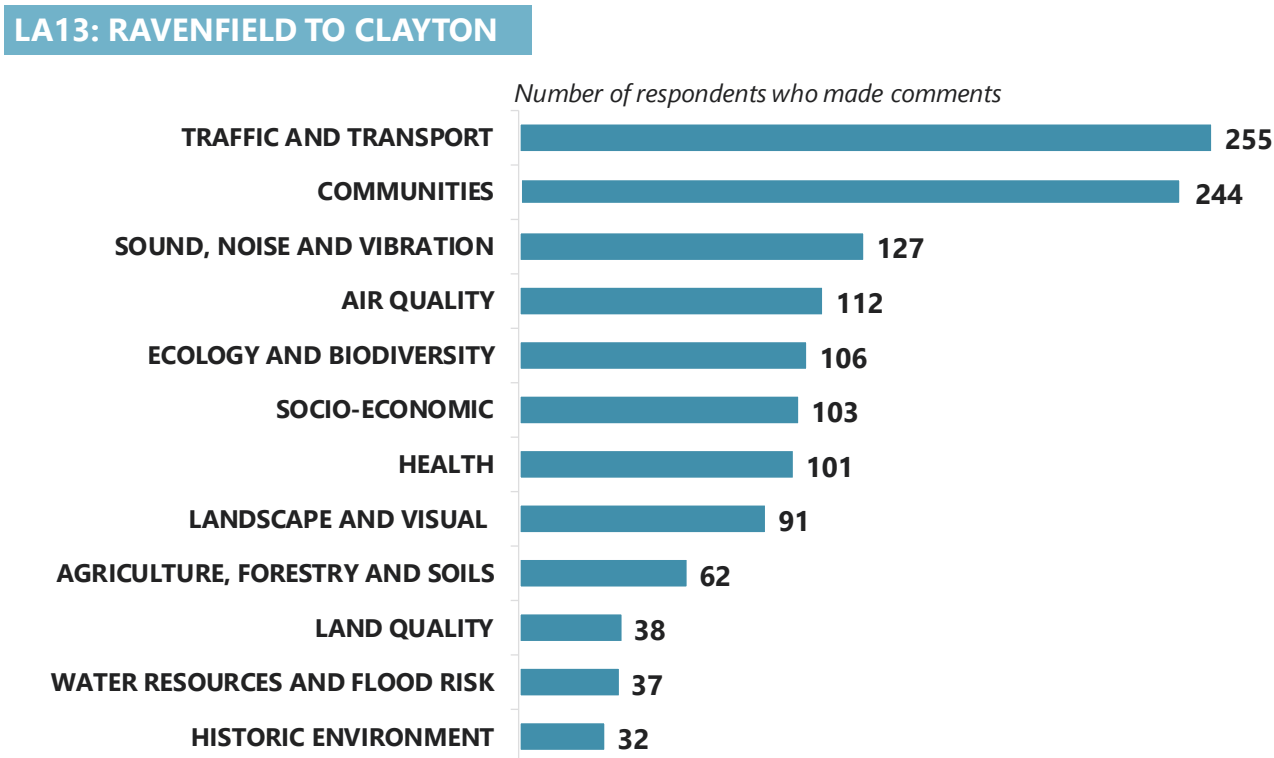
<sup>26</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

LA13: Ravenfield to Clayton

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745193/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_LA13\\_Ravenfield\\_to\\_Clayton.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745193/HS2_Phase_2b_WDES_Volume_2_LA13_Ravenfield_to_Clayton.pdf)

Figure 26.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 26.1: Number of respondents who made comments about LA13**



Base: 308 respondents submitting responses related to LA13: Ravenfield to Clayton

### 26.3 Agriculture, forestry and soils

There were 62 respondents who made comments about agriculture, forestry and soils in this community area. This included 43 individuals and 19 organisations.

Most of the comments received from both individuals and organisations were concerned about loss of agricultural land, land that would need to be taken for the construction of HS2. Areas mentioned where land would be taken over included in Hooton Roberts, High Melton, and Frickley. A small number of farms were specifically also mentioned as having their land impacted because of HS2.

*"The farming community will suffer greatly, many will lose valuable agricultural land. It appears that lower grade land near to the Ings could be used for the balancing pond currently scheduled for the St Helen's Lane area...during construction the farm workers working day will be almost impossible, congestion and detours will cause delays leading to additional costs. Some people may lose their jobs if farming land is greatly reduced."*

High Melton Parish Council

Some organisations and individuals made comments about proposed mitigation measures. Most of the comments made were about a need for more consideration as to how HS2 would impact agricultural land in the area.

## 26.4 Air quality

There were 112 respondents who made comments about air quality in this community area. This included 96 individuals and 16 organisations.

Eighty individuals made comments about air quality, and were concerned that this would be worsened by HS2. Specific areas mentioned included Hickleton (26) and also Marr (25). In addition, 24 individuals were worried about how HS2 would affect air quality and generate pollution during the construction phase. It was suggested that more needed to be done to mitigate negative impact on air quality, particularly during the construction phase of HS2.

*"Me and my family are concerned about the traffic congestion on Pastures Road and the A630 Doncaster Road. The construction will create pollution and affect our social lives and work commitments."*

Member of the public

A number of specific areas were mentioned (each by one or two organisations), and this included places including Marr, Doncaster, Hickleton, High Melton, and Aston. In addition, four organisations were particularly concerned about how HS2 would affect air quality during the construction phase.

*"Air quality is one of the biggest environmental factors for poor health. There are no safe levels of air pollution. Changes to air quality will most likely impact on the health of local people during the construction phase; issues relate to increased dust and particulate matter and also pollution from vehicles such as exhaust fumes."*

Doncaster Council, Public Health

It was suggested that more consideration would be needed to assess the potential impact of HS2 upon local air quality, with suggestions made including that air pollution should be modelled or monitored.

## 26.5 Community

There were 234 respondents who made comments about how HS2 would affect local communities in this community area. This included 215 individuals and 29 organisations.

The most frequently cited comments from individuals were as follows:

- There were 100 individuals who believed that HS2 would have an overall negative impact of effect on local towns and villages within the local area. Specific mentions included how Hickleton (16), Clayton (11), and Bramley (8) might be affected.

*"We will have compounds in 2 directions from our Lane, going to Mexborough and Barnburgh and Hickleton. We shop and go to the GPs and local hospital using these roads. The congestion will be dreadful."*

Member of the public

- Ninety nine individuals were concerned about how HS2 would impact open spaces and Public Rights of Way, and in so doing, impact on local people and local communities.
- There were 72 individuals who were concerned about how HS2 would affect people's homes and properties in the area. Comments received included worry about how property prices might be affected (18), as well as how homes could be affected in Melton Mill Lane (6), Bramley (5), and High Melton (4).
- Sixty three of the individuals who made comments raised concerns about how local communities could be affected during the construction phase. Many of the comments were general or overall comments (38), but there were also specific comments about the impacts of construction, including in Hickleton (9), Barnburgh (4), Marr (3) and in High Melton (3).
- There were 20 individuals who raised concerns about how local recreational and leisure facilities might be affected. In addition, 16 individuals were concerned about how local community facilities, including schools and churches might be affected as well. Specific mentions included how schools in Bramley would be impacted (3), as well as schools in High Melton (2), and also in Mexborough, and Barnburgh (each receiving one comment).
- A considerable number of other comments were also made. These include how young people and future generations (11), and how elderly, disabled and vulnerable residents would be negatively affected by HS2.

Overall, forty two individuals made comments about proposed mitigation measures. A number of requests and suggestions were made for additional or more comprehensive measures to be implemented. Such measures included providing compensation to people who would be negatively affected by HS2, to curtail working hours after dark, and even to construct a tunnel at Hooton Roberts.

The most frequently cited comments from organisations were as follows:

- There were 22 organisations that were concerned about how HS2 would affect open space and Public Rights of Way, and in so doing, having consequences for local communities. Fifteen organisations were concerned about how local towns and villages would be affected overall by HS2.
- Fifteen organisations were concerned about how local leisure and recreational facilities might be affected by HS2.

*"Hickleton Golf Course strongly objects to the proposed HS2 scheme...proposed works will severely impact the 13th and 14th holes of the golf course, rendering them unplayable during and after the construction period."*

Hickleton Golf Club

- In addition, there were also 11 organisations that thought that HS2 would negatively affect local community facilities, including medical or health facilities in Mexborough (2), Rotherham (1). Some were also concerned about how local schools would be affected, and one organisation was concerned about how All Saints Church would be affected, despite visual screen that was proposed.
- Thirteen organisations were concerned about how people's homes and residential properties would be impacted by HS2.

*"In particular, we would wish to highlight the situation at the Shimmer estate. For two years HS2 has claimed only 16 properties would be demolished...now HS2 acknowledge that the demolitions will be at least triple that number..."*

Ed Miliband MP and Caroline Flint MP

- There were 11 organisations that were concerned about how HS2 would impact upon local people and local communities during the construction phase.
- A number of other comments were also provided, and such comments included concerns about how elderly, disabled and vulnerable residents, and also young people might be affected by HS2.

Sixteen organisations made comments about proposed mitigation measures to reduce or off-set negative effects on local communities. A range of suggestions were cited as being needed, including tunnelling, and provision of financial compensation for those negatively affected.

## 26.6 Ecology and biodiversity

There were 106 respondents who made comments about ecology and biodiversity in this community area. This included 80 individuals and 26 organisations.

The most frequently cited comments from individuals included as follows:

- There were 34 individuals who were concerned about how HS2 could impact on local wildlife. While most of the comments were general comments, not specifying particular types of wildlife that might be affected (31), there were a small number of mentions of specific wildlife including bats (3), and great crested newts (2).
- Overall, 29 individuals were worried about how HS2 might impact local habitats, including fields, trees and hedgerows. Most of the comments received did not specify a particular area (19),

although there were a small number of comments that mentioned places including Bramley, Marr, Doncaster, Mexborough, and also Hooton Cliff Wood.

- Eighteen individuals were concerned about how HS2 might impact ancient woodland. Most of the comments received were general comments (18), with single comments made about ancient woodland in South Yorkshire, and other parts of Yorkshire.

Thirty four individuals made comments about proposed mitigation measures. Suggested additional measures included tree planting in general (5), or along the Proposed Scheme. A small number of individuals were of the view that loss of biodiversity would be irreplaceable and as such be impossible to mitigate against such losses.

The most frequently cited comments from organisations included as follows:

- Sixteen organisations raised concerns about how HS2 might affect habitats, and 13 organisations were also worried about how local wildlife might be affected too.

*"The primary concern for impacts to biodiversity within this region come from the presence of sensitive receptors at Denaby Ings SSSI and along the River Dearne, with areas associated with Dearne Valley Wetlands...it now represents one of the most diverse wetlands in the county supporting a notable breeding bird community including waders such as little ringed plover (Charadrius dubius) and common sandpiper (Actitis hypoleucos)."*

Yorkshire Wildlife Trust

- Just under half (12) of the organisations who provided comments about biodiversity and ecology made comments about how HS2 might impact ancient woodland.
- Six organisations were concerned about how designated sites such as Howell Wood might be affected by HS2.

*"There is potential for adverse biodiversity impacts on Howell Wood LWS (6.1) during the construction and operation of the scheme; through the severance of semi-natural landscape features and loss of habitat connectivity within the wider landscape; and through disturbance associated with the line running directly adjacent to the woodland."*

Doncaster Council

Nineteen organisations made comments on proposed mitigation measures, with most calling for more to be done to safeguard biodiversity and to protect local ecosystems. However, some of those that made comments were of an opinion that ecological loss could not be mitigated against.

*"Ancient woodland is irreplaceable and as such, any loss of it cannot be mitigated. Therefore, any loss of ancient woodland should clearly be recorded as a significant permanent residual effect..."*

Jon Trickett, MP

Rotherham Borough Council stated that a number of ancient woodlands appeared to have been omitted by HS2 Ltd.

*“Several ancient woodlands in Rotherham appear to be absent...including Bluebell Wood at Thrybergh Park, Gulling Wood at Sunyside [sic], Round Wood & The Close at Thrybergh and Brecks Plantation.”*

Rotherham Borough Council

## 26.7 Health

There were 101 respondents who made comments about how HS2 might affect people’s health, quality of life or wellbeing in this community area. This included 85 individuals and 16 organisations.

Most of the individuals who made comments believed that HS2 could be harmful to peoples’ health, quality of life or wellbeing. While most of the comments made (46) were general comments, not specific to a particular area, there were a number of specific areas mentioned, and this included Hickleton (6), Bramley (5), and High Melton (4).

*“We accept that HS2 will run by Hickleton and that construction will take place in its surrounding fields. BUT we cannot have any more traffic going through Hickleton during construction. We are already a highly polluted village. OUR HEALTH MATTERS!”*

Member of the public

In addition, 36 individuals thought that HS2 would affect people’s mental health by being stressful (21), and in general (15). A small number of comments were also made about HS2 being stressful, upsetting, and that it could make some people feel anxious or depressed. Furthermore, there were nine individuals who associated HS2 with health and safety issues locally.

*“I moved here because of my mental health and because it is so peaceful. I feel my mental health will suffer.”*

Member of the public

Fifteen organisations believed that HS2 would affect people’s health, quality of life or wellbeing. While around half (8) of the organisations made comments about these aspects in general terms, specific settlements perceived to be affected included Mexborough (3), Hickleton (3) and Doncaster (1). In addition, nine organisations believed that HS2 would affect people’s mental health, and five raised health and safety issues.

*“The health of people in Doncaster is generally worse than the England average. Doncaster is one of the 20% most deprived local authorities in England...the challenges to population health in Doncaster and the health inequalities that exist within the borough mean that the impact of HS2 at local level upon health and wellbeing must be seriously considered and effectively mitigated against.”*

Doncaster Council, Public Health



## 26.8 Historic environment

There were 32 respondents who made comments about how HS2 might affect the historic environment and cultural heritage in this community area. This included 18 individuals and 14 organisations. Most of those who provided comments made general concerns about impacts on listed and historic buildings, including churches and graveyards or cemeteries. Some respondents also commented about how they believed HS2 could affect national heritage sites. For example, Barnsley Metropolitan Borough Council listed four sites or assets that could be impacted, but assessed the potential impact as low impact. The sites mentioned were Burntwood Hall, Manor farm, Hallsteads moated site, and Brierley Conservation Area.

Some respondents provided comments on proposed mitigation measures. It was generally requested that more would be done to protect the historic environment and heritage assets.

## 26.9 Land quality

There were 38 respondents who made comments about land quality in this community area. This included 29 individuals and nine organisations. Most comments received from both individuals and organisations made reference to old quarry or mining sites across the area, including in Hickleton, Barnburgh, the Dearne Valley, and in South Yorkshire. Some of those who provided comments also mentioned that construction of HS2 could disturb old landfill sites in the area. A small number of respondents made comment about proposed mitigation measures.

## 26.10 Landscape and visual

There were 91 respondents who commented on the potential impact on the landscape and on visual receptors in this community area. This included 69 individuals and 22 organisations.

Most of those who made comments were concerned about the visual impact and visual intrusion of HS2, with many of the comments believing that it would look visually displeasing on the local landscape. A number of different areas were considered to be affected by visual aesthetics, and these included High Melton, Doncaster, Barnburgh, and Mexborough.

There were 10 individuals and 11 organisations that provided comments on proposed mitigation measures. Most of the comments requested that more comprehensive or additional measures should be put in place to reduce how HS2 would look visually. Measures suggested included dealing with light pollution, and to do more to make HS2 more aesthetically pleasing.

## 26.11 Socio-economic

There were 103 respondents who made comments about socio-economic aspects in this community area. This included 82 individuals and 21 organisations.

The most frequently cited comments from individuals were as follows:

- There were 61 individuals who were concerned about how HS2 might affect local businesses. This included businesses in a number of locations including Bramley (5), Rotherham (6), along the A635 (4), in Doncaster (3), and Marr (1) among other places too.
- Some 26 individuals made comments about how HS2 might impact the local economy. Many of the comments received about this aspect were negative or critical, with 15 comments made about how local people might become worse off financially.
- Eighteen individuals made comments about how HS2 would impact employment. Some of the comments were positive, stating that HS2 would provide local employment opportunities. Other comments were less positive, believing that employment opportunities would be reduced for affected businesses.
- Eight individuals were worried about how local businesses could be affected during the construction phase of HS2. Comments received included how Frickley Lodge Farm (4) would be affected, as well as businesses in Hickleton (3), Marr (2), Barnburgh (2), High Melton (2), and Mexborough (1).

Six individuals made comments about mitigation measures. Most of the comments were centred on the provision of compensation for businesses and people perceived to be negatively affected by HS2.

The most frequently cited comments from organisations were as follows:

- There were 18 organisations that were concerned about how HS2 might affect local businesses.
- Six organisations were concerned about how the local economy would be affected by HS2.
- Five organisations made comments about local employment aspects.

*"It is estimated in the WDES that 170 jobs will either be displaced or lost... changes in work location can be expected to impact more on low-paid employees and low income households, with increased travel costs reducing household budgets or potentially leading to unemployment if they are unable to travel to the relocated site."*

Doncaster Council , Public Health

- Four organisations were worried about how local businesses would be affected by HS2 during the construction phase.

Ten organisations provided comments about proposed mitigation measures, with most requesting more to be done to protect businesses negatively affected by HS2, as well as employment.

### 26.12 Noise and vibration

There were 127 respondents who made comments about noise and vibration issues thought to be associated with HS2 in this community area. This included 108 individuals and 19 organisations.

The most frequently cited comments from individuals were as follows:

- There were 73 individuals who were concerned about noise. While many of the comments received did not specify a particular area (42), a number of settlements were mentioned as being perceived to be affected by sound, noise or vibration from HS2. This included in High Melton (4), Marr (4), Hooton Roberts (3), and also Mexborough (3).
- There were 32 individuals who raised concerns about noise issues associated with the construction period of HS2. A number of different settlements were again cited as perceived to be affected, including Hickleton (6), High Melton (3), and Marr (2) among others. In addition, there were 12 individuals who believed that HS2 would cause noise issues once it becomes operational.

In total, 27 individuals made comments about proposed mitigation measures, most calling for more to be done to offset and reduce noise issues associated with the construction and operation of HS2. Comments made included that HS2 should construct a sound barrier at Barnburgh embankment (2).

Ten organisations were concerned about noise effects overall, while seven organisations were also concerned with noise from HS2 during the construction phase, and three were worried about noise once HS2 becomes operational.

Thirteen organisations made comments on proposed mitigation measures, with most requesting for more to be done to offset the consequences of noise. Specific comments included a request for sound barriers to be constructed, as well as tunnelling.

### 26.13 Traffic and transport

There were 255 respondents who made comments about traffic and transport issues associated with HS2 in this community area. This included 227 individuals and 28 organisations.

The most frequently cited comments from individuals were as follows:

- There were 173 individuals who were concerned about impacts on the local road network during the construction phase of HS2. A relatively large number of comments were made about impacts on the A365 (71), as well as on the A1 (21), and in settlements including Hickleton (19), and Marr (15). Furthermore, 82 individuals were of a view that HS2 construction traffic would clog up local

roads and cause traffic congestion issues locally. This included on the A635 (21) and in High Melton (10).

*"The construction traffic using Melton Mill Lane will cause chaos. The road is not built for this type of traffic and we have weekly accidents already."*

Member of the public

- In addition, there were 81 individuals who made comments about what they believed would be the potential impact of construction compounds upon local transport, with many of those who made comments believing that there would be resultant restricted access and increased road journey times as a consequence. Furthermore, there were 11 individuals who believed that HS2 construction traffic, including HGVs would damage local roads and road surfaces.
- Eighty seven individuals were concerned about traffic accident and road safety issues associated with HS2, particularly during the construction phase. Areas perceived to be particularly problematic included on the A635 (24), Church Lane (20), and at Blacksmith Lane (19). In addition, 18 individuals were concerned for the safety of pedestrians and cyclists, including in Marr (3), on the A635 (3), and in Hickleton (2).
- Road closures and associated traffic diversions elicited comments from 79 individuals. The closure of Red Hill Lane in particular generated a relatively high number of comments (37).
- There were 42 individuals who mentioned public transport, and comments made included that certain bus routes would be affected by HS2 and/or that existing transport infrastructure should be improved, modernised and upgraded.

Eighty two individuals provided comments on proposed mitigation measures, with many calling for more to be done to reduce the potential impacts of HS2 upon the local transport network. A range of suggestions were made about having additional measures in place, and this included having traffic lights at Church Lane (15), and also at Blacksmith Lane (14). Other less frequently cited suggestions included making a relief road, or improving road access.

*"As a Hickleton resident, my concern is about the impact on my village from the siting of your construction compounds in Hickleton. The A635 has already been designated (for many years) for a relief road/bypass...the problem as always is funding and I would ask that you set aside funding towards this road project as part of your overall budget. It would certainly gain you far more support from the local population."*

Member of the public

*"No construction traffic should be using Melton Mill Lane and the grange bridal [sic] path should not be used. This path can be accessed from the other side just past the Crown Inn."*

Member of the public

The most frequently cited comments from organisations were as follows:

- Some 20 organisations raised concerns about how local traffic and transport would be affected due within the construction phase of HS2. Specific places perceived as likely to be affected included Hickleton (4), and Marr (3). In addition, eight organisations were concerned about how HS2 construction traffic would cause problems or issues, including congestion in the local area. A number of locations were mentioned as being likely to be affected, and these included in High Melton (2), and in Clayton (2). Furthermore, there were three organisations that raised issues about how they believed HS2 construction traffic, including HGVs might damage local roads and road surfaces.

*"The roads in the village of High Melton have been identified as being used for construction traffic for HS2. These roads are not suitable for HGV traffic, they are narrow, and have steep inclines and have limited or no pavements for pedestrians."*

High Melton Parish Council

- Sixteen of the organisations that made comments about traffic and transport issues were concerned about how construction compounds would negatively affect traffic, particularly due to reduced or restricted access in some areas.
- Road closures and associated diversions elicited comments from 14 organisations. A number of different areas were cited as being possibly affected by the Proposed Scheme.
- There were 13 organisations that made comments about public transport issues in the local area. A range of comments were provided, and these included how HS2 might impact bus routes and also waterways and canals, and how less well-off residents might be affected.

*"...the increased number of vehicles along the identified routes could also negatively affect the use of public transport. This will disruption will be greater for those reliant on public transport within the Ravenfield to Clayton area; typically, the most deprived communities, those on lower incomes or those living in rural areas that have to travel to essential services and amenities."*

Doncaster Council, Public Health

- Nine organisations were concerned about road safety issues, including how some routes might be made unsafe by HS2, especially during the construction phase. Some of the organisations were also worried about road safety issues for pedestrians, cyclists and other non-motorised road users.
- Five organisations made comments about road access for emergency vehicles.

Eighteen organisations provided comments about proposed mitigation measures, requesting that more should be done to reduce impact of HS2 on local traffic and transport.

### **26.14 Water resources and flood risk**

There were 37 respondents who made comments about water resources and flood risk in this community area. This included 21 individuals and 16 organisations. Comments made by both individuals and organisations included concerns about flood risk in some places, including at Hooton Roberts, and at the former refuse tip, Denaby Main. Additionally, some concerns were also raised about how HS2 might affect or pollute local water courses, and a small number were also concerned about loss of water supply as a result of construction works.

## 27. Comments relating to Volume 2: community area LA14 South Kirkby to Sharlston Common

### 27.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for LA14: South Kirby to Sharlston Common. While responses from a number of respondents covered more than one community area, comments specifically relating to LA14 are reported in this chapter.

Comments were received from 64 members of the public and 30 organisations. Organisations that made comments about this community area included: Crofton Against HS2, Havercroft-with-Cold Hiendley Parish Council, the National Trust, Sharlston Parish Council, Wakefield Council, and West Yorkshire Combined Authority. A full list of organisations that responded is included in Appendix A.

### 27.2 Overview of the area

The South Kirkby to Sharlston Common area<sup>27</sup> covers an approximately 12.6km section of the Proposed Scheme, within the local authority areas of Wakefield Metropolitan District Council and Barnsley Metropolitan Borough Council. The Proposed Scheme would pass through the Hemsworth Town Council area and the parishes of South Kirkby and Moorthorpe, Huntwick with Foulby and Nostell, Crofton and Sharlston. The boundary between Clayton with Frickley parish and South Kirkby and Moorthorpe parish forms the southern boundary of this section; the boundary between Sharlston parish and Warmfield-cum-Heath parish forms the northern boundary of this section. The Ravenfield to Clayton area (LA13) lies to the south, and the Warmfield to Swillington and Woodlesford area (LA15) lies to the north of the South Kirkby to Sharlston Common area.

The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

---

<sup>27</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

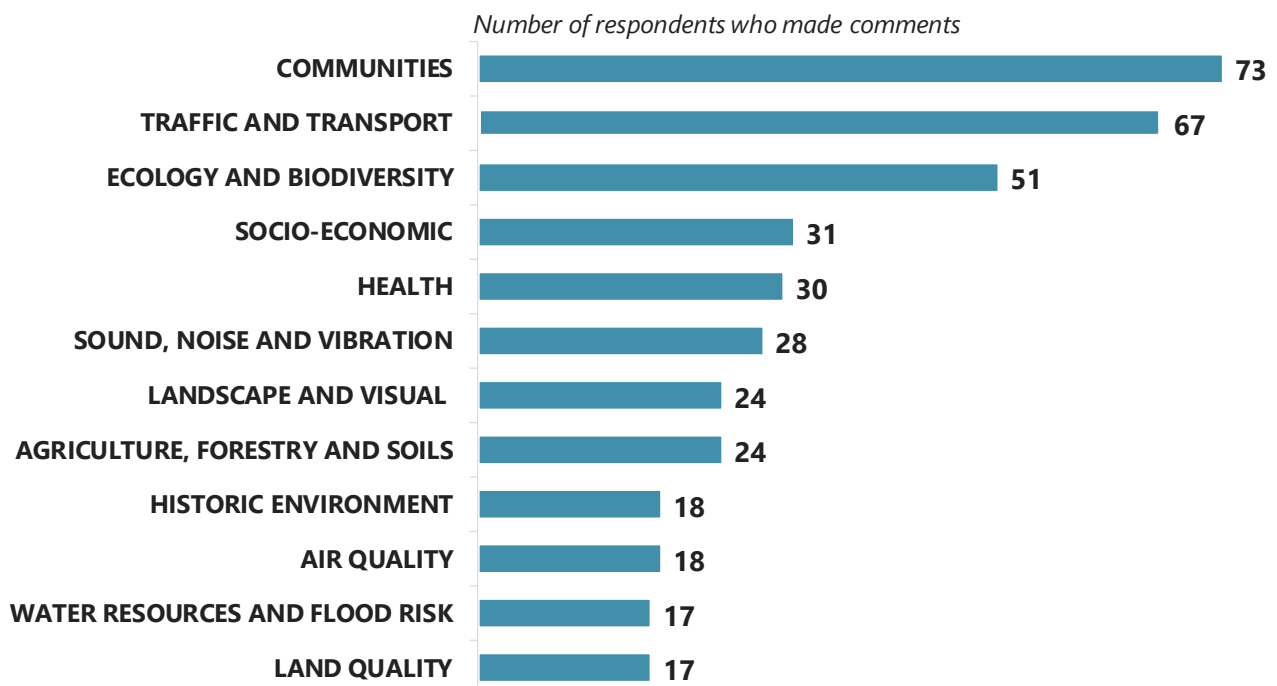
LA14: South Kirby to Sharlston Common

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745194/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_LA14\\_South\\_Kirkby\\_to\\_Sharlston\\_Common.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745194/HS2_Phase_2b_WDES_Volume_2_LA14_South_Kirkby_to_Sharlston_Common.pdf)

Figure 27.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 27.1: Number of respondents who made comments about LA14**

#### LA14: SOUTH KIRKBY TO SHARLSTON COMMON



Base: 94 respondents submitting responses related to LA14: South Kirkby to Charlston Common

### 27.3 Agriculture, forestry and soils

There were 24 respondents who made comments about agriculture, forestry and soils in this community area. This included eight individuals and 16 organisations. Most of those who made comments about agriculture, forestry and soils were concerned about loss of agricultural land to make way for the construction of HS2.

### 27.4 Air quality

There were 18 respondents who made comments about air quality related issues in this community area. This included nine individuals and nine organisations. Most of the comments received from both individuals and organisations were concerned about air quality issues in general, and some were concerned about how air quality would be affected during the construction phase of HS2. A small number of respondents wanted more to be done to mitigate or reduce incidence of poor air quality in the local area.



*“The interface with the highway network should be designed and constructed to minimise restrictions and diversions that lead to congestion and adds to air quality concerns.”*

Wakefield Council

## 27.5 Community

There were 73 respondents who made comments about local community issues associated with HS2 in this community area. This included 49 individuals and 24 organisations.

The most frequently cited comments from individuals were as follows:

- Some 23 individuals raised concerns about how HS2 might impact on open spaces and Public Rights of Way, and as such, affected local communities.
- Sixteen individuals were worried about how people’s homes and properties might be affected because of HS2. Some of those who made comments worried about the effect of HS2 on property prices (4), while others were concerned about loss of homes (3). Areas mentioned as being affected included properties on Robin Lane (2) and in Wragby (1).

*“The proposed closure of Robin Lane and moving it south of its current route would have a great impact on the houses on that road. The proposed road would be higher than the houses and would run behind the houses. We all live in our back gardens as they are south facing so the impact on our lives would be massive.”*

Member of the public

- Fifteen individuals were concerned about how local communities might be affected by HS2 during the construction period. This included in Hemsworth (3), at Robin Lane (2) and in South Kirby (2). There were also 10 general comments made about how the Proposed Scheme could or would affect local communities.
- Overall, 11 individuals made comments about how local towns and villages might be affected by HS2.
- Three individuals worried about how local leisure and recreational facilities might be affected, and two individuals were concerned about how local community facilities might be impacted.
- Other comments made included how HS2 might affect elderly, disabled and vulnerable residents (4), and also how young people and future generations might be negatively affected too (4).

There were 11 individuals who provided comments on proposed mitigation measures. Most of those who made comments requested that more was needed to lessen or reduce negative effects of HS2 upon local communities.

The most frequently cited comments from organisations were as follows:

- Fifteen organisations were concerned about how HS2 could affect open spaces and Public Rights of Way, and in so doing, impact upon local communities.
- Fourteen organisations were worried about how HS2 could affect local towns and villages.
- Eleven organisations raised concerns about how local people's homes and properties could be negatively affected by HS2.
- Ten organisations were concerned about how local communities might be affected during the construction phase of HS2.
- Ten organisations were concerned about how local leisure and recreational facilities could be affected by HS2. In addition, there were six organisations that were worried about how HS2 might impact upon local community facilities. This included health facilities and local schools.
- A number of other comments were also made, including concerns about how elderly, disabled and vulnerable residents might be affected (2), and also how young people might be affected too (2).

Fourteen organisations made comments about proposed mitigation measures to lessen the effects of HS2 on local communities. Of those that made comments, most requested more to be done, including tunnels, and providing compensation for those affected.

## 27.6 Ecology and biodiversity

There were 51 respondents who made comments about ecology and biodiversity in this community area. This included 32 individuals and 19 organisations.

Some 13 individuals raised concerns about how local habitats might be affected by HS2. Most were generally concerned about how trees, hedgerows and fields might be disrupted. In addition, 13 individuals were also worried about how local wildlife could be affected. There were also 11 individuals who were concerned about ancient woodland might be negatively affected.

*"I live on Robin Lane in Hemsworth and the track is going to run very near my home. I have noted that in Volume 2: community area report LA14: South Kirkby to Sharlston Common on pages 16 - 17 Robin lane is proposed to be closed with a new road created behind our properties and that Great Crested Newts will have replacement habitats made."*

Member of the public

There were 12 individuals who made comments about proposed mitigation measures. Most called for more to be done to safeguard biodiversity and local ecosystems. Suggestions made included to construct tunnels, and also to plant more trees. Some of the respondents did not think that loss of

biodiversity and impacts on ecology could be mitigated against, stating that such assets are irreplaceable.

Eight organisations raised concerns about how ancient woodlands might be impacted by HS2. A number of locations across this community area were cited, including Wet Woodland, and sites across Yorkshire as a whole. In addition, 11 organisations were concerned about how local habitats might be disrupted, and ten were worried about negative consequences for local wildlife. Five organisations were also concerned about the potential impact of HS2 on designated sites.

Of the 18 organisations that made comments on proposed mitigation measures, most asked for more to be done to protect biodiversity and ecological impacts, largely mirroring the opinions of the individuals who also made comments about this aspect. The Forestry Commission mentioned that a number of local woodlands had not been included in the community area report because they may not have designated status. However, the organisation requested an assessment to be undertaken.

*"There are a number of woodlands in this CA that are not included in the report; while they may not have a designation status we suggest that these should be incorporated into the assessment...while we agree that there are no AWIS within the CA, Howell Wood - while wholly within the Ravenfield to Clayton CA - is immediately adjacent to the proposed scheme in this CA so will be affected and should be considered in the assessment."*

Forestry Commission

## 27.7 Health

There were 30 respondents who made comments about how HS2 might affect people's health, quality of life or wellbeing in this community area this included 18 individuals and 12 organisations.

There were 13 individuals who thought that HS2 would be damaging to local people's health, quality of life or wellbeing. Additionally, five individuals were concerned about the effects of HS2 upon people's mental health and state of mind. Additionally, there were five individuals who mentioned health and safety issues associated with either the construction, and/or operation of HS2.

*"Increased traffic and dust from construction and contaminated soil will affect the quality of our air and our health, but HS2 don't plan to monitor the air in our towns and villages."*

Member of the public

Ten organisations were also concerned about possible negative effects of HS2 on local people's health, quality of life or wellbeing. A number of areas were cited as being potentially affected, including Hemsworth (2), and also Nostrell (2). There were also six general comments, not referencing a particular location within this community area. In addition, a few organisations (4) were concerned about how people's mental health could be affected, including a view that it could make some people feel stressed, anxious, and angry. Five organisations also raised health and safety issues associated with HS2.

Of the small number of organisations that provided comments on proposed mitigation measures, it was requested that more needed to be done to reduce harmful effects of HS2 on local people's health and wellbeing.

## 27.8 Historic environment

There were 18 respondents who made comments about how HS2 might impact on the local historic environment and cultural heritage in this community area. This included three individuals and 15 organisations. Most comments made were about concerns about how the historic environment would be affected, including listed buildings, and also a national heritage site situated at Towers Lane. Other mentions included Nostell priority, and the cemeteries in Sharlston.

Of the small number of those who commented on proposed mitigation measures, most asked for more robust measures to be put in place to protect the historic environmental as well as cultural heritage sites and facilities in the local area.

## 27.9 Land quality

There were 17 respondents who made comments about land quality in this community area. This included 11 individuals and six organisations. Comments received included that old mining or quarry sites could be disturbed, as well as old landfill sites, with negative consequences.

*"Old landfill and mining sites (like the old Armitage landfill) contain asbestos and heavy metals like lead, which we will breathe in once the soil is dug up."*

Member of the public

*"There are mines everywhere - there is no way you have considered in the costs the impact of dealing with these."*

Member of the public

*"The past mining activities in Mexborough and Crofton would make the siting of a High Speed Train route unwise & expensive."*

Crofton Against HS2

## 27.10 Landscape and visual

There were 24 respondents who commented on the potential impact on the landscape and on visual receptors in this community area. This included 12 individuals and 12 organisations. Most of those who made comments about this aspect were concerned about how HS2 would look visually, with some believing it would be visually displeasing. Some specific areas were mentioned as being impacted, and these included in Crofton, at Robin lane, and in West Yorkshire.

A small number of respondents made comments about proposed mitigation measures, calling for more to be done to reduce perceived visual impact of HS2 on the local visual landscape.

## 27.11 Socio-economic

There were 31 respondents who made comments about socio-economic aspects associated with HS2 in this community area. This included 14 individuals and 17 organisations.

Ten individuals raised concerns about how local businesses might be affected by HS2. This included general impacts (6), as well as agribusinesses (3), and one business based in New Crofton. In addition, four individuals were concerned about how the local economy would be affected, and one individual worried about how businesses would be impacted during the construction phase of HS2.

*"The project is ill thought out, badly planned and will do nothing to boost the local economy."*

Member of the public

Twelve of the organisations that made comments about socio-economic aspects were concerned about how local businesses and also local people might be affected by HS2.

*"The proposed HS2 route passes through or close to some of the most socio-economically deprived neighbourhoods within the Wakefield District, several of which are also amongst the 10% most deprived neighbourhoods in England."*

Wakefield Council

Three of the organisations were also worried particularly about how businesses could be affected during the construction phase of HS2. In addition, seven organisations made comments about how they believed HS2 would affect local employment, and five made comments about how they believed the local economy would be affected.

Nine organisations provided comments on proposed mitigation measures, with most calling for more consideration as to how local businesses and the local economy would be affected by HS2.

*"Consideration should also be given to providing some financial support to businesses that will suffer loss of trade as a result of congestion and delays caused by road closures in and around the proposed routes."*

West Yorkshire Combined Authority

## 27.12 Noise and vibration

There were 28 respondents who made comments about noise and vibration issues associated with HS2 in this community area. This included 16 individuals and 12 organisations.

Most of the individuals who provided comments were concerned about noise (12). While most comments received did not specify a particular place or area perceived would be affected (10), a few individuals did cite specific areas, and these included Crofton (2), and also New Crofton (1). In addition, five individuals were worried about noise during the construction phase of HS2, and three individuals

were concerned about this aspect once HS2 becomes operational. Two individuals suggested mitigation measures, requesting more to be done to reduce noise effects.

*"The five year planned construction phase would create complete chaos for the community of Crofton...noise pollution will affect a considerable area and bring lasting misery to the community."*

Member of the public

Nine of the organisations that provided comments were particularly worried about noise effects as a consequence of HS2. Areas mentioned included Nostell, and Crofton. In addition, seven organisations expressed concern about noise effects during the construction phase of HS2, and two were worried about noise once HS2 becomes operational.

Nine organisations made comments about proposed mitigation measures, with a call for more to be done to lessen noise effects in the local area. Suggestions made included to construction sound or noise barriers at various locations, as well as to have more consideration for how HS2 might cause noise, sound and vibration issues locally.

*"During the construction phase the schedule of work should ensure that the earliest opportunity for the installation of planting and screening for visual and noise mitigation should be undertaken."*

Wakefield Council

### 27.13 Traffic and transport

There were 67 respondents who made comments about local traffic and transport issues associated with HS2 in this community area. This included 41 individuals and 26 organisations.

The most frequently cited comments from individuals were as follows:

- Fifteen individuals expressed concern about how the local road network might be disrupted during the construction phase of HS2. Most of those making such comments believed that there would be additional road congestion because of construction works in the local area. In addition, there were ten individuals who believed that local traffic would be disrupted due to construction compounds, leading to restricted road access and resultant increased journey times.
- Road closures and associated diversions garnered the views of 14 individuals, with most of a view that this would be disruptive. Robin Lane in Hewsworth was one such area (6), which was commented upon.
- Ten individuals made comments about local public transport, with many calling for existing rail infrastructure to be improved and upgraded.

- Six individuals were worried about road safety issues, including a view that should routes would become unsafe, or more unsafe than currently because of HS2.

*"There are kids in this village who will be put in danger. Saying the people are not allowed to drive here won't stop them!"*

Member of the public

Eight individuals made comments on proposed mitigation measures, asking for a number of additional measures to be put in place to reduce negative effects of HS2 on the local transport infrastructure.

The most frequently cited comments from organisations were as follows:

- Road closures and resultant traffic diversions elicited responses from 16 organisations. Most of those that made comments were concerned about how road closures would disrupt local traffic and transport.
- Some 14 organisations were concerned about how in their opinion HS2 could disrupt the local transport infrastructure during the construction period of HS2. In addition, there were 13 organisations that were concerned about the potential impact of construction compounds in the local area, and how these would restrict road access, and increase local journey times. Seven organisations were also of a view that HS2 construction traffic would be disruptive. There were also three organisations that believed that HS2 construction traffic would damage local roads and road surfaces.

*"Hemsworth already suffers from traffic congestion and these proposals will no doubt considerably add to this due to the colossal amount of construction vehicles that will be needed over a number of years and the disruption and extended travel time of everyday users."*

Hemsworth Town Council

- There were 11 organisations that made comments about public transport in the local area. Some of these organisations mentioned how local bus services might be impacted, and a number called for the upgrade or improvement of the local transport network, including existing rail services.
- There were four organisations that raised issues about road safety and traffic accidents as a consequence of HS2, particularly during the construction phase for road users. In addition, there were eight organisations that believed HS2 would cause road safety issues for pedestrians and cyclists and other non-motorised road users.
- Two organisations were also concerned about how emergency vehicles could get around because of disruption perceived to be caused by HS2.

Sixteen organisations made comments on proposed mitigation measures. Most called for more to be done to reduce the potential impact of HS2 upon the local transport network, and road network in particular.

*"We would also like to see because of the increase in heavy vehicles a new traffic management scheme in the village along Cow Lane (B6428) from the new road towards Royston. Maybe a reduction in traffic speed..."*

Havercroft-with-Cold Hiendley Parish Council

## 27.14 Water resources and flood risk

There were 17 respondents who made comments about water resources and flood risk in this community area. This included three individuals and 14 organisations. Comments received including a perceived need for flood defences. A small number of respondents also commented on proposed mitigation measures, with comments made including that more work needed to be undertaken to shore up flood defences, and to prevent flooding.

*"I think you should do a floodwater assessment and look at the fall and drainage capabilities of the land in question."*

Member of the public

*"Areas of Hemsworth, Kinsley and Fitzwilliam are known flood risk areas and the proposed route of HS2 will pose a threat of serious flooding given the amount of surface water that will require drainage along with any disturbance to natural underground water levels and storage that will be subjected to disruptive building works."*

Hemsworth Town Council

*"There appears to be no consideration of water shortages resulting from head-water streams/input slopes being cut off from original routes and the impacts this may have during times of drought. Assessment of potential impact on Local Wildlife Sites and UK Biodiversity Priority Habitats is particularly important. One example of this may be the water supply to Nostell Priory Upper, Middle and Lower lakes."*

Wakefield Council



## 28. Comments relating to Volume 2: community area LA15 Warmfield to Swillington and Woodlesford

### 28.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for LA15: Warmfield to Swillington and Woodlesford. While responses from a number of respondents covered more than one community area, comments specifically relating to LA15 are reported in this chapter.

Comments were received from 393 members of the public and 45 organisations. Organisations that made comments about this community area included: Alec Shelbrooke (MP for Elmet & Rothwell), Forestry Commission, Leeds City Council, Oulton & Woodlesford Neighbourhood Forum, Ramblers Association – Leeds Group, Wakefield Council, West Yorkshire Combined Authority, and Woodlesford Primary School. A full list of organisations that responded is included in Appendix A.

### 28.2 Overview of the area

The Proposed Scheme through the Warmfield to Swillington and Woodlesford area<sup>28</sup> would lie within the local authority areas of Wakefield Metropolitan District Council and Leeds City Council. The Proposed Scheme would pass through the parishes of Warmfield-cum-Heath, Newland with Woodhouse Moor, Normanton and Swillington.

The route of the Proposed Scheme would diverge at Scholey Hill, immediately north of the M62, to form two separate routes. The HS2 main line, which would be 13.6km in length in this area, would continue north-east towards Ulleskelf, for onward connection with the East Coast Main Line (ECML) at Colton Junction. The Leeds spur would be 4.4km in length and would travel in a north-west direction, where it would continue to the HS2 Leeds station.

The boundary between Sharlston parish and Warmfield-cum-Heath parish forms the southern boundary of the Warmfield to Swillington and Woodlesford area. The northern boundary of the Warmfield to Swillington and Woodlesford area on the HS2 main line is the parish boundary between Swillington and Austhorpe. On the Leeds spur, the northern boundary of the Warmfield to Swillington and Woodlesford area is located to the south of the M1 and to the north-west of Rothwell Country Park.

<sup>28</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

LA15: Warmfield to Swillington and Woodlesford

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745195/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_LA15\\_Warmfield\\_to\\_Swillington\\_and\\_Woodlesford.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745195/HS2_Phase_2b_WDES_Volume_2_LA15_Warmfield_to_Swillington_and_Woodlesford.pdf)

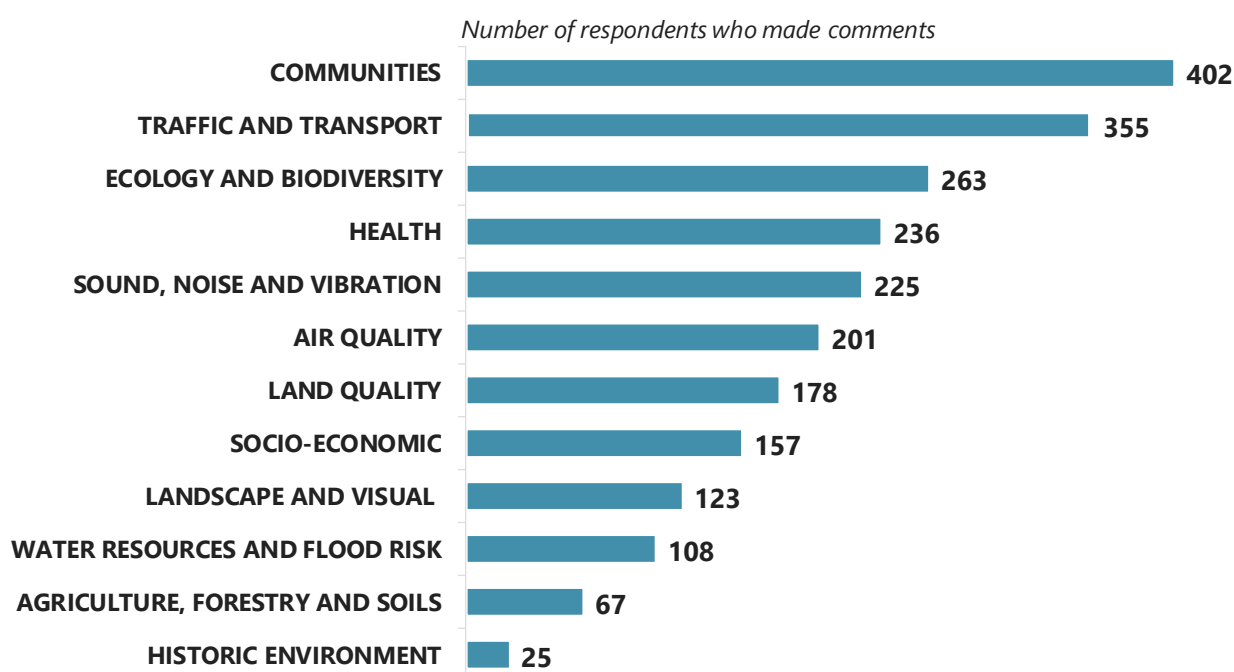
The South Kirkby to Sharlston Common area (LA14) lies to the south of the Warmfield to Swillington and Woodlesford area. The Garforth and Church Fenton area (LA16) lies to the north-east on the HS2 main line. The Stourton to Hunslet area (LA17) lies to the north-west on the Leeds spur.

The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

Figure 28.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 28.1: Number of respondents who made comments about LA15**

### LA15: WARMFIELD TO SWILLINGTON AND WOODLESFORD



Base: 438 respondents submitting responses related to LA15: Warmfield to Swillington And Woodlesford

### 28.3 Agriculture, forestry and soils

There were 67 respondents who made comments about agriculture, forestry and soils in this community area. This included 48 individuals and 19 organisations.

Nineteen individuals made comments about loss of agricultural land in the local area, including in Swillington (6), Oulton (3), and in Woodlesford. In addition, 31 individuals provided comments about how they believed HS2 could affect forestry and soils, with a majority concerned about loss of land, including parks and green spaces to make way for the construction and operation of a high speed rail network (20). Most of those who made comments did not specify a particular area, although Oulton (3), and Woodlesford (1) were mentioned as being affected. Two individuals also made comments about

proposed mitigation measures, with both respondents of a belief that loss of agricultural land could not be mitigated against, and that it would be irreplaceable.

Of the organisations that made comments about agriculture, forestry and soils, half (10) were concerned about the loss of agricultural land in this community area, and made comments about how some specific farms could be disrupted. In addition, 10 of the organisations also made comments about forestry and soils, and about land loss in a number of places across the local area.

Five organisations provided comments on proposed mitigation measures, with most asking for further consideration about consequences for loss of land.

*"...as farmers based at Altofts and owners of land to be taken as part of the Scheme. ... with regard to the suggestion that there will be new hedges planted, they (our client) are concerned that they will obscure their current unfettered views of their land from the farmstead, meaning that they will not be able to "shepherd " their stock or view their crops as they can do so at present."*

Agent on behalf of a local farm

One of the organisations did not believe that loss of agricultural land could be mitigated against.

## 28.4 Air quality

There were 201 respondents who made comments about air quality in this community area. This included 188 individuals and 13 organisations).

Overall, 156 individuals were concerned about how HS2 could negatively affect air quality in the local area. Many of the comments were general comments, not specifying a particular location (101), but some settlements were mentioned, particularly Woodlesford (44), and also Swillington (6), Stourton (4), Rothwell (4), and Oulton (2). In addition, 58 individuals were concerned about how HS2 could influence local air quality during the construction phase. Woodlesford (16) was the settlement that received most specific comments, although other areas were mentioned too, including Oulton (3) and Rothwell (1). A further two individuals were concerned about air quality once HS2 becomes operational.

There were 13 individuals who commented on proposed mitigation measures. Most called more to be done to reduce pollution, and to improve air quality in the local area.

Ten of the organisations that responded were concerned about how HS2 would impact on air quality. Most of the organisations made comments in general (7), although a few did cite specific places, and these included Woodlesford (2), and Oulton (1). In addition, four of the organisations raised concerns about how air quality might be affected during the construction phase of HS2. Three of the organisations also commented on proposed mitigation measures, requesting that more needed to be done to reduce air pollution associated with HS2.

## 28.5 Community

There were 402 respondents who made comments about how HS2 might affect local people and local communities in this community area. This included 363 individuals and 39 organisations.

The most frequently cited comments from individuals were as follows:

- There were 238 individuals who were worried about how HS2 might impact open spaces and Public Rights of Way, and thus impacting on local people and local communities. Water Haigh Woodland Park in particular received 72 comments, followed by greenbelt areas in Woodlesford, receiving 58 comments.
- Some 201 individuals raised concerns about how in their opinion local people's homes and properties would be affected by HS2. Many of those who made comments were worried about how property prices might be affected (84), as well as properties and homes in general (69). Specific settlements mentioned included Woodlesford, where there were 46 comments about property prices, and 17 comments about other impacts.
- There were 173 individuals who were concerned about how local communities could be affected by HS2 during the construction phase. A number of different settlements were mentioned as possibly being affected, and these included Woodlesford (70), Oulton (23), and Swillington (8).

*"The huge impact of the lengthy construction of HS2, and the impact the finished project in the area of Woodlesford, Oulton, Methley and Swillington (LA15) will be devastating; the large number of construction compounds, closures/diversions of roads and the actual construction of massive structures in this relatively small area will ruin the area forever, and all to save a few minutes on a journey time."*

Member of the public

- There were also 142 individuals who were of a view that towns and villages overall would be affected by HS2. Again, many of the comments were centred on how Woodlesford might be negatively affected. Although, a number of other settlements, including Oulton and Swillington were also cited as being affected.

*"I have lived in Woodlesford for 38 years and am deeply concerned about the environmental and health impact of HS2 on our communities. For over a century the area has been blighted by the coal industry and at a time when the landscape and recreational facilities for our communities has improved along comes HS2."*

Member of the public

- Some 87 individuals were concerned about how local recreational and leisure facilities might be affected by HS2. Comments received included how Water Haigh Park could be affected (30), as well as facilities in Woodlesford (16), and also in general (29). In addition, there were also 28 individuals

who were worried about how local community facilities might be affected by HS2. Many of the comments made expressed concern about how schools could be affected.

- A relatively large number of other comments were also made from 235 individuals, including concern about how young people might be affected by HS2 (39), as well as how elderly, disabled and vulnerable residents might be impacted too (15). A range of other comments were also made, including 137 general comments about how HS2 could disrupt and have negative consequences for local communities and local people.

There were 141 individuals who made comments about proposed mitigation measures to reduce or lessen negative effects of HS2 on local people, and on local communities. A number of suggestions were made, including that affected communities should receive financial compensation, tunnelling, and more consideration in general.

The most frequently cited comments from organisations were as follows:

- Some 25 organisations expressed concern about how HS2 could potentially disrupt open space and Public Rights of Way, and in so doing, have negative consequences for local people and local communities.
- Fourteen organisations were worried about how HS2 could impact local towns and villages overall.
- There were 12 organisations that were concerned about how local people and local communities could be affected during the construction phase of HS2. A number of different places were cited as being potentially affected, including Swillington, Woodlesford, and Oulton.
- Twelve organisations were also concerned about how HS2 could negatively affect local people's homes and properties. Again, a number of areas were cited, including Woodlesford, Oulton, and also in the Aire Valley.
- In addition, 12 organisations expressed some concern about how local recreational and leisure facilities could be impacted. The same number of organisations were also worried about how HS2 might negatively affect local community facilities including local schools.
- Other comments received included concern about how young people might be affected by HS2 (4), and also how elderly, disabled and vulnerable people might be affected as well (2).

Seventeen organisations provided comments on proposed mitigation proposals. Most requested that more would be done to reduce negative impacts of HS2 upon local people and local communities.

## 28.6 Ecology and biodiversity

There were 263 respondents who made comments about ecology and biodiversity in this community area. This included 234 individuals and 29 organisations.

Overall, 183 individuals expressed concern about how local wildlife could potentially be disrupted. Many of the comments received were general comments about impacts on wildlife (157), and included comments about rare or protected species (47) without being specific. More specifically, types of wildlife believed to be threatened included otters (38), owls (37), red kites (33), water voles (28), and amphibians (26). One respondent also mentioned swans.

*"On the towpath along the Aire and Calder navigation, just north of Woodlesford locks, there is a breeding site for swans.... as you will be aware, swans are on the threatened animals list, mainly due to loss of habitat. The many years of disruption from HS2 will not help these regal birds continue to breed and will only exacerbate the road to extinction."*

Member of the public

Furthermore, there were 138 individuals who raised concerns about how HS2 might affect local habitats. A number of areas were mentioned as potentially being disrupted, including in Woodlesford (32), and specifically Water Haigh Woodland Park (14). Many of the comments were also general comments (71), not specifying a particular area that could be affected. In addition, there were 98 individuals who were worried about how HS2 might be harmful to ancient woodlands, including in Woodlesford (27), and also in general (63).

*"The nature in our area will be hugely negatively affected by HS2. It will destroy nature reserve and a huge proportion of our green spaces."*

Member of the public

Ninety six individuals provided comments on proposed mitigation measures. Most of those who made comments requested that more should be done to protect biodiversity and local ecosystems. Suggestions made included tree planting, to create wildlife corridors, and even compensation. However, many of the comments that were provided (65) were about a belief that loss could not be mitigated against, and once gone, would be gone forever.

*"LA15: The impact of the route through Swillington and Woodlesford is still most unacceptable. Building a 2.2km long, 30m high viaduct for the main line should be a tunnel, which would preserve the ancient woodlands in the area in question."*

Member of the public

Twenty organisations expressed some concern over how in their view that local habitats would be impacted by HS2, and 17 organisations raised concerns about consequences for local wildlife. Furthermore, of the organisations that responded, ten were worried about how ancient woodland might

be affected by HS2. A number of wooded areas were mentioned, including Wet Woodland, ancient woodland in Oulton, and in Yorkshire. Six of the organisations also mentioned that they were concerned about potential impacts on designated sites in the area.

Twenty three organisations proved comments on proposed mitigation measures, with suggestions including that more trees and shrubs should be planted as part of the Proposed Scheme, as well as efforts made to reduce noise effects.

*“Local Wildlife Sites and other areas of UK Biodiversity Action Plan Priority Habitats should be assumed to have greater faunal value and should automatically be provided with acoustic screening.”*

Wakefield Council

*“The Ramblers, Leeds Group strongly argues that the historic and landscape value of Barrowby Lane and the nearby Barrowby Hall needs to be maintained. Barrowby Lane, running east-west along a prominent ridge and lined with mature trees, carries the Leeds Country Way, a significant 62 mile circular recreational route around the edge of the Leeds Metropolitan District...The Ramblers, Leeds Group urges that the importance of this historic route and its landscape and cultural value are recognised during this further assessment, and that these aspects, together with its location in the Green Belt, are given sufficient weight in the decision-making process.”*

Ramblers, Leeds Group

## 28.7 Health

There were 236 respondents who made comments about health, quality of life and wellbeing issues associated with HS2 in this community area. This included 220 individuals and 16 organisations.

The most frequently cited comments from individuals were as follows:

- There were 199 individuals who were concerned about how HS2 might affect people’s health, wellbeing or quality of life. Comments received included how people’s health in Woodlesford (58), Oulton (8), Swillington (5), and Rothwell (5) might be affected. In addition, there were also 145 general comments made about health effects, not specific to a particular settlement or location.
- Some 124 individuals were worried in particular about how HS2 could affect people’s mental health. Many of the comments that were received talked about anxiety (64), and stress (88), as well as mental health effects overall or in general (54).
- Twelve individuals also raised concerns about health and safety issues, particularly during the construction phase of HS2.

The most frequently cited comments from organisations were as follows:

- Fourteen of the organisations that provided comments were concerned about how HS2 could be harmful to people's health, wellbeing or quality of life. Most of those that made comments made general or overall comments, although a few specified specific locations they thought would be affected, including in Wakefield and also in Oulton.

*"The anxiety and stress associated with HS2, property prices and sales are already making people ill, both physically and mentally. This will only get worse as construction gets underway with congestion and disturbance increasing, People's lives and wellbeing are at great risk and HS2 is doing very little to prevent this."*

Oulton & Woodlesford Neighbourhood Forum

- Twelve organisations raised concerns about how people's mental health and state of mind might be affected by HS2. Most of those that made such comments believed that some people would be stressed, feel anxious, or even depressed as a consequence of HS2.
- Two organisations also raised health and safety issues.

Of the small number of respondents that made comments of proposed mitigation measures, it was considered that more needed to be done to ensure that local people did not suffer or experience any negative health effects as a consequence of HS2.

## 28.8 Historic environment

There were 25 respondents who made comments about how HS2 might impact upon the local historic environment and upon cultural heritage in this community area. This included 10 individuals and 15 organisations. A number of specific areas of sites were cited as being affected, and this included in Woodlesford, Swillington, Garforth, Clumpcliffe, and also at Barrowby Hall.

Of the small number of respondents who provided comments on proposed mitigation measures, most called for more to be done to protect the local historic environment.

*"It is unclear if Woodlesford and Fishponds Locks on the Aire & Calder Navigation have been included as non-designated heritage assets. The Trust considers that these locks should be deemed to be non-designated heritage assets."*

Canal & River Trust



## 28.9 Land quality

There were 178 respondents who made comments about land quality in this community area. This included 169 individuals and nine organisations.

Of the individuals who made comments about land quality issues, a considerable number were about concerns that there were a number of old mining or quarry sites in the area, as well as old landfill sites that could be disturbed, with negative consequences of doing so. For example, there were 48 comments that mentioned quarrying or mining sites in the Woodlesford area.

*"Having lived in Woodlesford for 48 years I feel so angry at the proposed route through our beautiful village. This is an old mining community so no one truly knows what lies deep down below the surface & indeed where old pit shafts are located."*

Member of the public

Of those mentioning old landfill sites, there were concerns about asbestos (67), heavy metals (63), and toxic waste (20) that could be unearthed during construction works. Other comments received from individuals about unsuitability of land, these included concerns about subsidence on residential properties (34) or in general (20), and also in specific settlements, including Woodlesford (6) and Oulton (2).

Organisations raised similar issues as that of individuals, including concerns about old quarry or mining sites, and also how land disturbance might unearth old/disused landfill sites, and how this could pollute the local area. One organisation also mentioned that there would be a need to carry out more research to investigate how HS2 could perpetuate land quality issues in the local area.

*"Mine workings are substantial in the local area - have HS2 accurately mapped all historic workings and consider the impact to the school of subsidence as unmapped workings are found?"*

Woodlesford Primary School

## 28.10 Landscape and visual

There were 123 respondents who commented on the potential impact on the landscape and on visual receptors in this community area. This included 103 individuals and 20 organisations.

Most of the individuals who made comments about landscape and visual aspects were concerned about how in their opinion that HS2 would be visually intrusive. This included a view that it would be visually displeasing in Woodlesford (29), and in Oulton (5), and also in general across this community area (37). It was suggested that more work was needed to mitigate against perceived negative effects of HS2 on the local visual landscape.

Organisations raised similar issues to individuals, believing that HS2 would be visually intrusive in a number of places across the local area. Eleven of the organisations that provided comments made mention of proposed mitigation measures, with most asking for more to be done to make HS2 more aesthetically pleasing.

*"At present the Leeds spur separates from the main line south of the proposed Moss Car viaduct, below Clumpcliffe Farm...a preferable option here would be to begin the tunnel south of Clumpcliffe, thereby mitigating the need for embankments and viaducts across the landscape."*

Alec Shelbrooke, MP for Elmet & Rothwell

## 28.11 Socio-economic

There were 157 respondents who made comments about socio-economic aspects of HS2 in this community area. This included 128 individuals and 29 organisations.

The most frequently cited comments from individuals were as follows:

- Some 101 individuals raised concerns about how they believed that local businesses would be affected by HS2. Many of the comments were general comments (58) about how local businesses might be affected, but there were also more specific comments about how businesses in some areas could be affected, such as in Woodlesford (32). Some specific businesses and farms were also cited as being disrupted.
- Fifty one individuals made comments about the potential impact of HS2 on local employment. Some of the comments were positive and talked about opportunities for job creation, but some of the comments were also negative, depending on whether or not a business was going to be disrupted by HS2.

*"...ASDA who's Head Office would need to be demolished to make way for HS2, I am very concerned for the preservation of 2500 local jobs. At present ASDA is proposing a merger with Sainburys, whose head office is based in London. The demolition of the current ASDA building could force the issue of the new combined company needing to be based elsewhere, potentially putting at risk 2500 Leeds jobs."*

Member of the public

- The local economy elicited comments from 22 individuals, with many of the view that HS2 would be more damaging than positive, including a belief that local people would be worse off financially (16).

There were 14 individuals who made comments about proposed mitigation measures to lessen negative impacts on the local economy, and upon local businesses. Most of those who made comments requested that more consideration was required for businesses and people affected by HS2. A number of the

comments discussed financial compensation, with nine comments about compensation being inadequate or insufficient.

The most frequently cited comments from organisations were as follows:

There were 24 organisations that were concerned about how local businesses might be negatively affected by HS2. A number of locations were mentioned as being potentially impacted, including in Swillington, Woodlesford and Oulton.

*"The Green Moon is a business...the business operates alongside Swillington Organic farm and Swillington Fisheries...Green Moon is a tenant and has a rolling lease on the land within the ancient woodland that currently stands in the direct path of the proposed HS2 construction. The working draft, land uptake information, means the business will no longer be able to trade at the Swillington site should the plans go ahead."*

The Green Moon

- In total, 11 organisations made comments about the effect of HS2 on local employment. Some of the comments were positive comments, such as HS2 could generate jobs. However, other comments were negative, with one organisation believing that any jobs created in the local area would be lower skilled jobs.
- Four organisations were particularly concerned about the effect of HS2 on local businesses during the construction phase.
- How HS2 might impact the local economy was an aspect which also warranted comments from four organisations

Fourteen of the organisations that provided comments about socio-economic aspects of HS2 in the local area commented on proposed mitigation measures. Most asked for more to be done, including more or further assistance for affected businesses.

## 28.12 Noise and vibration

There were 225 respondents who made comments about noise and vibration issues in this community area. This included 207 individuals and 18 organisations.

The most frequently cited comments from individuals were as follows:

- There were 152 individuals who were concerned about noise effects associated with HS2. Woodlesford (42), Oulton (7) and Swillington (6) were among settlements perceived to be impacted. In addition, there were 92 general comments about impact of noise in the local area, and a further 12 comments about consequences of vibration.

- In total, there were 103 individuals who were particularly worried about noise and vibration issues during the construction phase of HS2. Woodlesford was singled out as being particularly affected. In addition, 31 individuals expressed concern about noise, sound and vibration issues once HS2 becomes operational.

In total, 53 individuals commented on proposed mitigation measures, with most believing that existing measures would be insufficient, and that more was needed to offset negative impacts of noise and vibration associated with a high speed rail network in the local area.

The most frequently cited comments from organisations were as follows:

- Thirteen organisations were worried about noise effects in the local area.
- Six organisations were particularly concerned about noise during the construction phase of HS2, and three were worried about noise effects once HS2 becomes operational.

Eleven organisations provided comments about proposed mitigation measures, including that more was needed, including sound barriers, and also more consideration of train noise along canals and waterways.

*"Securing an acceptable level of noise mitigation for residents whose properties are impacted upon by HS2 operational noise is imperative....the WDES proposals through Swillington have potential to adversely affect both residential and non-residential sensitive receptors."*

Leeds City Council

### 28.13 Traffic and transport

There were 355 respondents who made comments about traffic and transport issues associated with HS2 in this community area. This included 317 individuals and 38 organisations.

The most frequently cited comments from individuals were as follows:

- There were 217 individuals who believed that the local transport network would be negatively affected during the construction phase of HS2. Particular areas mentioned included Woodlesford (63), Swillington (26), on the A642 (14), and in Bullerthorpe Lane (12). In addition, 96 individuals believed that construction compounds could affect local traffic by restricting road access and causing increased road journey times for local residents and those travelling through the area. Furthermore, there were 51 individuals who believed that HS2 construction vehicles would disrupt local roads, block traffic, and generally cause congestion and disruption. Woodlesford (13), and Oulton (8) were areas believed to be particularly affected by this.
- There were 204 individuals who made comments about public transport issues in the local area. Many of those who made such comments called for the existing rail infrastructure to be upgraded

and improved. Some of those who made comments were also concerned about the closure of Woodlesford Station (31).

- Road closures and associated traffic diversions elicited comments from 147 individuals. A number of areas were cited as being affected, including in Woodlesford (49), on the M62 (22), and on the M1 (21), at Bullerthorpe Lane (22), on Pontefract Road (17), and on the B6481 (13), in Oulton (12), and on Eshald Lane (11).
- There were 39 individuals who were concerned about road safety issues on local roads, particularly during the construction phase of HS2.
- Fourteen individuals made comments about road access for emergency vehicles, including to Fleet Lane, in Woodlesford, Oulton, and Swillington.

There were 48 individuals who provided comments about proposed mitigation measures. Most called for more to be done, including improving road infrastructure, tunnelling, making relief or access roads, and also upgrading footpaths and cycle paths.

*"Traffic is already difficult in this area and will be further by construction traffic and extended road closures. If we have to have HS2 why can't more of the track go underground?"*

Member of the public

The most frequently cited comments from organisations were as follows:

- Twenty four organisations made comments about proposed road closures and associated traffic diversions. Most believed that such changes would be disrupted for local people, as well as those travelling through the local area.

*"The impact of the construction phase will have a massive negative impact on our town. The proposed closure of Birkwood Road will not only dramatically increase traffic through the Town Centre, but will also pose a serious risk for residents who need to get to the hospital which is accessed via Birkwood Road."*

Normanton Town Council

- Twenty one organisations believed that local transport routes would be negatively affected during the construction phase of HS2. There were also 14 organisations that believed that construction compounds would be disruptive, due to restricted road access, which would in their opinion lead to increased journey times and traffic congestion issues. Furthermore, seven organisations believed HS2 construction vehicles would also have negative consequences for local traffic and transport. In addition, three of the organisations believed that HS2 construction vehicles would damage local roads and road surfaces.

- Eighteen organisations made comments about public transport. A range of comments were made and these included comments about local canals as a form of transport locally, as well as requests to upgrade existing transport infrastructure in the local area. Some of those who made comments about public transport mentioned how HS2 could affect bus routes.

*“The proposal to divert buses down Warmfield Lane from the A655 would be difficult as it is very narrow and there is always on street parking along this road. This would result in parishioners living on Goosehill Lane needing to walk an additional 300 metres, on top of the 600 metres they already have to walk, to the A655 to catch a bus.”*

Warmfield cum Heath Parish Council

- Seven of the organisations that provided comments on local traffic and transport issues were concerned about road safety issues.
- Three organisations also made comments about access for emergency vehicles.

Eighteen organisations made comments about proposed mitigation measures to lessen negative impacts on the local transport network and transport infrastructure. Most of those that made comments asked for more to be done to lessen negative effects and/or to improve accessibility for road users.

*“The proposed underpasses on Bullough Lane beneath the existing railway line and HS2 route are too low for equestrian use and should be made higher. Improved links between Rothwell Country Park and Skelton Lake should be considered, for example a new bridge of the Aire and Calder Navigation should be delivered as part of the scheme, to link with the recently constructed bridge over the river.”*

Leeds City Council

## 28.14 Water resources and flood risk

There were 108 respondents who made comments about water resources and flood risk in this community area. This included 89 individuals and 19 organisations.

Most of the comments received from individuals were related to flood risk, with a relatively high number of comments requesting flood defences in Woodlesford (34), as well as in general (30). There were also some comments about water quality, pollution and contamination, and how the Proposed Scheme could cause pollution of local water courses in the area.

Organisations also made a number of points, including worry about flood risk, and the need for flood defences to be strengthened. Some of the organisations also raised concerns about how HS2 might pollute local water courses. Fifteen organisations asked for more to be done to mitigate further any possible harmful effects and/or asked for further details.

*“Drainage from the River Calder embankment appears to discharge to a watercourse in both open channel and culvert which passes beneath the Trust’s Infrastructure Trust Property and land and potentially through a culvert under the navigation adjacent to the M62. The Trust require further details of this proposal.”*

Canal & River Trust

# 29. Comments relating to Volume 2: community area LA16 Garforth & Church Fenton

## 29.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for LA16: Garforth & Church Fenton. While responses from a number of respondents covered more than one community area, comments specifically relating to LA16 are reported in this chapter.

Comments were received from 137 members of the public and 26 organisations. Organisations that made comments about this community area included: Church Fenton Parish Council, Forestry Commission, Leeds City Council, Leeds Civic Trust, Micklefield Parish Council, Selby District Council and the West and North Yorkshire Chamber of Commerce Transport Group. A full list of organisations that responded is included in Appendix A.

## 29.2 Overview of the area

The Proposed Scheme through the Garforth and Church Fenton area<sup>29</sup> would be approximately 16.2km in length and lie within the local authority areas of Leeds City Council, Selby District Council and North Yorkshire County Council.

The Proposed Scheme would pass through the parishes of Swillington, Austhorpe, Barwick in Elmet and Scholes, Parlington, Garforth, Sturton Grange, Micklefield, Lotherton cum Aberford, Huddleston with Newthorpe, Sherburn in Elmet, Barkston Ash, Church Fenton, Saxton with Scarthingwell and Ulleskelf.

The Swillington and Austhorpe parish boundaries form the south-western boundary of the Garforth and Church Fenton area. The north-eastern boundary of the area is located in Ulleskelf parish, where the route would join the existing York to Church Fenton railway line at Ulleskelf, to the north of Church Fenton. The Garforth and Church Fenton area is the northernmost area on the eastern leg of the HS2 main line.

The Warmfield to Swillington and Woodlesford area (LA15) lies to the south of the Garforth and Church Fenton area.

---

<sup>29</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

LA16: Garforth & Church Fenton

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745196/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_LA16\\_Garforth\\_and\\_Church\\_Fenton.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745196/HS2_Phase_2b_WDES_Volume_2_LA16_Garforth_and_Church_Fenton.pdf)

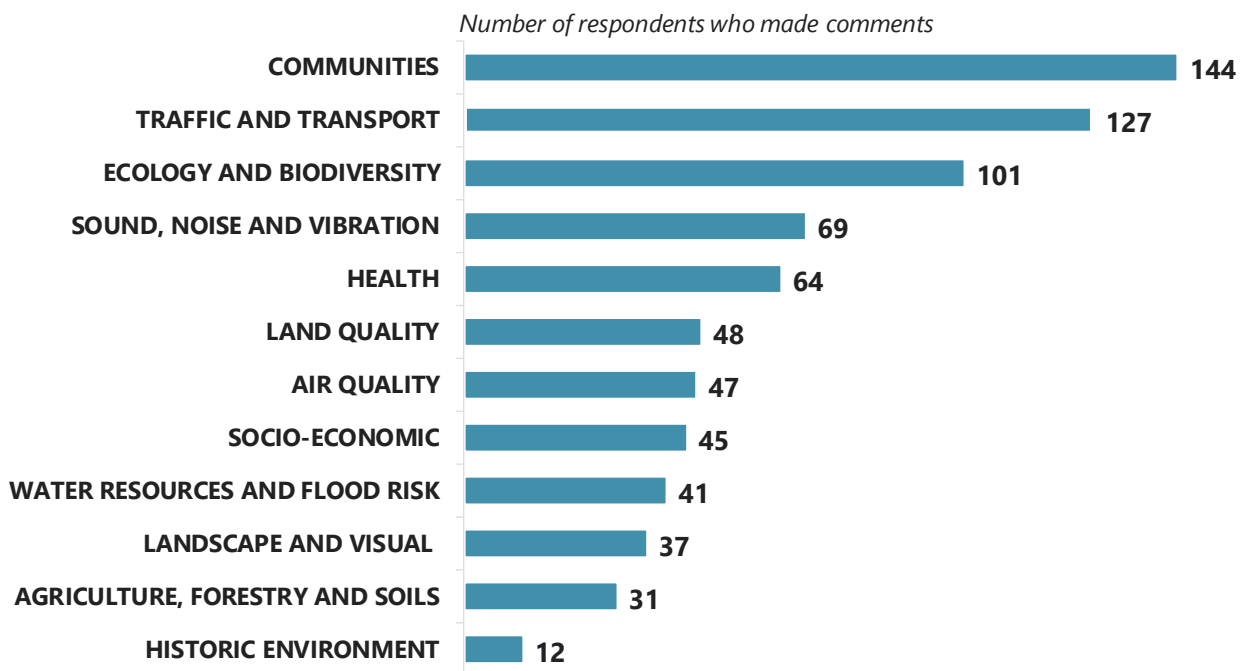


The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

Figure 29.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 29.1: Number of respondents who made comments about LA16**

### LA16: GARFORTH AND CHURCH FENTON



Base: 163 respondents submitting responses related to LA16: Garforth and Church Fenton

### 29.3 Agriculture, forestry and soils

There were 31 respondents who made comments about agriculture, forestry and soils in this community area. This included 20 individuals and 11 organisations.

Many of those who made comments were concerned with the loss of agricultural land to make way for the construction and operation of HS2. A small number of farms were mentioned as being particularly affected or disrupted. Some respondents did not mention agricultural land as being affected, but made mention of loss of land in general for the development of HS2

A small number of respondents provided comments on proposed mitigation measures. Some of those who provided comments were of an opinion that more needed to be done to mitigate losses. Others though were more critical or negative, suggesting that loss of land, including agricultural land could not be mitigated against, and as such, it would be irreplaceable.

*“The assumption that land is ‘returned’ after vast areas of soil have been stripped, stored and relayed is an incorrect portrayal of the impact of these activities. It would in fact take many years for soils to recover their fertility and vegetation to return to pre-removal levels. It is most likely that the soil structure will be permanently degraded, leading to problems with both drought and waterlogging for the foreseeable future. This could cause farm holdings to become unviable leading to a permanent negative impact on the character and economy of the parish.”*

Church Fenton Parish Council

## 29.4 Air quality

There were 47 respondents who made comments about air quality issues as a result of HS2 in this community area. This included 42 individuals and five organisations. Most of those who were concerned about how HS2 might impact on air quality and increase or contribute to air pollution in the local area made general comments. However, some specific sites were also mentioned as being affected, including in Garforth, and on Kippax farmland.

In addition, some respondents were worried about how HS2 might negatively affect air quality during the construction phase. Of the small number of respondents who commented on proposed mitigation measures, it was generally suggested that more needed to be done to reduce potential air pollution as a result of HS2.

Not all of those that made comments about air quality were negative comments. For example, Selby District Council stated that section 8.3 addresses air quality in terms of short term impacts from construction activities and longer term impact from the operational phase of development.

## 29.5 Community

There were 144 respondents who made comments about local community issues in this community area. This included 123 individuals and 21 organisations.

The most frequently cited comments from individuals were as follows:

- There were 75 individuals who were concerned about how in their opinion HS2 would impact open spaces and Public Rights of Way. In so doing, it was believed that local communities would be affected.
- Some 56 individuals were concerned about how local people’s homes and properties could be affected by HS2.
- In total, 46 individuals were worried about how HS2 might affect local towns and villages as a whole.

*"The whole scheme is of no benefit to local people in the village of Micklefield and surrounding areas and therefore why should we have to be disadvantaged."*

Member of the public

- There were 47 individuals who raised concerns about how they believed that local people would be affected by HS2 during the construction phase. A number of settlements across the community area were mentioned as being potentially affected.
- There were 22 individuals who were worried about how local leisure and recreational facilities might be negatively affected. In addition, 11 individuals were worried about how local community facilities, including schools in Church Fenton, and also in Barkston Ash.
- Other comments received included some concern about how elderly, disabled and vulnerable residents might be affected (10), and also how young people and future generations might be affected too (9).

There were 32 individuals who provided comments on proposed mitigation measures to lessen negative impacts on local communities. Most of those who made comments suggested that more consideration would be needed in terms of how local communities might be affected. Some of those who made comments suggested that there should be financial compensation for those affected and/or that financial compensation should include a wider area than those who might live within the vicinity of the Proposed Scheme.

The most frequently cited comments from organisations were as follows:

- There were 14 organisation that raised concerns about how open space and Public Rights of Way might be impacted by HS2, with knock-on effects for local communities.
- Seven organisations were worried about how local recreational and leisure facilities could be affected by HS2. One of the organisations was also worried about how local community facilities might be affected as well.
- How people's homes and properties might be affected attracted comments from five organisations.
- Three organisations raised some concern about how local towns and villages might be affected by HS2.
- Three organisations were concerned about how local communities might be affected during the construction phase of HS2. Areas mentioned included Leeds, and Kippax.

Eight organisations provided comments on proposed mitigation measures. Most of those that made comments requested that more should be done to mitigate negative impacts of HS2 on local communities.

*"HS2 fund a new village hall to benefit all village as the existing one is a recycled building and not very energy efficient. The proposals have a massive impact on the Village and this would form a reasonable community benefit."*

Church Fenton Parish Council

## 29.6 Ecology and biodiversity

There were 101 respondents who made comments about ecology and biodiversity issues in this community area. This included 83 individuals and 18 organisations.

The most frequently cited comments from individuals were as follows:

- Some 56 individuals were concerned about how local wildlife might be affected by HS2. A number of different types of wildlife were mentioned, and this included owls (13), red kites (12), otters (12), amphibians (10), water voles (9), and deer (8).

*"The proposed tunnel under Woodlesford starts and ends in nature reserves and green spaces which robs the community and the local wildlife of safe havens."*

Member of the public

- There were 50 individuals who were worried about how local habitats, including trees, hedgerows and fields might be affected by HS2.
- Thirty two individuals were concerned about how HS2 might affect ancient woodland. Many of the comments made were general comments, not specifying a particular wooded area that could be disrupted.

Thirty eight individuals provided comments about proposed mitigation measures to reduce negative impacts upon local biodiversity and local ecosystems. Most of those who made comments wanted more to be done, with a number of suggestions including tree planting, and tunnelling. A number of those who provided comments also suggested that local of biodiversity could not be mitigated again, and that such loss would be irreplaceable.

The most frequently cited comments from organisations were as follows:

- There were seven organisations that raised concerns about how local habitats might be destroyed or disrupted.
- Six organisations were worried about how local wildlife could be impacted by HS2.

- Four organisations were concerned about how ancient woodland could be affected by HS2.
- Three organisations were of the view that local designated sites would be impacted as a consequence of HS2.

Seventeen organisations provided comments on mitigation proposals, with most calling for more to be done to protect biodiversity and local ecosystems. Some of the organisations that made comments, also cited omissions or inaccuracies in their opinion.

*"We note that both SINCs have woodland habitat present. There is a slight inaccuracy in the description of Patefield Wood, which should be " is an Ancient woodland comprising both ancient semi natural woodland and plantations on ancient woodland sites (PAWS)"*

Forestry Commission

*"Overall along the length of LA16 within Selby District there currently appears to be a net loss for biodiversity, as such there is a need to increase the areas of land for mitigation and compensation and to include sufficient enhancement measures to demonstrate that the scheme can achieve a net gain for biodiversity as required currently within national policy."*

Selby District Council

*"We also support Leeds City Council's comments regarding Coburn Hill Woods...the 3.9 ha woodland loss at Coburn Hill Woods LWS needs compensating for by more than a ratio of 1:1 new woodland creation as this is currently high quality habitat and any new habitat will take years to establish. ...a green tunnel/bridge across the HS2 route to link the existing and new woodland areas."*

Cllrs, James Lewis, Mark Harland and Keith Wakefield. Kippax & Methley Ward

## 29.7 Health

There were 64 respondents who made comments about how local people's health, quality of life and wellbeing might be negatively affected by HS2 in this community area. This included 58 individuals and six organisations.

There were 47 individuals who believed that people's health, quality of life or wellbeing would be affected by HS2. Many of the comments were general comments (38), although more specific settlements were mentioned, including Garforth (3), and Church Fenton (2). In addition, 28 individuals were worried how HS2 might affect people's mental health and state of mind. There were 20 comments associating HS2 with stress, and 14 comments associating it with making some people feel anxious. In addition, two individuals cited health and safety issues.

*"I moved to Micklefield in 1998, and since that time I have been making use of the local countryside on a daily basis, taking regular walks from Micklefield to Lotherton Hall. One of the primary reasons for moving here was the fact that there is a network of footpaths whose existence is tolerated by local landowners, and I have made extensive use of this amenity since coming here. These walks have been recommended by my doctor to relieve blood pressure issues, so removing the Public Rights of Way will impact on my personal health..."*

Member of the public

Five of the six organisations that provided comments were concerned about how local people's health, quality of life or wellbeing could be affected by HS2. A number of different settlements in the area were mentioned as being potentially impacted. In addition, three organisations were worried about the potential impact of HS2 on some people's mental health, believing that it would be stressful, and could make some people upset, or even depressed. In addition, one organisation raised health and safety issues.

## 29.8 Historic environment

There were 12 respondents who made comments about how HS2 might disrupt the historic environment and impact on cultural facilities in this community area. This included five individuals and seven organisations. It was suggested that some listed buildings, including Barrowby Hall and Huddleston Hall would be negatively affected by HS2.

A small number of respondents made comments about proposed mitigation measures, and asked for more to be done to protect the local historic environment and cultural heritage facilities.

*"It is advised that commercial aerial photography from summer 2018 is included in this assessment as the very dry weather provided excellent conditions for the detection of archaeological cropmarks. Many of these commercial flights are only just becoming available e.g. on Google Earth and it is recommended that the aerial photographic analysis is updated to include such sources."*

Selby District Council

## 29.9 Land quality

There were 48 respondents who made comments about land quality issues in this community area. This included 45 individuals and three organisations.

Many of the comments made mention of old or disused quarry and mining sites in the local area, and as such, making it unsuitable for construction of a high speed train network. In addition, there were also a number of comments about old landfill sites in the area, and how HS2 could affect these during construction. Some respondents also mentioned that part of the area was on a flood plain, and also there might be land subsidence, including in Garforth and also in Woodlesford.

## 29.10 Landscape and visual

There were 37 respondents who commented on the potential impact on the landscape and on visual receptors in this community area. This included 27 individuals and 10 organisations.

Most of those who provided comments were worried to some degree about how HS2 could potentially have negative consequences for the visual landscape. A number of comments were received about HS2 being visually displeasing in areas including Barkston Ash, and in Swillington, Garforth, and also Church Fenton. Some of the respondents provided comments on proposed mitigation measures, asking for more to be done to make HS2 more aesthetically pleasing.

## 29.11 Socio-economic

There were 45 respondents who made comments about socio-economic issues resulting from HS2 in this community area. This included 34 individuals and 11 organisations.

Twenty six individuals were concerned about how local businesses might be affected or disrupted. This included local farms, and businesses in settlements including Garforth. In addition, seven individuals made comments about how HS2 might impact on local employment, with some suggesting that it would create jobs in the local area. However, there were also seven individuals who made comments about the local economy, with most believing that local people would be financially worse off and out of pocket as a result of HS2.

A small number of individuals also suggested that more needed to be done to off-set negative effects on local businesses and the economy. There was a request for HS2 Ltd to cover all costs experienced by anyone affected by HS2, including both businesses and residents.

Organisations were also worried about how HS2 could potentially be disruptive to some businesses in the local area, with eight making comments about this. Concerns were raised about how local farms, as well as the local tourism industry could be affected to some degree, as well as the loss of some commercial land which was seen as having negative consequences for business, and also in relation to employment opportunities. In terms of employment, two organisations made comments about HS2 providing an opportunity for local people.

Eight organisations provided comments about mitigation proposals, with most requesting additional help and assistance for businesses perceived to be negatively affected by HS2.

*"Having reviewed the working draft of the Environmental Statement (ES), there appears to be no recognition that the North Newhold site is identified as a 'key employment site' in the adopted development plan, or indeed that it benefits from planning permission for employment development."*

Lichfields, on behalf of Water Lane Ltd

Some of the organisations that made comments also suggested that there were omissions in the documentation supplied by HS2 Ltd and suggested how this should be rectified.

*“North Newhold Site is allocated for employment development in the Leeds Local Plan and has outline consent for B2/B8 employment development. This is not considered in the WDES. Through the SAP<sup>30</sup>, the council have reduced the estimated capacity of this site to reflect that the area occupied by the HS2 line will not be developable, and there are uncertainties regarding the deliverability of the land to the north of the HS2 line. It is expected that the area to the south of the HS2 line will continue be appropriate for development purposes following the construction of HS2. The council wishes to see HS2 minimise the impact on the developable area of the North Newhold site by relocating area of proposed woodland habitat creation south of the line to the north of the line.”*

Leeds City Council

## 29.12 Noise and vibration

There were 69 respondents who made comments about noise and vibration issues as a result of HS2 in this community area. This included 59 individuals and 10 organisations.

The most frequently cited comments from individuals were as follows:

- Some 46 individuals were concerned about noise effects. While most had general concerns and did not specify a particular area believed to be affected (31), some specific settlements were mentioned, and these included Garforth (3), and Barkston Ash (1).
- There were 21 individuals who were particularly concerned about noise during the construction phase of HS2. Areas mentioned as being likely to be impacted included Oulton (1). There were also a number of general comments (13) about how HS2 might cause noise issues in the local area during the construction phase.
- Seven individuals were also concerned about noise once HS2 becomes operational.

There were 16 individuals who provided comments on proposed mitigation measures. Most of those who made comments called for further action, with suggestions including to construct sound barriers in Barkston Ash (1).

Six organisations were concerned about noise effects in the local area, including how some places would be affected. Areas mentioned included Huddleston Hall (1) and Sandwath (1). Three organisations were particularly worried about noise during the construction period of HS2, and two raised concerns about noise once HS2 becomes operational.

---

<sup>30</sup> Site Allocation Plan



Four organisations provided comments on proposed mitigation measures, with most asking for more to be done to mitigate against noise issues resulting from HS2 in either the construction or operational phase, or in both phases overall.

### 29.13 Traffic and transport

There were 127 respondents who made comments about traffic and transport issues in this community area as a consequence of HS2. This included 109 individuals and 18 organisations.

The most frequently cited comments from individuals were as follows:

- In total, 63 individuals believed that local routes would be disrupted during the construction phase of HS2. Woodlesford was one area believed to be affected (13). A number of general comments (30) about disruption were also made without being specific to a particular road or settlement. In addition, 25 individuals also took issue with construction compounds, believing these would restrict road access, and increase local journey times. Furthermore, there were 20 individuals who believed that HS2 construction traffic, including HGVs would clog up the local road network, and cause issues for local people, and those travelling through the area. A small number of individuals were also worried about how construction traffic might damage local roads and road surfaces.

*“LA16: Closing access to the end of great north road for the 2+ years will cause a great amount of issue in regard to traffic in the area.”*

Member of the public

- There were 54 individuals who made comments about local public transport in the area. Many of the comments discussed a need to upgrade or improve existing public transport infrastructure in the local area. Some of those who responded also made comments about local canals and waterways as being affected or disrupted.
- Road closures and associated traffic diversions elicited responses from 51 individuals. Most of those who provided comments were concerned about how disruptive this would be, with resultant longer journey times for local residents, as well as for those travelling through the area.
- Nineteen individuals were concerned about road safety issues as a result of HS2, particularly or especially arising during the construction phase. In addition, seven individuals were worried about how pedestrians, cyclists and other non-motorised road users might be unsafe, or more unsafe as a result of HS2.
- Five individuals made comments about access for emergency vehicles in the area, and how important this would be. There was some concern that key routes might be congested or blocked as a consequence of the construction of HS2.

Overall, 24 individuals made comments about proposed mitigation measures, with most calling for more to be done to ease perceived traffic and transport problems in the local area. Suggestions included construction access roads, tunnelling, and improving existing road infrastructure.

The most frequently cited comments from organisations were as follows:

- Twelve organisations commented about the effects of road closures and associated traffic diversions, and how this would be disruptive to local people, and those travelling through the area.
- Five organisations believed that construction compounds would cause traffic problems by restricting road access. Three organisations also believed that traffic would be affected during the construction phase of HS2. In addition, one of the organisations thought that construction vehicles would cause disruption on the local road network.
- Five organisations also provided comments about public transport in the local area. Some of the organisations called for improvements to the existing rail infrastructure, with others mentioned how some bus routes might be affected by HS2, especially during the construction phase.
- Two organisations were concerned about road safety issues for drivers during the construction phase of HS2. In addition, five organisations were concerned for the road safety of non-motorised road users, including pedestrians and cyclists.

Thirteen organisations provided comments on proposed mitigation measures. A number of suggestions were made including that the local transport infrastructure should be improved, including footpaths and cycle paths, and that there should be more focus on reducing traffic congestion issues as a consequence of HS2, particularly during the construction phase.

*"At location SE 50707 - 37280 HS2 crosses a minor road to a farm. This road leads to two bridleways and one public footpath into different parishes. It is well used by out of town ramblers, local walkers, dog walkers, cyclists and horseback riders. It is an intersection point of three circulars for walkers and numerous for horseback riders. The stopping up of this road/ track would be devastating to all immediate parishioners and all visitors...It could be bridged / tunnelled."*

Ramblers Association

## 29.14 Water resources and flood risk

There were 41 respondents who made comments about water resources and flood risk issues in this community area. This included 31 individuals and 10 organisations. Most of those who made comments about water resources and flood risk made comments about the potential for flood risk, in areas including Church Fenton and Garforth. Some of those who provided comments were also concerned with drainage issues in general, as well as in specific settlements including Church Fenton.

## 30. Comments relating to Volume 2: community area LA17 Stourton to Hunslet

### 30.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for LA17: Stourton to Hunslet. While responses from a number of respondents covered more than one community area, comments specifically relating to LA17 are reported in this chapter.

Comments were received from 94 members of the public and 23 organisations. Organisations that made comments about this community area included: The Canal & River Trust, Hunslet Methodist Church, Leeds City Council, West Yorkshire Combined Authority, and Yorkshire Wildlife Trust. A full list of organisations that responded is included in Appendix A.

### 30.2 Overview of the area

The Proposed Scheme through the Stourton to Hunslet area<sup>31</sup> would be approximately 7.2km in length, and would lie wholly within the local authority area of Leeds City Council. The route of the Proposed Scheme in the area would comprise a section of the HS2 Leeds spur approximately 5.3km in length, plus the separate 310m long Leeds East viaduct and 1.6km long Leeds East rolling stock depot (RSD). The Proposed Scheme would not pass through any local parishes. The southern boundary of the area is located on the western side of Bullough Lane, to the south of the M1, whilst the northern boundary is approximately 200m north of the M621 Junction 4. The Warmfield to Swillington and Woodlesford area (LA15) lies to the south-east, the Leeds Station area (LA18) lies to the north-west and the Garforth and Church Fenton area (LA16) lies to the north-east of the Stourton to Hunslet area.

The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

---

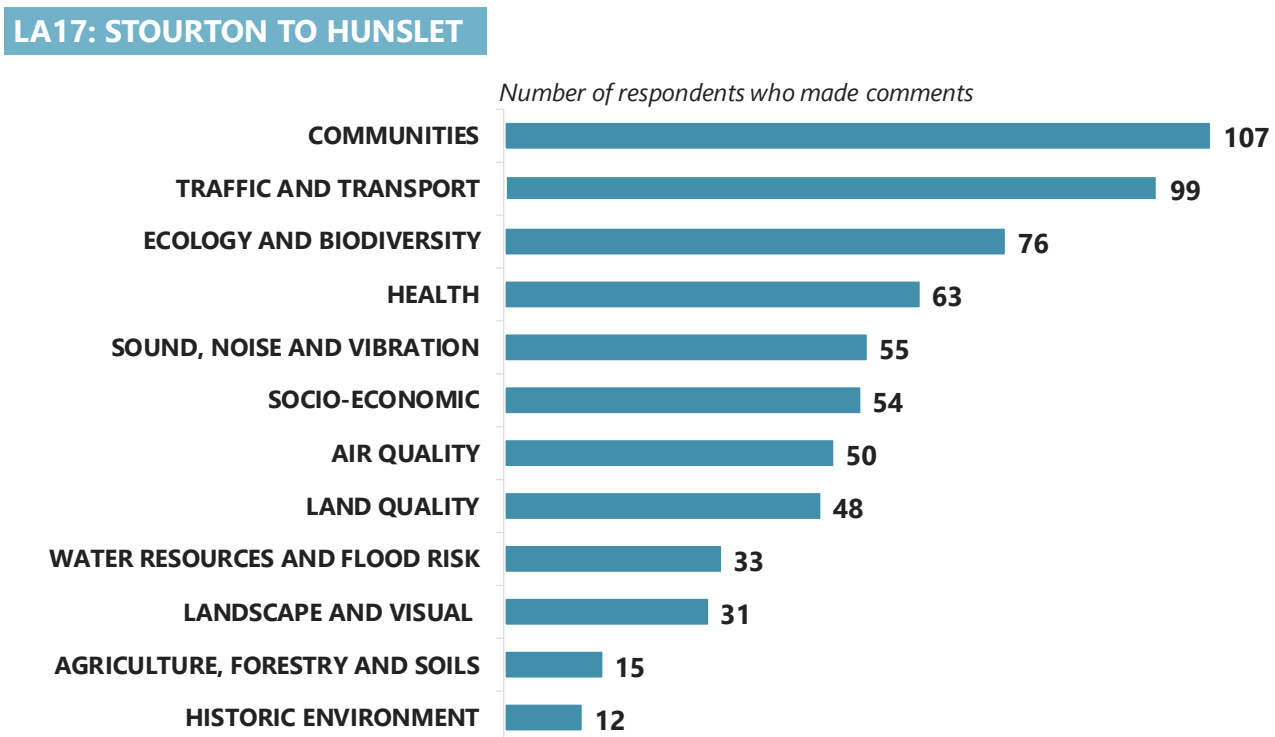
<sup>31</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

LA17: Stourton to Hunslet

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745197/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_LA17\\_Stourton\\_to\\_Hunslet.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745197/HS2_Phase_2b_WDES_Volume_2_LA17_Stourton_to_Hunslet.pdf)

Figure 30.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 30.1: Number of respondents who made comments about LA17**



Base: 117 respondents submitting responses related to LA17: Stourton to Hunslet

### 30.3 Agriculture, forestry and soils

There were 15 respondents who made comments about agriculture, forestry and soils in this community area. This included 11 individuals and four organisations. Some of those who provided comments were concerned about loss of agricultural land, while others were worried about loss of land generally, including green spaces.

### 30.4 Air quality

There were 50 respondents who made comments about air quality in this community area. This included 45 individuals and five organisations. Many of those who provided comments were generally worried about how HS2 could impact local air quality. However, some specific settlements were cited as being affected, including in Leeds, and also at Rothwell Country Park. Some of those who made comments were particularly concerned about how HS2 could negatively affect local air quality and increase air pollution during the construction phase.

A small number of respondents made comments on proposed mitigation measures, calling for more to be done to reduce air pollution, and to improve local air quality.

### 30.5 Community

There were 107 respondents who made comments about how HS2 might impact local communities in this community area. This included 87 individuals and 20 organisations.

The most frequently cited comments from individuals were as follows:

- Fifty seven individuals were concerned about how HS2 might impact upon open spaces and Public Rights of Way, and in so doing, have knock-on consequences for local people and local communities.
- Forty nine individuals who raised concerns about how local people's homes and properties might be negatively affected by HS2. Some of those who made comments were worried about loss of homes, whereas others were concerned about property prices.
- Forty six individuals were concerned about how local communities might be affected during the construction period of HS2.
- Twenty individuals were worried about how local recreational and leisure facilities might be affected by HS2. In addition, 16 individuals raised concerned about how local community facilities might be impacted by HS2.
- A number of other comments were also made, including concern for how young people and future generations (8), and also how elderly, disabled and vulnerable residents might be affected (6).

Twenty eight individuals made comments on proposed mitigation measures. Most of those who provided comments asked for more to be done to safeguard local communities, and to less any negative effects of consequences of building and running a high speed rail network and associated infrastructure in the local area.

The most frequently cited comments from organisations were as follows:

- Overall, 10 organisations raised some concerns about how HS2 could affected open space and Public Rights of Way, and as such, impacting on local people and on local communities.
- There were four organisations that raised concerns about how HS2 could impact on local people's homes and properties.
- Four organisations were also worried about how local communities could be affected by HS2 during the construction phase.
- Four organisations cited concerns about how HS2 could affect local leisure and recreational facilities, and three organisations were worried about how local community facilities could be affected.

Eight organisations provided comments on proposed mitigation measures. Most asked for more to be done to reduce negative impacts of HS2 upon local communities.

### 30.6 Ecology and biodiversity

There were 76 respondents who made comments about ecology and biodiversity in this community area. This included 65 individuals and 11 organisations.

Fifty two individuals were concerned about how HS2 could affect local wildlife, and 36 individuals were worried about negative consequences for local habitats. Thirty individuals were also concerned about how ancient woodland might be impacted or disrupted as a consequence of HS2.

*"The vast amount of wildlife, woodland and fields that will be destroyed has not even been considered. Everything ripped apart"*

Member of the public

Twenty eight individuals made comments about proposed mitigation measures, with most asking for more to be done to protect biodiversity and to safeguard local ecosystems.

In total, 11 of the organisations that made comments were concerned about how ancient woodlands could be affected by HS2. In addition, eight raised concern about how local habitats could be affected, and five were worried about how local wildlife could be impacted. On those that made specific comments, the Trans Pennine Trail Partnership stated that a construction compound in this community area could impact on the Trans Pennine Trail.

Eight of the organisations provided comments on proposed mitigation measures, with most asking for more to be done to protect biodiversity and safeguard local ecosystems.

*"The scheme will require land take from YWT reserve and LNA, Rothwell Country Park. This will ultimately fragment the site from surrounding functionally linked land at Skelton Lake.... this site is highly reliant on its hydrological function, therefore we would advise that HS2 seek to locate compounds and stockpiles in less sensitive areas in order to retain some semblance of natural habitat in the area."*

Yorkshire Wildlife Trust

### 30.7 Health

There were 63 respondents who made comments about how HS2 might impact on local people's health, quality of life or wellbeing in this community area. This included 59 individuals and four organisations.

Some 53 individuals were worried about how local people's health, quality of life or wellbeing could be affected by HS2. In addition, 33 individuals thought that HS2 would have consequences for some people's mental health and state of mind, believing it to be stressful (25), and that it would make people anxious (14). In addition, two individuals cited health and safety issues associated with HS2.

*"Firstly, I must bring to your attention the risk that HS2 is putting on the health of the residents. The land that HS2 plans to disturb, houses many old landfills and mining sites. A number of these contain asbestos and heavy metal, such as lead and arsenic. If disturbed these will become breathable and could cause significant damage our health."*

Member of the public

All four of the organisations that made comments were worried about how HS2 could affect people's health, quality of life or wellbeing. In addition, one of the organisations raised some concern about how people's mental health could be affected, and one organisation raised health and safety issues.

### 30.8 Historic environment

There were 12 respondents who made comments about how HS2 might have consequences for the local historic environment and on local cultural heritage facilities in this community area. This included three individuals and nine organisations. Comments received tended to be general comments, rather than specific comments about assets that might be directly affected.

A small number of respondents made comments on proposed mitigation measures, requesting more needed to be done to protect the local historic environment and local cultural facilities.

### 30.9 Land quality

There were 48 respondents who made comments about land quality issues in this community area. This included 45 individuals and three organisations. Many of the comments made mention that there were old or disused quarries and mines in the local area, and as such, this would make it unsuitable for the construction of a high speed rail network. In addition, a number of those who made comments also cited old landfill sites in the area, and concerns were raised about how HS2 could disrupt these during construction, with resultant negative consequences. Others mentioned issues with subsidence.

*"A thorough full and comprehensive study of the environmental impact this will have on the area should be carried out. This has not been done as the area is riddled with unmapped mines."*

Member of the public

### 30.10 Landscape and visual

There were 31 respondents who commented on the potential impact on the landscape and on visual receptors in this community area. This included 23 individuals and eight organisations. Most of those who made comments believed that HS2 would be visually displeasing, and as such, the local visual landscape would be negatively affected. It was suggested that more mitigation measures should be implemented to reduce negative impacts on local landscapes.

*"Temporary effects arising during construction, Assessment of temporary impacts and effects, Landscape assessment, Paragraph 11.4.8, Table 24: Summary description and assessment of effects on LCAs. This suggests that the construction will have a moderate adverse impact on the LCA. The character, tranquillity and recreational value of the waterway corridor is more sensitive and the scale of works and change on the waterway corridor is major adverse. The significance of the impact on the waterway corridor needs to be recognised.*

Canal & River Trust

### 30.11 Socio-economic

There were 54 respondents who made comments about socio-economic issues associated with HS2 in this community area. This included 38 individuals and 16 organisations.

The most frequently cited comments from individuals were as follows:

- There were 31 individuals who were concerned about how local businesses might be negatively affected by HS2. Businesses in general, farms, and also the tourism industry were mentioned as being impacted.
- There were 12 individuals who commented about the effect of HS2 on local employment. Some of those who provided comments were positive about how HS2 could create local jobs. However, not all of those who provided comments were positive, with one individual believing that any jobs created would be short-term, lasting only until HS2 becomes operational.
- There were eight individuals who believed that HS2 would have consequences for the local economy. Most of those who provided comments believed that local people would be financially worse off and out of pocket as a result of HS2.

Three individuals made comments about proposed mitigation measures. It was requested that more needed to be done to assist those negatively affected by HS2, including financial compensation.

The most frequently cited comments from organisations were as follows:

- There were 15 organisations that raised concerns about how local businesses could be negatively affected by HS2. Some of those that responded made comments about how they perceived their own organisation would be affected by the Proposed Scheme.
- Four organisations were particularly concerned about how local businesses could be negatively affected during the construction phase of HS2.
- Three organisations made comments about how HS2 might impact on employment, citing positive comments about how HS2 could create new jobs locally.



- Three organisations also made comments about how in their opinion the local economy could be affected.

Overall, five organisations provided comments on proposed mitigation measures. It was suggested that more consideration was needed for businesses that could be negatively affected. Some of the organisations provided comments as to how this could be achieved.

*"In addition to the losses of employment land at the proposed [Leeds East] rolling stock depot site, a number of smaller employment sites and safeguarded specialist waste and freight transport sites identified in the Leeds Local Plan would be lost to the scheme. As mitigation, additional employment sites may need to be identified in the district. The council request that HS2 help fund any studies that are required to help develop an appropriate strategy for identifying new sites."*

Leeds City Council

*"For those businesses that will be directly affected in terms of the need to relocate to new premises, a support scheme with funding to contribute towards relocation costs and associated professional advice on the required property specifications, would be welcomed. This would need to be implemented well in advance of the relocation dates in order for businesses to plan effectively and to minimise the impact on trading."*

West Yorkshire Combined Authority

### 30.12 Noise and vibration

There were 55 respondents who made comments about noise and vibration issues as a consequence of HS2 in this community area. This included 48 individuals and seven organisations.

There were 34 individuals who were concerned about noise effects. Many of the comments made were general comments (25), although some specific settlements were cited as being affected. In addition, 23 individuals were worried how HS2 would generate noise issues during the construction period, and nine were worried about noise once HS2 becomes operational.

Nine individuals made comments about proposed mitigation measures, with most calling for more to be done to lessen negative consequences of noise and vibration issues associated with HS2.

Six of the seven organisations that provided comments were concerned about overall noise effects. In addition, two organisations were particularly worried about noise impacts during the construction phase, and three asked for more to be done to mitigate against the effect of noise, including to construction additional sound barriers, and sound proofing in the local area.

*"With regard to the noise element both during and after construction it would be helpful if Balm Road could be surfaced using materials with sound reduction properties."*

Hunslet Methodist Church

### 30.13 Traffic and transport

There were 99 respondents who made comments about traffic and transport issues associated with HS2 in this community area. This included 82 individuals and 17 organisations.

The most frequently cited comments from individuals were as follows:

- In total, 58 individuals provided comments about public transport issues in the local area. Many of those who made comments called for the existing transport infrastructure to be improved and upgraded.
- Overall, some 55 individuals were concerned about how the local transport network could be affected during the construction phase of HS2. Most of those who made comments about this believed that local roads would be congested, with knock-on effects on journey times. Furthermore, 17 individuals believed that HS2 construction traffic would clog up local roads, and create traffic congestion problems locally. There were also 12 individuals who were concerned about how HS2 could perpetuate road safety issues, particularly during the construction phase.
- Road closures and associated traffic diversions elicited comments from 41 individuals. Most of those who made comments were worries about how local people, and those travelling through the area would be disrupted, including from congestion and longer journey times.
- In total, 26 individuals were of a view that construction compounds would restrict road access, and increase journey times for those travelling through the local area.
- Five of those who made comments believed that there would be issues with access for emergency vehicles as a result of the Proposed Scheme during the construction phase.
- Some of those who made comments were concerned about road safety issues for both drivers and also non-motorised road users, including pedestrians and cyclists.

Thirteen individuals made comments about proposed mitigation measures, with most calling for more to be done to ensure that the local transport network was not seriously affected by HS2, especially during the construction phase.

The most frequently cited comments from organisations were as follows:

- Eleven organisations were worried about how construction of HS2 could negatively impact on the local road network, leading to congestion, and increased journey times for local people, and those travelling through the area. Alongside this, seven organisations were concerned about how construction compounds might have negative consequences for local road users by restricting access, and consequently increasing journey times.

- Eight organisations were concerned about proposed road closures and associated traffic diversions, and how potentially disruptive this would be, particularly during the construction phase of HS2.
- Eight organisations also made mention of local public transport issues, with some calling for improvements to existing transport infrastructure, and a small number commenting about how local canals might be affected by the Proposed Scheme.
- Five organisations raised concerns about road safety issues for non-motorised road users, including pedestrians and cyclists.

In total, 11 organisations provided comments on proposed mitigation measures, with most asking for more to be done to reduce negative consequences for local road users.

### 30.14 Water resources and flood risk

There were 33 respondents who made comments about water resources and flood risk in this community area. This included 25 individuals and eight organisations. Some of those who made comments believed that there was a need for more localised flood defences, while others talked about drainage issues, and a small number were worried about how HS2 could potentially pollute and contaminate local water courses. The Canal & River Trust was particularly concerned about discharge from a pumping station into the canal.

*“Volume 2: community area map book LA17 Stourton to Hunslet Map Number CT-06-623b Grid G6 shows a pumping station. The Trust requires that its consent is obtained for any discharge to the navigation, to protect the navigation from flooding, structural damage, environmental degradation and to ensure navigational safety. It cannot be assumed that the navigation has the capacity to accommodate such discharge.”*

Canal & Rivers Trust

# 31. Comments relating to Volume 2: community area LA18 Leeds Station

## 31.1 Introduction

This chapter summarises the comments received relating to the Volume 2, community area report and map book for LA18: Leeds Station. While responses from a number of respondents covered more than one community area, comments specifically relating to LA18 are reported in this chapter.

## 31.2 Overview of the area

The Proposed Scheme through the Leeds Station area<sup>32</sup> would be approximately 1.3km in length and would lie in the local authority area of Leeds City Council. The southern boundary of the Leeds Station area is approximately 200m north of the M621 junction 4, and the area extends to encompass the existing Leeds Station. The Stourton to Hunslet area (LA17) lies to the south of the Leeds Station area.

## 31.3 Specific comments relating to Leeds station

This chapter is slightly different to many of the other chapters because a number of respondents who stated they were responding about Leeds Station in LA18 community area did not provide comments specifically relating to that community area. Some respondents made more general points, and criticisms of HS2 which are deemed out of scope, and as such, reported in the out of scope chapter of this report. Others who stated they were responding with comments about LA18 made comments about other community areas instead, and such comments as relevant are reported in other community area chapters.

### 31.3.1 Individuals

Overall, 95 individuals selected this community area in the response form or made points about Leeds Station by letter or email. Most (85) made negative or critical comments about HS2, while a few (3) made positive or supportive comments. Such responses are considered out of scope and are detailed in the out of scope chapter in this report (see Chapter 39).

With regards to specific points made about Leeds Station in community area 18, these included as follows:

---

<sup>32</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

LA18: Leeds Station

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745198/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_LA18\\_Leeds\\_Station.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745198/HS2_Phase_2b_WDES_Volume_2_LA18_Leeds_Station.pdf)

- Some respondents believed that local people and local communities would be affected by proposals in this community area. Many of the comments discussed general disruption during the construction period. Some of those who made comments were also concerned how HS2 could impact on local people's homes and properties.
- Some of those who made comments believed that HS2 could have negative consequences for people's health, quality of life or wellbeing.
- Some respondents were concerned about noise and vibration in the Leeds area.
- A number of respondents made comments about air quality issues. Most of the comments were general comments about air quality issues, although specific settlements in the Leeds area, including Leeds were mentioned as being affected.
- Some of those who made comments felt that local businesses in Leeds would be affected and disrupted by HS2. However, a small number also believed that HS2 would be beneficial to the local economy, and to create jobs for local people.
- Some respondents were concerned about road closures and associated diversions in the vicinity of Leeds station. Some of those who made comments also believed that there would be general disruption caused during the construction period.
- Some of those who made comments suggested mitigation measures to reduce possible impacts on local people and businesses in the Leeds area.

### 31.3.2 Organisations

Of the organisations that made specific comments about Leeds Station in this community area, this included as follows:

- Allied London One Ltd (landlord for the Leeds Dock) said it objected strongly to the use of the provisional loading area in Chadwick Street, Leeds, and the use of the location in general through the construction phase. The organisation also suggested that as Leeds Dock is a mixed-use estate, comprising 1,100 residential apartments and also commercial interests, that construction proposals should take into account the potential impact on other users.
- Royal Armouries Museum also objected to the provisional lorry holding area on Chadwick Street, and referenced the response from Allied London One Ltd.
- West & North Yorkshire Chamber of Commerce mentioned it was supportive of HS2, but was concerned about the construction of the Proposed Scheme as it comes into Leeds. The organisation was worried about disruption during what it considered to be a lengthy construction period. It requested that it would be necessary that alternative travel options are developed and

introduced to mitigate the potential impact of construction activity so that people can easily access and leave the city of Leeds. The Chamber also stated that it would be necessary to develop plans to mitigate the potential impact of construction on local communities, that there were around a dozen sites requiring more detailed work, and while it expected there would be additional lines to allow services to run onwards to the north west and Scotland, that there was no mention of this in the consultation.

- Trans Pennine Trail (TPT) suggested that new station works could impact on existing TPT alignment to Leeds Station.
- The Environment Agency stated that it had concerns regarding the planning, delivery and operation of a number of HS2 stations, including the HS2 Leeds Station. The organisation recommended that HS2 liaise with it at the earliest opportunity to ensure best outcome.
- West Yorkshire Combined Authority provided comments on five community areas in West Yorkshire, including this community area. However, the authority did not make specific comments about each area, but provided a response as a whole, given in its view, its partners would have provided their own specific comments depending on which area they were based in. It did however state that Leeds City Council had put forward a number of Network Management Principles which it fully endorsed, and this included to maintain the functionality of Leeds Station during the construction phase, ensuring bus routes were protected from delays, and that pedestrian connections were maintained.
- Leeds City Council provided a 91 page response, including a detailed response for community area 18. The Council made a number of points about station design, as well as about each theme as listed in volume 2 of the Environmental Statement.
- Barnsley Metropolitan Borough Council provided a response covering all of the community areas between LA13 and LA18. The council believed that many communities in Yorkshire between LA13 to LA18 would not benefit from high speed rail services, and that the Barnsley Dearne Valley economy would be at a disadvantage from HS2 investment. The Council made a number of points, with the most relevant point relating to LA18 being about possible disruption to the Hallam rail line, and how this would have consequences for residents and businesses.

*“The Hallam line provides the backbone of Barnsley’s rail services between Sheffield and Leeds and it is noted that community area plans LA15 to LA18 show HS2 having significant implications for the Hallam Line and BMBC would want to be actively engaged in minimising adverse impacts to residents and businesses due to disruption to Hallam Line rail services”.*

Barnsley Metropolitan Borough Council

- The Canal & River Trust made a number of points about LA, and such points included that it sought clarification and confirmation that the use of a car park would not be affected. Other points made

included that the Environmental Baseline would need to recognise the use of the waterways and associated space in the area; that there had been unconfirmed sightings of a Kingfisher near Lock 1 on the Leeds & Liverpool canal, and that it was of an opinion that there was insufficient information to understand the impact the potential impact on the waterway of related heritage in the area. It also commented about water resources and flood risk and requested that HS2 Ltd should liaise with it about such issues:

*“There is a back-pumping scheme in the Leeds & Liverpool canal close to River Lock. The Scheme pumps water from the river to the canal at times of low water level. This must not be compromised. There may be abstractions from the navigation (in the Trust’s ownership) in this area. Please liaise with the Trust.”*

The Canal & River Trust

- Some of the organisations also provided responses raising concerns about how HS2 developments in this community area could or would affect their interests, including on specific properties in the vicinity of the proposed works at Leeds Station. Such organisations have not been named here, but their details and responses have been provided to HS2 Ltd to review and take forward.

## 32. Comments relating to Volume 2: community area MML01 Danesmoor to Brierley Bridge

### 32.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report for MML01: Danesmoor to Brierley Bridge.

In July 2018, the Secretary of State asked HS2 Ltd to include the electrification of the Midland Main Line (MML) from Clay Cross to Sheffield within the HS2 Phase 2b hybrid Bill. As a consequence, the proposed design and assessment of the electrification of the MML, in the Danesmoor to Brierley Bridge area, are in the early stages of development. Acknowledging that information is limited at this stage, the Volume 2 reports for both community areas set out the preliminary information and the key features of the electrification required. Consultation on the working draft ES was carried out to assist early engagement with those potentially affected by the Proposed Scheme and to help inform the design and assessment of the Proposed Scheme.

### 32.2 Overview of the area

The Proposed Scheme in the Danesmoor to Brierley Bridge area (MML01)<sup>33</sup>, between the end of the Stonebroom to Clay Cross area (LA09) and the northern boundary of Chesterfield Borough, would comprise an approximate 14.7km section of electrification of the existing Midland Main Line (MML) and a short section of the Erewash Valley Line.

The route of the Proposed Scheme (i.e. the proposed HS2 main line) would continue from the Stonebroom to Clay Cross area (LA09) and connect to the existing Erewash Valley Line at Danesmoor to the south east of Clay Cross. The Erewash Valley Line then connects to the existing MML at Clay Cross Junction to the north. The proposed sections of electrification of the existing MML and the Erewash Valley Line form the route of the Proposed Scheme in the Danesmoor to Brierley Bridge area.

The route of the Proposed Scheme would pass through the parishes of Pilsey, North Wingfield (with Clay Cross), Tupton, Grassmoor, Wingerworth, Chesterfield and Brimington, within the local authority areas of North East Derbyshire District Council and Chesterfield Borough Council.

<sup>33</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

MML01: Danesmoor to Brierley Bridge

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745207/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_MML01\\_Danesmoor\\_to\\_Brierley\\_Bridge.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745207/HS2_Phase_2b_WDES_Volume_2_MML01_Danesmoor_to_Brierley_Bridge.pdf)

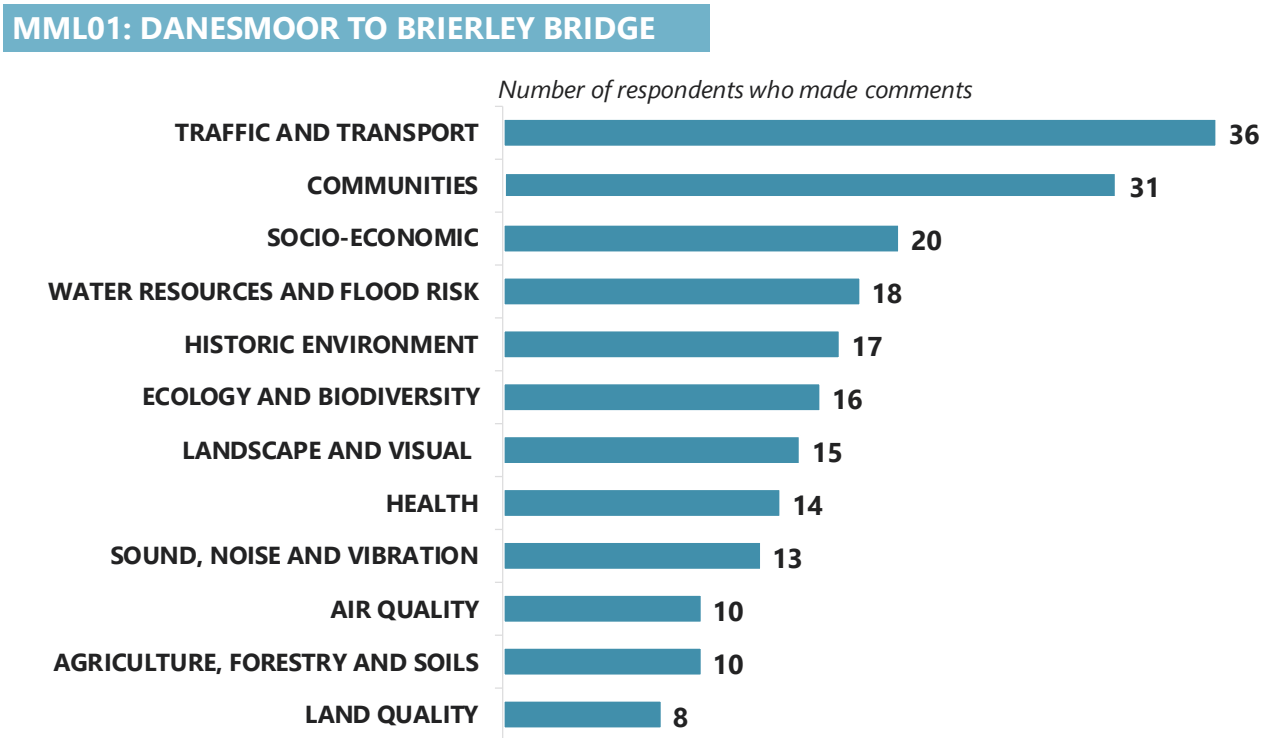


The boundary between Morton and Pilsey parishes forms the southern boundary of the Danesmoor to Brierley Bridge area; the boundary between Chesterfield and Unstone parish forms the northern boundary of this area. The Stonebroom to Clay Cross area (LA09) lies to the south; the electrification of the MML would continue into the Unstone Green to Sheffield Station area (MML02) to the north.

The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

Figure 32.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 32.1: Number of respondents who made comments about MML01**



Base: 48 respondents submitting responses related to MML01: Danesmoor to Brierley Bridge

## 32.3 Specific comments relating to MML01

### 32.3.1 Individuals

Overall, 30 individuals selected this community area in the response form or made points about the community area by letter or email. Half (15) of those who provided comments made negative or critical comments about HS2, while just one individual made positive or supportive comments. Such responses are considered out of scope and are detailed in the out of scope chapter in this report.

Of specific points made about this community area, these included as follows:

- Some respondents raised concerns about how local communities in the area could be affected or disrupted.

*"Low frequency noise "humming" from electricity cables that can be heard by certain people"*

Member of the public

- Some of those who made comments were concerned about how the Chesterfield Canal might be affected. However, as proposed works are at Steveley in community area 11, such comments received are reported there. It could be that some respondents were confused between proposals to electrify the Midland Main Line in this community area with other proposals in LA11, and indeed LA10 given the areas somewhat overlap.

*"(I) disagree with route due to impact on canal restoration plans which are of historic interest and leisure attraction"*

Member of the public

- Some of those who made comments were concerned about a lack of information about proposals to electrify the Midland Main Line.

*"...no details have so far been provided on what the exact impact will be on the area around MML01. We need to see details on things such as proposed changes to the environment (including noise reduction, power banks, etc.) and proposed changes to Chesterfield Station. We need to see how these works will be managed so that there is no weekday impact on Chesterfield rail travel."*

Member of the public

*"I live within 5 miles of the main route and within 1/2 mile of the Sheffield Spur. I am a member of a local cycling club. and also a supporter of the Chesterfield Canal Trust. I found the information useful, but it is lacking in detail in some respects."*

Member of the public

### 32.3.2 Organisations

Of the organisations that made specific comments, these included as follows:

- The Canal & River Trust stated that consideration should be given to the potential impact of any works on the Chesterfield Canal.
- North Derbyshire Liberal Democrats welcomed the electrification of the Danesmoor to Brierley Bridge part of the spur which it believed would reduce noise and remove diesel emissions from individual trains. However, on the downside, the organisation was concerned about how in its view that electrification could result in increased carbon emissions as a result of the electricity

generation required. It sought clarification as to how this would be mitigated. It also raised other concerns.

- Tupton Parish Council raised a number of concerns, and these included about energy use during construction phase of HS2, impact of electromagnetic waves, health risks, and how the local community would be disrupted. The Council also cited issues with local bridges.
- Chesterfield Borough Council believed that one of the most vital and substantive impacts of HS2 in Chesterfield would come from the electrification of the Midland Main Line, and believed it most beneficial for the local economy that there would at least be one stopping service per hour between Sheffield and London. However, the Council also stated that the working draft ES documentation on MML lacks detail as to how the Proposed Scheme is to be delivered and requested that further work would be required.
- Transition Chesterfield (a local community group) stated that it was concerned about impacts of HS2 in community areas MML01 and MML02, involving electrification of the existing Midland Main Line. However, the organisation also stated that it was supportive of electrification in principle but would like to see the detailed impacts on rights of way and access.
- Chesterfield Canal Trust made brief comments about MML01 and MML02.

*“The Trust believes that it is vital for members of the public and impacted stakeholders to be able to examine the proposals for the HS2 route from Birmingham to Leeds and the proposals for the MML concurrently, and well before the draft Bill and formal ES are lodged with Parliament., and requests that Government ensure that this is done.”*

Chesterfield Canal Trust

- Derbyshire County Council sent a detailed response covering MML01 and MML02 community areas. It stated that it was very concerned and disappointed at what it believed was a limited amount of information contained in the consultation documents regarding Midland Main Line electrification. In terms of specific comments made in relation to MML01, these included: that it had a long-term aspiration to see a rail station opened in the Clay Cross area, that there should be a disability and access champion involved in all key decision points, that Chesterfield station could be incorporated into the redevelopment scheme, and that the Council and partners have resources for a Station Link Road, but that it was a concern that in its opinion that safeguarding requirements for electrification of the line and for station modifications were unknown. The Council said it was also disappointed that none of the economic potential for growth in and around the Chesterfield area have been reflected in consultation documentation. It also believed there would be some environmental impacts associated with electrification of the Midland Main Line in MML01.

- North East Derbyshire District Council also raised concerns about the electrification of the Midland Main Line in terms of how it believed would restrict opportunities to redevelop a Clay Cross Station.
- Chesterfield & Staveley HS2 Delivery Board made brief comments about MML01 and MML02

*"MML01 & MML02 are at a very early stage but believe that the doubling of HS2 services to 4 trains an hour proposed in the WDES further reinforces the strategic case for more of these services to stop at Chesterfield. Further work is required with both HS2 Ltd and Network Rail to understand the best mix of high speed and local services to support economic growth within Chesterfield and the wider North Derbyshire Growth Zone. We encourage HS2 to work with us and EM / SCR partners on our Network Rail Study to examine the issues and solutions for the best possible use of the electrified Midland Main Line to serve northern Derbyshire and its growing rail services."*

Chesterfield & Staveley HS2 Delivery Board

- Sheffield City Region Mayoral Combined Authority's response covered seven community areas from LA08 to LA14 as well as MML01 and MML02. While not making specific comments about each particular area, the Authority believed that construction of HS2 in the Sheffield City Region would have in its opinion an adverse impact on many residents, communities, businesses, environmental assets and heritage sites.
- East Midlands Councils sent a detailed response with many points made about how HS2 could or would have impacts in the East Midlands area. However, in terms of electrification of the Midland Main Line, it provided positive comments, provided that this measure would not mean that it would not inhibit provision of HS2 in the east, and that any negative effects would be mitigated.

*"...the incorporation of the electrification of the Midland Main Line between Clay Cross and Sheffield into the Phase 2b Hybrid Bill is welcomed and will give much needed certainty to local partners (meaning that, taking account of existing plans to electrify as far as Market Harborough, at least 62% of the Midland Main Line will be fully electrified by 2033). However, it is to be understood that electrification of the MML is not to be considered at the expense of delivering HS2 East and fully mitigating its impacts."*

East Midlands Councils

- Trans Pennine Trail (TPT) made detailed comments about a number of community areas. In relation to this community area, however, it briefly stated that there would be not impact on the Trans Pennine Trail, but that as the design of Chesterfield station was still under discussion with NR, TPT sought reassurance for protection of the Trail alignment and that ease of access from the station was needed in its opinion.

## 33. Comments relating to Volume 2: community area MML02 Unstone Green to Sheffield Station

### 33.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report for MML02: Unstone Green to Sheffield Station.

In July 2018, the Secretary of State asked HS2 Ltd to include the electrification of the Midland Main Line (MML) from Clay Cross to Sheffield within the HS2 Phase 2b hybrid Bill. As a consequence, the proposed design and assessment of the electrification of the MML, in the Danesmoor to Brierley Bridge area, are in the early stages of development. Acknowledging that information is limited at this stage, the Volume 2 reports for both community areas set out the preliminary information and the key features of the electrification required. Consultation on the working draft ES was carried out to assist early engagement with those potentially affected by the Proposed Scheme and to help inform the design and assessment of the Proposed Scheme.

### 33.2 Overview of the area

The Proposed Scheme in the Unstone Green to Sheffield Station area (MML02)<sup>34</sup> would comprise an approximately 14.6km section of electrification of the existing Midland Main Line (MML) between the northern boundary of the Danesmoor to Brierley Bridge area (MML01), at the northern boundary of Chesterfield, and Sheffield Station.

The route of the Proposed Scheme would pass through the parishes of Unstone and Dronfield, within the local authority area of North East Derbyshire District Council, with the remainder of this section within the jurisdiction of Sheffield City Council. 2.1.3 The boundary between Unstone Parish and Chesterfield forms the southern boundary of this section, with Sheffield Station forming the northern boundary. The Danesmoor to Brierley Bridge area (MML01) lies to the south, the electrification of the MML would continue to Sheffield Station.

The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

---

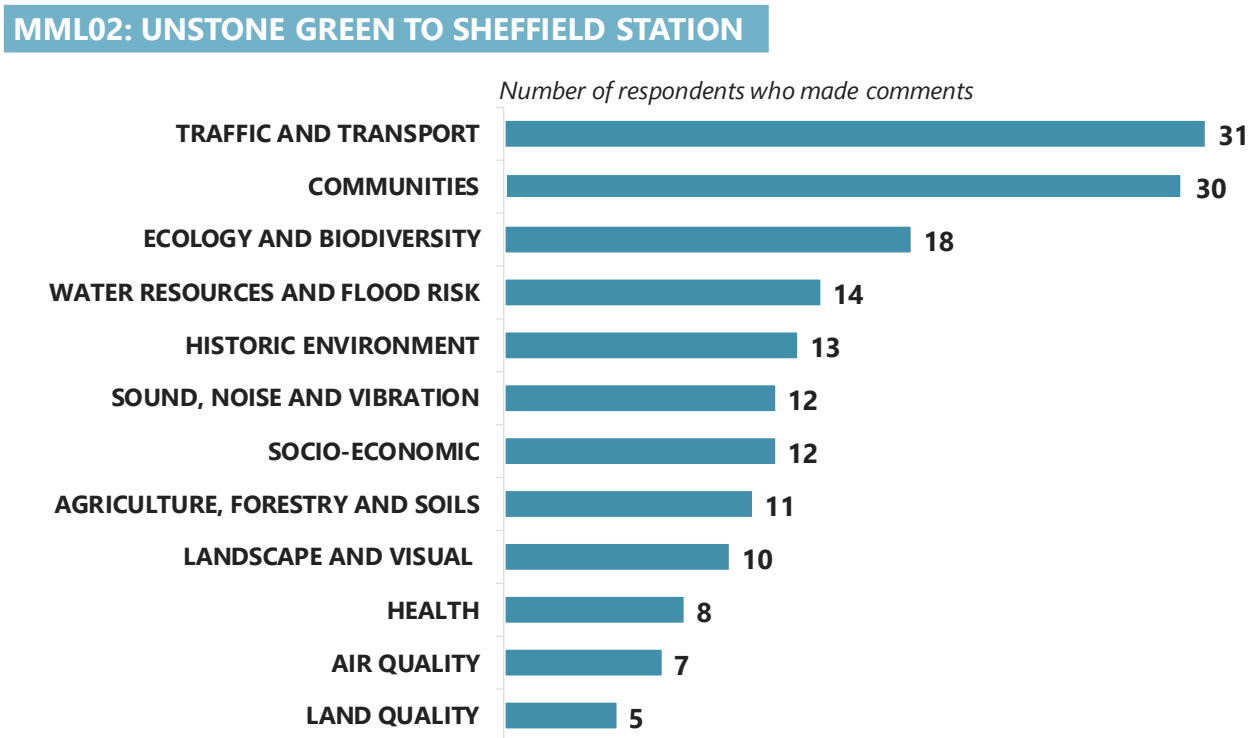
<sup>34</sup> High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

MML02: Unstone Green to Sheffield Station

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745208/HS2\\_Phase\\_2b\\_WDES\\_Volume\\_2\\_MML02\\_Unstone\\_Green\\_to\\_Sheffield\\_Station.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745208/HS2_Phase_2b_WDES_Volume_2_MML02_Unstone_Green_to_Sheffield_Station.pdf)

Figure 33.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

**Figure 33.1: Number of respondents who made comments about MML02**



Base: 40 respondents submitting responses related to MML02: Unstone Green to Sheffield Station

### 33.3 Specific comments relating to MML02

#### 33.3.1 Individuals

Overall, 29 individuals selected MML01 in the response form or made points about the community area by letter or email. More than half (17) of those who provided comments made negative or critical comments about HS2, while a few individuals (3) made positive or supportive comments. Such responses are considered out of scope and are detailed in the out of scope chapter in this report.

Of specific points made about this community area, these included as follows:

- Some respondents believed that proposals would affect or disrupt local people and local communities.

*"I have real concerns about the impact and value of the works required in the Dronfield area to realise the scheme – particularly: the way they might impact on services to and from the town for duration of those works (a period of time for which no estimate is given); the disruption likely to be caused by that work to traffic in the immediate and surrounding areas, and whether local rail services will be improved or reduced when Phase 2b is operational."*

Member of the public

- Some of the respondents thought that there would be noise effects during the construction phase of HS2.

*"The railway line in Dronfield runs through the middle of the town and very close to houses. Whilst I understand the need for some work to be undertaken outside the core hours, I am concerned that this will impact on those of us who live close to the line. On Holborn Avenue we actually overlook the rail line and the noise of this construction project is very likely to have a long-term effect on all local residents even without any overnight works."*

Member of the public

- Some of those who made comments cited health concerns. A small number also cited health and safety issues or concerns associated with electrification of part of the line.

*"Millhouses Park, Sheffield...a very popular park locally. The rail line travels directly at the back of the park so would construction noise / train noise detract from the enjoyment of the park? Also, with the construction of electrical cable carrying units at the back of the park, would this detract from the aesthetic qualities of the park? Would the siting of electrical cable carrying units add to any existing rail associated dangers, in an area of protracted activities such as football, tennis, bowls etc."*

Member of the public

- As with comments about MML01, some of those who provided comments about this community area also believed that there wasn't enough information about the proposals and that more information would be needed.

*"I attended an HS2 information event...at King Ecgbert School, Dore, Sheffield on Wednesday 31 October, regarding HS2 Midland Main Line Electrification, where it has to be said, a lot of the information we were provided with seemed more generic than specific."*

Member of the public

### 33.3.2 Organisations

Of the organisations that made specific comments, these included as follows:

- Sheffield Chamber of Commerce & Industry stated that it was supportive of everything in the Environmental Statement. In terms of electrification of the Midland Main Line, it believed that this would improve local air quality in and around the Sheffield region, and as such, it welcomed the redevelopment of the existing line into Sheffield.
- Sheffield and Rotherham Wildlife Trust provided a detailed response about a number of community areas. However, in terms of this community area, the Trust briefly commented that

there was very little detail about proposals to electrify the Midland Main Line, and that it would like to see detail as it emerges in due course. The organisation asked to be kept informed about this.

- As with comments about MML01, the Trans Pennine Trail (TPT) stated that proposals to electrify the Midland Main Line in this community area would have no impact on the TPT.
- The Canal & River Trust briefly stated that it was keen to understand more about the extent of the work required around Sheffield Station, and the potential impact, if any, on its assets.
- Sheffield City Council provided a positive response, and said it was a strong supporter of High Speed Rail, as well as Transport for the North. In relation to this community area, the Council stated that it recognised there was as yet little detail about electrification:

*"It is recognised that there is little detail on the route into Sheffield Midland at this stage because the electrification link to Sheffield was added to HS2's scope relatively recently. Sheffield City Council acknowledges this as a very important and positive step and recognises that the non-technical document is by necessity very high level. We therefore refer you to our response (attached) to the 2017 draft EIA scope and methodology report which remains germane. In general, we advise careful consideration of how any adverse impacts of HS2 can be mitigated, through the approach of avoid, reduce, abate, repair and compensate."*

Sheffield City Council



# 34. Comments relating to Volume 3: Route-wide effects

## 34.1 Introduction

This chapter summarises the comments received relating to Volume 3. This describes the effects that are likely to occur at a geographical scale greater than the community areas described in the Volume 2: community area reports, based on a stage in the ongoing design and environmental assessment.

In overall terms, there were 589 respondents (both individuals and organisations) who provided comments that were considered to be route wide comments. This included those who made comments and selected the route wide option on the response form, as well as those who made comments via email and letter that were considered to be wider than any one specific community area.

## 34.2 Agriculture, forestry and soils

In total, there were 88 respondents who provided comments about agriculture, forestry and soils. Many of the comments received were general comments about concern for loss of agricultural land (41). There were also concerns raised about negative effects of construction on agricultural land (10). Most of these latter comments discussed how agricultural land would be lost forever to make way for the construction of a high speed rail network and associated infrastructure. In addition to comments about agricultural land, 29 respondents made comments about how forestry and soils would be negatively affected by HS2. Ten respondents made comments on proposed mitigation measures, with most requesting that further consideration was needed as to how HS2 could disrupt agricultural land, forestry and soils across the Proposed Scheme.

## 34.3 Air quality

There were 135 respondents who made comments about air quality issues they believed to be associated with HS2. Most of the comments discussed concerns about how HS2 could or would negatively affect air quality across the Proposed Scheme. In addition, there were also 42 respondents who were particularly concerned about air quality issues during the construction phase of HS2. Seven respondents made suggestions about how poor air quality could be mitigated against.

## 34.4 Community

In total, there were 382 respondents who made comments about how local communities overall could be affected by HS2. The most frequently cited comments were as follows:

- There were 206 respondents who expressed concerns about how HS2 could affect open space and Public Rights of Way, and in so doing have negative knock-on consequences for local people and local communities.
- In total, 173 respondents were concerned about how HS2 could affect people's homes and properties. This included 40 comments about the loss of homes in general, and 34 general comments about how property prices might be affected.
- There were 161 respondents who raised concerns about how local towns and villages overall in the vicinity of the Proposed Scheme could be impacted.
- Some 147 respondents raised concerns about how local people and local communities across the Proposed Scheme could be affected during the construction phase.
- Some 85 respondents were concerned about how HS2 might affect recreational and leisure facilities. There were 74 respondents who were worried about how local community facilities might be affected, including schools, medical or health facilities, and other public buildings.
- There were also comments regarding concerns about how young people might be negatively affected by HS2 (50), as well as how elderly, disabled and vulnerable residents might be affected too (40).

There were also 79 respondents who provided comments on proposed mitigation measures to lessen negative effects of HS2 upon local communities. A number of different suggestions were made, including that those affected should receive adequate financial compensation, that HS2 should consider tunnelling in some places, and that more consideration in general would be needed to understand and alleviate impacts on local communities.

### 34.5 Historic environment

There were 82 respondents who made comments about how HS2 might negatively affect the historic environment and cultural facilities or cultural assets. The most frequently made comments received were general comments expressing concern for how listed and historic buildings (31), graveyards and cemeteries (27), and designated assets (18) might be impacted. There were also 30 respondents who were concerned about how non-designated heritage assets might be affected by HS2.

Eight of those who made comments requested that more needed to be done to protect the historic environment.

### 34.6 Ecology and biodiversity

As to how ecology and biodiversity might be affected by HS2, this garnered comments from some 236 respondents. Of those who made comments:

- One hundred and fifty three respondents were concerned about how wildlife would be affected. This included 30 comments about unspecified rare or protected species, 27 comments about birds, and 26 comments about bats. A large number of other types of wildlife were also mentioned, and this included otters, water voles and great crested newts.
- One hundred and forty six respondents were concerned about how habitats would be disrupted.
- Ninety one respondents raised concerns about how ancient woodlands could be disrupted or destroyed to make way for HS2.
- Sixteen respondents also raised concerns about designated sites.

While 105 respondents made comments about proposed mitigation measures, a considerably large number of comments that were made (58) were of the view that the loss of biodiversity and ecosystems could not be replaced. Others suggested that additional mitigation measures should be implemented to protect biodiversity and ecology, and this included tree planting, and also tunnelling in areas where ecosystems were perceived to be negatively affected.

Of the organisations that made specific comments, the National Forest Company which stated that a lack of GIS data had made the quantification of new woodland habitats difficult to assess. It also suggested that whilst Section 10.4 of the Volume 3 referred to the National Forest, and while welcoming specific consideration of the potential impact of the Proposed Scheme on the National Forest, the section had failed to address this issue adequately.

### 34.7 Health

There were 188 respondents who expressed concern about how HS2 could negatively affect people's health, quality of life or wellbeing across the Proposed Scheme. In addition, comments on how HS2 could impact people's mental health and state of mind were received from 108 respondents. Of comments made in this regard, this included a view that HS2 would cause people stress (53), worry (14) and anxiety (10).

*"There is the significant potential for the scheme to affect the health and wellbeing of the population across the route as whole due to a combination of different factors. In SCR these impacts will be in areas where there are already significant health and wellbeing inequalities and this must be considered on a wider geographic scale to ensure adequate resolution."*

Sheffield City Region Mayoral Combined Authority

Furthermore, there were 33 respondents who believed that there would be health and safety issues associated with HS2, particularly during the construction phase.

### 34.8 Land quality

There were 55 respondents who provided comments about land quality, many of whom believed that land in certain areas across the Proposed Scheme would be unsuitable for the construction of a high speed rail network and associated rail infrastructure. Some of those who made comments mentioned that there were old quarry and/or mining sites in the Proposed Scheme area. Some of those who made comments also raised concerns about old landfill sites, which could be disrupted during the construction of HS2 with negative consequences. Others talked about flood plains, or were worried about subsidence.

### 34.9 Landscape and visual

There were 121 respondents who were concerned about the potential impact on the landscape and on visual receptors. Many of the comments received were about a belief that HS2 would be visually displeasing. This included 40 comments that HS2 would create visual issues generally, and also 12 comments that there could be light pollution after dark. Sixteen respondents suggested mitigation measures to reduce or lessen negative consequences of how HS2 might look on the visual landscape. Suggestions included the creation of a green environment or to have green landscaping, while others suggested that tunnelling would help to reduce visual intrusion.

### 34.10 Socio-economic

There were 184 respondents who made comments about socio-economic aspects associated with HS2. The most frequently cited comments were as follows

- Some 128 respondents were concerned about how local businesses in communities affected by the Proposed Scheme could be negatively affected by HS2.
- How the local economy across the Proposed Scheme might be affected generated comments from 68 respondents. A considerable number of comments made tended to be negative, including 32 comments that stated that local people would be worse off financially and out of pocket as a consequence of HS2.
- There were 65 respondents who made comments about employment. Some of the comments were positive about job creation, while others were more negative, including a view by one respondent that new jobs would not be long-term jobs, lasting only while HS2 is being built.
- Ten respondents were worried about how businesses might be impacted during the construction phase of HS2.

Twenty one respondents made comments about proposed mitigation measures, with most calling for more to be done to help businesses and those affected by HS2.

### 34.11 Noise and vibration

There were 188 respondents who provided comments about how there could be consequences in terms of noise and vibration issues as a result of either the construction and/or operation of HS2. Many of the comments received were concerns about potential noise effects across the Proposed Scheme. This included 96 general comments about noise. In addition, 60 respondents were concerned about noise during the construction phase of HS2, and 30 respondents were worried about noise once HS2 becomes operational.

Fifty one respondents suggested mitigation measures to reduce or offset negative consequence of noise, sound and vibration issues associated with HS2. Most of those who made comments asked for more to be done to reduce noise effects, including to erect sound barriers and noise insulation barriers in areas believed to be most affected across the Proposed Scheme.

### 34.12 Traffic and transport

Traffic and transport issues received a relatively high number of comments. The most frequently cited comments made were as follows:

- In total, 232 respondents made comments about public transport issues. Many of those who made such comments requested that the existing transport network, and in particular, existing rail infrastructure should be improved and upgraded. Mostly, this was put forward as an alternative to the Proposed Scheme, not in as an addition to it. Others mentioned waterways, including local canals that could be impacted by HS2, and others still made comments about bus routes, and how these might be impacted by HS2.
- There were 181 respondents who were concerned about disruption during the construction phase of HS2, with negative consequences in relation to traffic congestion, and longer journey times for road users. How construction compounds might impact the local transport network received comments from 98 respondents. Most of those who were worried about how such compounds would restrict road access, and result in longer journey times for road users too. Ninety eight respondents were also concerned about the potential impact of construction vehicles on the local road network. In addition, sixteen respondents were concerned about how HS2 construction traffic might damage roads and road surfaces.
- Road closures and associated traffic diversions elicited responses from 107 respondents. Most of those who provided comments about road closures were concerned about how those travelling in the local area would be disrupted.
- There were 66 respondents who expressed concern about road safety issues, particularly during the construction phase of HS2. Additionally, there were 29 individuals who were worried about for the safety of non-motorised road users, including pedestrians and cyclists.

- In total, 60 respondents made comments in relation to road access for emergency vehicles. For a number of these respondents, there was concern that HS2 could disrupt the local road network, and in particular could potentially cause issues for emergency vehicles.

In total, 76 respondents provided comments about proposed mitigation measures. Most called for more to be done to reduce negative impacts on local transport infrastructure and transport networks.

### 34.13 Water resources and flood risk

Overall water resource and flood risk issues received a response from 68 respondents. Comments received included how HS2 might affect water resources, and also that more needed to be done to prevent flooding in certain areas across the Proposed Scheme. Some of those who made comments were also concerned about how HS2 might contaminate and pollute local waterways and water courses.

#### 34.1.13 Other specific Volume 3 comments including climate change, major accidents and disasters, and waste.

There were 66 respondents who made comments about the effects of HS2 upon climate change. Sixty five out of 66 respondents mentioned that climate change is irreversible. One respondent mentioned that consideration would be required to assess the potential impact of HS2 on climate change, and one respondent referenced the Climate Change Act 2008. Of organisations that commented about climate change, a local business (in LA10) questioned the viability of the HS2 scheme, while on the other hand, Long Whatton and Diseworth Parish Council, and Kegworth Parish Council stated that they took a positive view of organisations which sought to improve the environment. Others, including Appleby Magna Parish Council provided positive comments too, stating that they looked forward to seeing how HS2 Ltd's aspiration to deliver the greenest major infrastructure project ever could be built onto construction plans, operation and monitoring arrangements.

*"We are aware that HS2 are aiming to be the "greenest major infrastructure project ever" and will be delighted if there are beneficial effects in the future. The Parish Council works hard to find ways of reducing the community's carbon footprint and we take a positive view on organisations which strive to improve our environment, for us and for future generations."*

Kegworth Parish Council

The Environment Agency also provided comments, stating that the UK Climate projections 2018 (UKCP18) had been made available in November 2018, and that it would provide detailed and specific advice and guidance around the newly released UKCP18 data as soon as practicable.

Some of those who provided comments were concerned about major accidents and disasters as mentioned in Volume 3 of the working draft ES. Those who provided such comments included concerns about derailment, and some were of a view that the working draft ES contained inaccurate information and details about accidents and safety aspects of HS2.

# 35. Comments relating to Volume 4: Off-route effects

## 35.1 Introduction

This chapter summarises the comments received relating to Volume 4 of the working draft ES. Volume 4 provides an overview of anticipated off-route works and surrounding environment (where locations are known) together with indicative lists of environmental topics expected to be included in the ES submitted to Parliament alongside the hybrid Bill in due course. These works are at an early stage of design and will be reported in full in the ES.

Overall, there were 173 respondents (both individuals and organisations) who provided comments that were considered to be about off-route effects. This included those who made comments and selected the off-route effects option on the response form, as well as those who made comments via email and letter that were considered to be about off-route effects.

It is important to note that many of those who believed they were responding about off-route effects did not interpret such effects in the same way as listed in Volume 4 of the working draft ES.<sup>35</sup> For example, these comments were often in relation to effects such as highway modifications and power supply requirements for the western leg of Phase 2b, which are not off-route effects as set out in this volume, but are included in the relevant Volume 2 community area report.

Many of those who provided comments did so in the same way as they had done about community areas. As such, it should be noted that comments received about some aspects, including agriculture, forestry and soils, the historic environment, and about landscape and visual issues were considered as responses to Volume 2 and/or Volume 3 of the working draft ES, and are not reproduced or repeated in this chapter.

## 35.2 Off-route effects

### Air quality

Overall, there were 77 respondents who made comments about how HS2 could potentially influence air quality and perpetuate air pollution across a wider area than in the vicinity of the Proposal Scheme. Many of the comments received were unspecified comments, but some specific settlements and places were cited as being perceived to be affected by air quality issues, including in the Lake District.

---

<sup>35</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/745090/HS2\\_Phase\\_2b\\_Working\\_Draft\\_ES\\_Volume\\_4\\_Off-route\\_effects.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745090/HS2_Phase_2b_Working_Draft_ES_Volume_4_Off-route_effects.pdf)

## Community effects

Despite selecting off-route on the response form, a number of those who made comments were of a view that local communities within proximity of the Proposed Scheme could be affected by HS2. In total, 69 respondents said that they believed that the construction of HS2 could have negative consequences for local people and local communities, and 67 respondents believed or mentioned that local people's homes and properties would be affected to some degree. However, some of those who provided comments believed that communities in Carlisle, and across Cumbria could be affected.

## Specific comments from organisations

Some of the organisations that responded mentioned off-route effects in accordance with what was included in Volume 4 of the working draft ES. Some of these organisations made specific comments and these are included as follows, set out by the region the organisations are based in:

### **The North West**

- Cumbria Chamber of Commerce provided a 13 page response which it said was entirely about off-route effects. The organisation's key concern was about HS2 services between London and Scotland not stopping in Cumbria, which it believed would be damaging to the local economy. Its response set out a case for HS2 services to stop in Carlisle, as well as at other alternative Cumbrian stations, including Penrith and Oxenholme.
- Cumbria County Council and Local Enterprise Partnership stated in their response that HS2 must be developed and delivered in a way that ensures it can contribute to the future growth and sustainability of Cumbria. Its overall response was that Cumbria matters and has an important role to play in the UK economy.

*"Cumbria has a very important part to play in the UK economy. The connectivity provided by the West Coast Mainline is a core element of our economy and offer to businesses, residents and visitors. Recognising this, we consider that HS2 must be developed and delivered in a way that contributes to the future growth and sustainability of Cumbria."*

Cumbria Council and LEP

- Lake District National Park Partnership provided a response and said it would like to offer their support to Cumbria County Council and Cumbria LEP's response.



*"We have developed strategies around increasing the numbers of visitors arriving by rail in order to reduce congestion and carbon from visitor travel whilst continuing to grow the visitor economy. However, this relies on the provision of better rail services, with more capacity and direct services from London to Oxenholme and Penrith stations. We are very concerned that the investment in HS2 will result in a slower, indirect service to Cumbria, requiring passengers to change and wait at Preston for infrequent 'stopping trains.'"*

Lake District National Park Partnership

- Windermere Lake Cruises Ltd stated that it supported the development of HS2 to increase capacity, but that it had some concerns.

*"...we are concerned that the initial service pattern proposals would seem to indicate that following the opening of HS2, the number of through services that we currently enjoy from Oxenholme Lake District to London Euston and return, might reduce or even be eliminated...we firmly believe that for HS2 to be considered a benefit to our business, current service levels, in terms of both through services and journey times, must be at least maintained for Oxenholme Lake District and for the other West Coast Mainline Stations in Cumbria i.e. Carlisle and Penrith."*

Windermere Lake Cruises Ltd

- The Action Group, Stop HS2 also made comments about Volume 4. It believed that the information provided was vague about the potential effects on the conventional railway. It was also concerned about the operating hours of depots, and potential for negative effects on local communities.

*"In areas with depots, we note that the effective operating hours will be even longer, such as at the for Crewe North Rolling Stock Depot, where trains will arrive and depart during the night hours. At other Infrastructure Maintenance Depots, there will "diesel-powered specialist engineering trains" "on most nights", causing potential disruption, both at the depots and the areas which they travel through. These depots will be in use for 24 hours a day, seven days a week, and it is a concern for local people that the noise and light pollution has not been assessed for them."*

Stop HS2

## **The North East**

- Tees Valley Combined Authority stated that Volume 4 of the working draft ES was of specific interest to the authority, and in particular, the sections of route between Ulleskelf and York, and between York and Newcastle. It viewed the consultation as a positive indication of progress on a key national rail project that would help transport connectivity for the Tees Valley and support economic growth. While providing a largely positive response, the Authority also stated that for some areas, it would have expected more detailed information to have been provided.

*“However in Section 3 of Volume 4 titled, Off-route railway stations, we would have expected to see more detail for Darlington, Durham and Newcastle Stations, in a similar fashion to that provided for Preston, Carlisle, Carstairs and York Stations. Clarification is therefore sought as to what specific infrastructure works to accommodate HS2 services are assumed to be required at Darlington, Durham and Newcastle.”*

Tees Valley Combined Authority

## **Yorkshire**

- The Canal & River Trust made a number of comments about off-route effects, including at York Station, and off-route depots in the York area. At York Station it stated that any works should ensure that they do not impact on navigational safety. For off-route depots the Trust stated that it was the navigation authority for the River Ouse and requested HS2 engage with it as part of the assessment process. It also made a number of other comments about modifications to the conventional railway network, and such comments have been passed to HS2 to take forward.
- Sheffield City Region Mayoral Combined Authority mentioned that while likely off-route works are at an early stage, it would appreciate that once the potential impacts have been established these are shared as soon as possible.
- Nigel Adams, MP for Selby and Ainsty also made comments.

*“The Initial Preferred Route (IPR) included a grade separated junction where HS2 joined the Leeds to York line but did not provide any detail of how HS2 and would join with the faster, busier East Coast Mainline which it joins at Colton. Neither does it deal with how HS2 trains will be accommodated in York Station. If trains are to run at high speed all the way into York then this should be dealt with by an extension to the ES because of noise and visual impact.”*

Nigel Adams, MP for Selby and Ainsty

## 36. Supporting information

### 36.1 Introduction

This chapter provides a summary of responses received in relation to supporting documentation provided with the working draft ES, as follows:

**Environmental Impact Assessment Scope and Methodology Report (SMR):** A technical document that outlines the approach to the EIA, which was subject to consultation in July 2017. A Consultation Summary Report for the EIA SMR has been included with the working draft ES alongside an updated version of the SMR itself which takes into consideration comments received, where appropriate, in addition to changes required as a result of updates to legislation or industry best practice guidance.

**Alternatives Report:** Describes the evolution of the Proposed Scheme and the reasonable alternatives studied during design development. This excludes local alternatives considered since the Government's confirmation of the Proposed Scheme in July 2017. More recent alternatives are in the Volume 2 community area reports.

**Draft Code of Construction Practice (CoCP):** Contains a series of measures and standards of work to provide effective planning, management and control of potential impacts on individuals, communities and the environment during construction. The draft CoCP will evolve and be amended as necessary during consultation and ongoing design and assessment up to deposit of the hybrid Bill. It will be finalised should the Phase 2b hybrid Bill achieve Royal Assent.

### 36.2 Environmental Impact Assessment Scope and Methodology Report

A small number of respondents made comments about the EIA Scope and Methodology Report and these included as follows:

- Some of those who made comments requested that they would expect to see outcomes as a request of the assessment.
- One respondent was critical of the documentation, including the EIA as they believed the language in such documentation was too technical and difficult for some people to understand.
- Others asked for a more thorough environmental impact assessment on the loss of habitat and impact of HS2 upon local wildlife within the Proposed Scheme or did not believe that a thorough assessment have been carried out.

### 36.3 Alternatives report

In total, 45 respondents selected the tick box on the response form or made comments via email or letter that references the Alternatives report. However, in practice, far fewer respondents made comments about the Alternatives Report, or mentioned the words "Alternatives Report" in their responses. An overview of these responses is as follows

- Some of the respondents cited the Alternatives Report as a source of knowledge, or that it was useful for making them aware of some of what was being proposed in Phase 2b.

*"The decision to move the route so close to the residential areas off Slag Lane, has caused considerable dismay. The rationale behind this only became apparent by consulting the Alternatives Report attached to the consultation documents."*

Member of the public

- Some of those who referenced the Alternatives Report were concerned about some of what was being proposed.

*"...it is a source of considerable concern to the community that one of the other reasons cited in the Alternatives Report is to allow, at some point in the future, for the provision of maintenance loops. There is no reference to this in any of the specific area documents nor any indication on any of the area maps where these loops might be located."*

Member of the public

- One respondent was critical about not being made aware of the Alternatives Report when they had attended an information event in Garforth.
- Culcheth and District Rail Action Group (CADRAG) provided a very detailed response to the consultation, including a 16-page report focussed on the Alternatives Report. This included comments on route-wide alternatives, and on the appraisal of the West Coast Main Line upgrade between Crewe and Golborne as an alternative to the Golborne Link.

*"The WCML Upgrade will provide improved reliability, punctuality and resilience to the much larger number of trains that use the WCML section."*

CADRAG

- The Parochial Church Council of all Saint's Church Heath, and St. Alban's Centre in Holmewood referenced the Alternatives Report and requested proposals were amended to avoid the church site.

*"In light of your above mentioned statement it is difficult to understand your company's determination to follow option D as the proposed course of action in terms of this section of track when there are other options included in the Alternatives Report and at least one which would avoid the desecration and destruction of this important historic site."*

The Parochial Church Council of all Saint's Church Heath, and St. Alban's Centre in  
Holmewood

- Sheffield City Region Mayoral Combined Authority mentioned that there would need to be total clarity on the assessment of the alternatives with a robust and documented decision-making process.

### 36.4 Draft Code of Construction Practice

In total, 77 respondents selected the tick box on the response form or made comments via email or letter that made reference to the Draft Code of Construction Practice. However, fewer respondents made comments about the Draft Code of Construction Practice, or mentioned the words "Draft Code of Construction Practice" in their responses. Of those who made explicit comments on the Draft Code of Construction Practice, this included as follows:

- NR asked to be involved in developing the Draft Code of Construction Practice.

*"NR believes that the Code of Construction Practice (CoCP) needs to be strongly applied to identify the risks associated with dust. HS2 Ltd has predicted that there would not be significant air quality effects on a route wide basis, NR would like further analysis to be undertaken on this and would welcome working closely with HS2 Ltd to develop the Draft Code of Construction Practice and the plans for testing their trains."*

Network Rail

- The West Yorkshire Archaeology Advisory Service (WYAAS) claimed that the Draft Code of Construction Practice was not being adhered to.

*"The Draft Code of Construction Practice is not being adhered to: Para. 8.1.7 "local authorities....will be consulted as appropriate through all stages of the implementation of the programme of historic environment work." The HER has yet to be visited by archaeological consultants working on LA14 (in Wakefield District) or LA17 or LA18 (Leeds District)] and there has been no discussion with regard to any archaeological survey work, which is apparently currently being carried out despite request to be kept informed and for discussion to take place."*

The West Yorkshire Archaeology Advisory Service (WYAAS)

- Sheffield City Region Mayoral Combined Authority stated that the document clearly demonstrates the complexity of delivering the project and in its opinion, illustrates that it would require

significant cooperation and coordination with local communities, emergency services, local authorities and other partners to minimise the potential impacts.

- While the National Farmers Union provided positive comments about the draft Code of Construction Practice, it asked that the statement about engagement should be clearer.
- One respondent stated that the draft Code of Construction Practice was vague, and in their opinion avoided assurances that best practices in construction would be met. The respondent was critical that there appears to be no overarching penalties if contractors breach the Code, and asked who would have the overall say if there were any breaches.
- Another respondent was also concerned that there appeared to be no mention of action for any breaches of the Code.

## 37. Other comments

### 37.1 Introduction

This chapter includes a summary of other responses to the consultation. This includes overall comments about the working draft ES, as well as other comments, including comments made about consultation and engagement process.

### 37.2 The Environmental Statement

Overall, there were 1,786 respondents who made reference to the working draft ES as a whole, rather than referencing one or more specific Volumes.

The most frequently cited comments included:

- There were 37 respondents who provided positive comments about the working draft ES with words or phrases including that it was “good”, “complete”, “comprehensive”, and also “easy to navigate.”
- However, most of those who provided comments, were critical or negative. In total, there were 1,176 respondents who made such comments about the Environmental Statement. This included 1,408 respondents who believed that there was not enough information provided, including about noise effects (122), and also about costs (100). In addition, there were 497 respondents who believed that the information provided was inaccurate.
- There were 803 respondents who had misgivings about lack of research, with many stating that more thorough research and investigation was needed on a range of topics, including how HS2 might have negative consequences for traffic and congestion (78), noise (50), and air quality (45).
- In total, 505 respondents also made other critical or negative comments and these included a view that the documentation and information provided was too complicated and/or lacked clarity (107), that maps were out-of-date or incorrect (92), and that visual mock-ups were in short supply (68).

### 37.3 Consultation and engagement

Overall, there were 924 respondents who provided comments about the consultation and engagement process.

The most frequently cited comments included:

- Many of the comments received were negative or critical comments, with the most frequently cited comments being that HS2 should listen to the public (424), that information provided was not

completely open and accurate (169), and that the information was incomplete. In addition, 102 respondents had asked for the consultation period to be extended.

- However, not all of those who provided comments were negative or critical. Some of those who provided comments made positive comments. Such comments included that the maps provided were good, that HS2 had responded well to queries, including reassurances for further follow-up and dialogue, and that it was positive that HS2 Ltd were engaging with experts in certain fields.



## 38. Organised campaign responses

### 38.1 Introduction

It is common in high profile public consultations for interest or campaign groups to ask their members, supporters and others to submit responses conveying the same specific views. We define an *organised campaign* as a co-ordinated approach by an individual or organisation to facilitate others into submitting responses. The outputs may include, but not be limited to, printed response postcards, suggested response text provided on a campaign website, or leaflets and reproduced response forms. Where such identical/near identically worded responses have been received these have been treated as organised campaign responses.

The very nature of many campaigns makes submitting a response to a consultation relatively easy. Those responding are provided with suggested text to use for each question. They are not asked to articulate their reasoning behind their opinion as a verbatim response within a specific field, nor do they have to submit a bespoke response in the form of a letter or report etc. We therefore present these responses separately in this report. Where additional comments are provided in addition to the 'standard' campaign response, these are also presented.

A total of **34,419** organised campaign responses were submitted as part of the working draft ES consultation.

Table 38.1 provides a breakdown of the number of organised campaign responses received. Please note that the name assigned to the campaign was done so based on either the 'official' name of the campaign or, if this was unclear, a name was assigned based on the broad campaign content.

A number of those who sent generic campaign responses also provided additional, bespoke comments. These comments have been analysed and included in the commentary alongside each campaign summary in this chapter.

**Table 5: Organised campaign responses submitted**

Campaign name	Generic	Bespoke	Total
<b>Woodland Trust (electronic campaign)</b>	<b>16,944</b>	<b>14,992</b>	<b>31,936</b>
<b>Woodland Trust (paper campaign)</b>	<b>35</b>	<b>2,085</b>	<b>2,120</b>
<b>Clayton with Frickley</b>	<b>123</b>	<b>4</b>	<b>127</b>
<b>Ravenfield to Clayton</b>	<b>34</b>	<b>0</b>	<b>34</b>
<b>Warburton</b>	<b>4</b>	<b>34</b>	<b>38</b>
<b>High Legh Parish Council</b>	<b>26</b>	<b>17</b>	<b>43</b>
<b>Firsby</b>	<b>16</b>	<b>0</b>	<b>16</b>
<b>Withington Golf Course</b>	<b>76</b>	<b>2</b>	<b>78</b>
<b>Withington Golf Course variation (Ashfield Lodge)</b>	<b>21</b>	<b>6</b>	<b>27</b>

## 38.2 Campaign summaries

The summary of campaign responses has been set out below.

### Woodland Trust (31,936 responses)

**Generic Text:** *"The recent release of the consultation on the working draft Environment Statement for HS2 Phase 2b is extremely concerning in terms of its impacts on ancient woods and trees. As such, I would like to formally register my objection to HS2's Phase 2b route on the basis of unacceptable damage and loss to irreplaceable ancient woodland and ancient and veteran trees. The draft environmental statement indicates that 19 ancient woods will suffer direct loss and 11 further ancient woods are likely to be subject to indirect damage. I also understand there are further unmapped potential ancient woods that will face inappropriate loss and damage. The UK's ancient woodlands and populations of ancient and veteran trees are incredibly diverse and valuable habitats that provide a home for many rare and threatened species, such as dormice, lesser-spotted woodpeckers, and Bechstein's bats, to name but a few. The loss and damage to these irreplaceable habitats from the Phase 2b proposals is wholly unacceptable. It is vital that ancient woods and trees are protected and not subjected to such wilful destruction."*

**Additional comments:** Of those who responded as part of this campaign, 14,992 campaigners provided additional comments. The majority of those who provided comments did so in relation to ecology and biodiversity aspects. This included 6,420 respondents who made comments about protection of ancient woodland, 5,675 who made comments about habitats, and 3,097 who made comments about wildlife.

Most of those who provided comments were concerned about how the proposed scheme could destroy or disrupt biodiversity and local ecosystems.

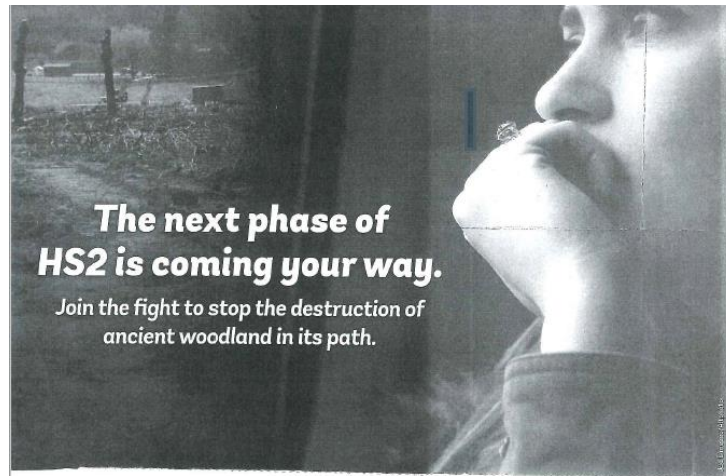
While many of the comments were focussed on protection of ancient woodland, habitats and ecosystems, comments on other aspects were also received as part of the campaign. For example, 5,126 of those who sent the campaign were concerned about how HS2 could impact local communities, 1,346 made comments about how HS2 could impact people's health, 1,335 were concerned about traffic and transport issues, and 1,180 raised issues about impacts on the historic environment and heritage assets. It was also clear that many of those who made additional comments were concerned about how HS2 could impact the local environment. In total, 6,273 respondents made comments about environmental impacts.

Many of those who provided additional comments, provided comments that were not considered to be comments about the working draft ES. For example, 193 campaign responses included positive comments about HS2, and 8,925 included negative comments about HS2. Such comments were considered as being out of scope.

## Woodland Trust (2,120 responses)

## Generic Text:

While the other Woodland Trust campaign was received via email from a tool on the Woodland Trust's website, this particular campaign was received in the post. The campaign stated that the next phase of HS2 would affect ancient woodland in people's local area, and it urged them to support the campaign to stop these perceived impacts. The campaign itself asked people to send in the campaign, but to also add their own views. Most of those who sent this campaign (2,085 people) added their own comments which are included as a summary in the next section below this section about generic text.



**Please share your views about the draft Environmental Statement for Phase 2b of HS2.**

This section is already personalised to you – simply add your views below, tear off and post it back to us (FREEPOST). We'll include your views [but not your details] in our further work around this issue.

The personal details you provide to the Woodland Trust will be used for several purposes to carry out our work protecting, restoring and creating woodland across the UK. Would you like to know more? Check out our Privacy Leaflet or visit our online statement [woodlandtrust.org.uk/legitimate-interests](http://woodlandtrust.org.uk/legitimate-interests). We may contact you by post and telephone about our work and how you can support us unless you tell us not to.

We'd also love to keep in touch with you by email about our news, appeals, campaigns, events, products and the ways you can get involved. Once you have provided your information you will be able to change how we contact you using our permission portal. Can we keep in touch with you?

By email:  Yes, please  No, thank you

Your privacy is our priority. We promise to keep your details safe and will never sell them. Need extra reassurance? The Privacy Leaflet if provided explains all or you can check online [woodlandtrust.org.uk/privacy-policy](http://woodlandtrust.org.uk/privacy-policy). If you would like to change the way you hear from us, how we use your information or do not want to receive any marketing from us – just email [supporters@woodlandtrust.org.uk](mailto:supporters@woodlandtrust.org.uk), call 0330 333 3300 or visit our online permission portal [woodlandtrust.yourpreferencescentre.com](http://woodlandtrust.yourpreferencescentre.com).

I think the draft Environmental Statement should focus on: [add your views in this box]

---



---



---

## Additional comments:

In total, 1,793 of those who sent this campaign made comments about how HS2 could affect ecology and biodiversity. This included 1,210 responses about perceived impacts of HS2 upon ancient woodland, 1,093 responses about how HS2 could impact habitats, and 742 responses about how local wildlife might be affected.

In addition to comments about impacts on ancient woodland, habitats and wildlife, a number of other points were also made. For example, 775 campaign responses were concerned about how the proposed scheme could affect local people and local communities, 278 were concerned about traffic and transport related issues, 225 raised concerns about health effects, and 169 were concerned about how the historic environment and cultural heritage assets might be impacted.

There were 1,351 campaign responses that believed there would be negative environmental impacts associated with the Proposed Scheme. Many of those who made comments were concerned about environmental damage (793). There were 133 campaign responses that contained comments about how HS2 could have a negative impact on climate change

There were 27 campaign responses containing positive comments about HS2, and 1,419 containing negative comments. Such comments were considered to be out of scope.

## Clayton with Frickley Campaign (127 responses)

Generic Text: This campaign used the response form, asking for those sending it to select LA13, and to provide the following generic comments, as well as any additional or personal comments on their own.

Because of the amount of text, it is summarised below:

**Q1. What comments do you have on the information presented in the working draft Environmental Statement?**

In total, the consultation response consisted of 12 points. The first four points stated that there was no information provided on current traffic count data for Clayton/Frickley and surrounding routes and impact during construction and operation; that there was no information on current air quality and impact; no information about background noise; and, no information on construction traffic numbers. The consultation response also had misgivings about what it said was “continual reference to Codes of Practice” which it believed did not as yet exist. Other points made included criticism of lack of information and lack of details, and that of what information was provided would be “significantly underestimating the huge impact these proposals will have on Clayton with Frickley...” The campaign was also negative about HS2’s knowledge of how fast trains would run on existing track from Thurnscoe to Sheffield. Furthermore, the campaign was concerned about how local residents would be affected during the construction period from noise, pollution, dust and dirt for what it believed would be practically 24 hours a day for six years. Further criticisms were made of proposed viaducts and cuttings, which the timescale for the consultation process was inadequate, and that HS2 could be opening themselves up to judicial review unless they took their responsibilities seriously.

**Q2. Do you have any suggestions about additional information or assessments that should be included in the Environmental Statement?**

In total, the consultation response consisted of nine points. This included a request for more information, that HS2 should show what the “finished product” will look like, and that there should be 3D models and visualisations. The campaign response also asked for construction and traffic management plans, as well as genuine and honest assessments of impacts, and realistic assessments of noise and vibration once HS2 becomes operational. The campaign stated that “it is unrealistic in the extreme to suggest that Clayton with Frickley will have no adverse noise issues during the operational phase of HS2 and the Clayton spur, as your current plans seem to suggest.” Other points made were to have consideration of wider travel routes in the area, with the example given about proposals at the A635 Hickleton crossroads and how it was believed to cause “unbelievable disruption”. The campaign response requested full disclosure of all proposals and their implications, and that HS2 should answer the public’s questions, which it believed were being “arrogantly brushed off”.

### Q3. Do you have any other comments?

This question response consisted of six points. This included comments about a property price Support Scheme which was felt as not being widely advertised, and that such a scheme would be needed in Clayton and Frickley. The campaign was also concerned about materials storage, believing the whole of Frickley with Clayton would be blighted, and also that residents should be compensated because of blight and the impact of HS2 on property prices. In addition, the campaign was concerned about how in its opinion that the community would be cut in half by proposals, while there was inadequate public engagement. The campaign mentioned that the Parish Council had asked for meetings with the HS2 property team, but that such a request (on two separate occasions) had been denied. The last point was a belief that many elderly and vulnerable residents in the village would be disrupted for an indefinable period of time by HS2 works, and as such, residents should be properly compensated on a village wide basis.

Additional comments: Just four of those who sent this campaign made additional/bespoke comments. Such comments included:

- One response was concerned about how HS2 could impact Church Field Road. The response was concerned about how properties on this road could be affected, raising safety concerns as well as concerns about noise and disturbance during the construction phase of HS2, particularly during what they considered to be unsociable hours 5-7 days per week.
- A second campaign response was concerned about how HS2 could impact farming land, as well as rural views and resident's lifestyle choices. They were also worried about how the bus service from Doncaster town centre to Wombwell via Clayton village could be affected, with consequences for people who rely on the service, particularly older people and those with disabilities. The campaigner also raised concerns about how the local church and graveyard could be affected, with restricted access for those wishing to visit the church and graveyard.
- A third campaign response believed that local roads would be unsuitable for construction traffic. They also stated that "*no consideration has been given to the fact that Clayton with Frickley is a conservation area*". Other issues raised included concern about noise, and worry that the community would be in their words "cut in half" for a period of six years whilst work is in progress. A final worry raised was about impact on property prices, with concern that a fair compensation scheme would not be available for those who wished to sell their home.
- A fourth campaign response contained the same additional comments as the above response.

## Ravenfield to Clayton Campaign (34 responses)

Generic  
Text:

This campaign used the response form, asking for those sending it to select route-wide, and to provide the following generic comments, as well as any additional or personal comments on their own.

Because of the amount of text, it is summarised below

The campaign started off by stating that the ES is flawed due to a fundamental lack of information. A number of points were made, and they included issues over lack of transparency and a view that HS2 had provided misleading information when questions, such as at a meeting held on 27 November with Clayton & Frickley Parish Council and HS2 Ltd. The campaign response believed that either HS2 were not prepared to answer some questions or they did not know the answers to what were believed to be "basic facts".

The campaign also made some points about road traffic impacts. It stated that it was difficult to comment as traffic surveys are not yet completed and made available for consultation; that there were no alternative routes proposed or assessed; that there had been no consideration for local residents to cross the construction routes to and from Doncaster; that there had been no consultation with those who live further away but would still be affected.

The campaign was also concern about other impacts, including social impacts, visual impacts, and sound and noise impacts. It also had misgivings that HS2 Ltd could not give a definitive requirement of land needed for the route and for construction, and also that details of compensation were lacking. It also stated that any payment by HS2 Ltd, except for primary residences would be subject to capital gains tax. It also requested that a three-year roll-over relief period should be extended indefinitely, or waived altogether.

The campaign made a number of points about the consultation and engagement process. It stated that Clayton had been given just 70 days to consider and consult on the impact of HS2 and the Clayton Junction. It believed that any subsequent decision such as adoption of the ES without giving adequate time for consultation would give rise to a potential claim for judicial review.

The campaign ended with a warning to HS2 that it risked litigation if it did not extend time for consultation relative to the time others had on the remainder of the route, which it stated as being 2 years and 1 month.

Additional  
comments:

No additional comments were received.

### Warburton Campaign (38 responses)

Generic Text: *"HS2 will totally disrupt the village of Warburton in so many ways. It will split the village in two, cause problems with local bus services and destroy the countryside surrounding the villages. It will increase noise from the trains and traffic on the new elevated road, and increase pollution."*

Additional comments: Thirty four of the 38 campaigners who sent this campaign also provided their own, bespoke comments. A range of different comments were made and these included:

- 28 campaign responses were concerned about the impact of HS2 on local people and local communities. This included concerns about impact on local people's properties and homes, and how the people of Warburton could be affected or disrupted as a consequence of the proposed scheme.
- There were 17 campaign responses concerned about how HS2 could cause local traffic and transport issues
- 10 campaign responses raised issues about noise effects
- Other concerns raised included socio-economic issues (7), that HS2 would be visually intrusive (5), and that there would be negative impacts in relation to air quality during the construction phase (5).

In addition, 22 of the 34 campaign responses made negative or critical comments about HS2. Such comments were considered as being out of scope.



## High Legh Parish Council Campaign (43 responses)

Generic  
Text:

*"In summary - High Legh Parish Council:*

- *Opposes HS2 on the principle of no value and the needless destruction of valuable green belt, agricultural and recreational land.*
- *Supports the Golborne Alliance proposal of upgrading the West Coast Main Line (WCML) between Crewe and Golborne from two tracks to four tracks as a better alternative than the HS2 Golborne Link.*
- *Proposes a cut-and-cover 'green' tunnel starting immediately after the Manchester Spur near Wrenshot House right up to the current proposed box tunnel under the M56.*
- *Are of the view realignment of Peacock Lane is not required. The current road could be maintained across the route of the HS2 mainline and an underpass (as opposed to a bridge) could be created under the HS2 Manchester spur.*
- *Proposes the following to be included in the Traffic Management Plan: One designated route to each of the compounds, roads to be improved in advance by HS2, roads chosen on the basis of proximity to major trunk roads and a service road onto the new A556 – the most direct connection with motorways.*
- *Supports the Hoo Green residents' proposals regarding the compounds around the A50."*

Additional  
comments:

There were 17 campaign responses that contained additional/bespoke comments. Such comments included as follows:

- All but one of the responses raised issues about how they believed that HS2 could impact local people and local communities. This included how local homes and properties might be affected, as well as community facilities.
- Ten of those who made additional comments were concerned about how HS2 might impact open spaces and Public Rights of Way. Nine of those who sent the campaign also made comments about how the Proposed Scheme might impact upon agriculture, forestry and soils. Eight campaigners raised concerns about how the Proposed Scheme could impact biodiversity and ecology.
- Other concerns included worry about impacts on the historical environment and upon cultural heritage assets (6). Specific buildings/assets mentioned included Front Lodge, Broad Oak farm, Ovenback Cottage, and Swineyard Hall. Five campaign responses also raised concerns about how local air quality could be affected, particularly during the construction phase of HS2.

In addition, all 17 of those who provided comments made critical or negative comments about HS2. Such comments were considered to be out of scope.

## Firsby Campaign (16 responses)

## Generic

**Text:** This campaign used the response form, asking for those sending it to select route-wide, LA 13 and off-route effects. Those sending the campaign were also asked to provide the following generic comments, as well as any additional or personal comments on their own.

**Q2. Do you have any suggestions about additional information or assessments that should be included in the Environmental Statement?**

*"A false "cut in" is required and essential throughout the length of the track passing through the village of Firsby. This area is greenbelt land and is classified as an area of High landscape Value. It has been noted by HS2 themselves that the visual impact along with noise levels would have a devastating effect. Firsby is a historical village which is also known for being an area rich with wildlife hosting large ponds that accommodates many wild birds, game including roe and red deer and the rare adder.*

*A comprehensive tree planting plan needs to be in place as soon as possible using both broad leaf and coniferous trees (not saplings) and must be established prior to construction of the track. This will help offset the devastating visual and noise blight. For the residents of Firsby who are unfortunate to have to live along side and ensure the HS2 being only such a short distance away, would require the installation of sound proof windows and doors along with an acoustic installation system.*

*Again, it has been noted that along with the increased public negativity for the HS2 project through Mexborough, there is an extremely favourable and plausible alternative route to the east of Conisbrough. This route follows an existing disused rail track, has no demolitions and would have minimal impact on the communities and businesses as it would actually bypass Mexborough instead of passing through it causing a great deal of devastation. This alternative route has been suggested and championed by some of Britain's leading railway engineers as this route would accommodate a more direct and straighter track enabling faster speed and shorter journey times. Also, it is very important to point out that this alternative route would eliminate Mexborough's high number of demolitions, which would be directed away from unstable landfill land and avoid an area noted for subsidence.*

*Firsby and the neighbouring village of Hooton Roberts are farming areas and this route would be devastating to our historic farming heritage having a detrimental effect on their businesses with a loss of local farms and employment. Furthermore, they will both be blighted by congestion, air pollution, and a significant noise levels during the construction phase."*

**Q3. Do you have any other comments?**

*"As stated by HS2's Chairman Sir David Higgins. The route should best benefit the people it serves, but this sentiment fell short when it was applied to South Yorkshire. The current phase 2b route does not serve the people of South Yorkshire compared to the favourable*

*Meadowhall Route which fulfilled all of our area's requirements. There is no practical connectivity to our areas nearest city of Sheffield and a proposed spur would not only be inadequate, but the combined costs of the spur and the necessary upgrades needed at Sheffield's Midland station are as yet unfunded. The major construction complications, land issues and additional costs of this route do not seem to be taken into account by HS2.*

*The colossal financial costs combined with the environmental affects, destruction, demolitions, loss of jobs, devastation to communities with a detrimental effect to their lives does not warrant the construction of the HS2 which is already an out of date transport system.*

*When the country's financial economic uncertainty during the still early stages of recovery from the recession and now Brexit, I feel that it is totally unnecessary to spend an enormous amount of tax payer's money on an outdated project which will only a select few people will find it beneficial."*

Additional comments: No additional comments were received.

## Withington Golf Course Campaign (78 responses)

Generic  
Text:

*"I am submitting a response to the consultation on the HS2 Working Draft Environmental Statement (WDES) concerning the section through West Didsbury (Manchester) across Withington Golf Course as an individual directly affected by the proposals.*

*I am exceptionally concerned that the WDES shows a "Palatine Road vent shaft" (consisting of a vent shaft, a headhouse building, an auto-transformer feeder station (ATS), satellite construction compound, muster area and an access roadway from Palatine Road) in the corner of the Golf Course in close proximity to our property. The location is currently a most attractive quiet area and adjoins the Wrengate Woods Site of Biological Importance; there is also a lovely wooded brook forming the boundary between the Golf Course and nearby properties. These areas are the habitat of many different types of birds and animals including herons, foxes, bats and badgers.*

*As well as the damage to the environment and wildlife, construction of the vent shaft in this location would likely make our properties uninhabitable for the construction period of almost six years (if the project does not overrun!) in terms of noise, vibration, dust, airborne pollution and lighting. We have been told we can expect 9 months of piling and 18 months of bedrock excavation and periods of evening working.*

*You are doubtless aware that the Golf Course is deliberately flooded several times a year becoming a large lake often for several days at a time. So all the HS2 work area, parking and roadways will have to be built up above the flood level, requiring massive amounts of material to be moved on to the site to build it up, and much to be moved away when work is finished. Also the material excavated from the vent shaft has to be taken away and we understand that four enormous tunnel boring machines are to be dismantled here and removed through the shaft which therefore has to be much larger than normal. So not only will we have to put up with a construction site, but also there will be the noise, pollution and congestion caused by thousands of HGV movements back and forth. We also understand that it will be necessary for HS2 to provide replacement floodplain capacity to avoid areas further down the Mersey being flooded.*

*We are most concerned about the construction period, but even when construction is over, the headhouse building, ATS and elevated roadway will represent an ugly industrial-style intrusion into an attractive open space which is crossed by the Trans-Pennine Trail and other well-used footpaths. The buildings and auto-transformer feeder station will dominate the views from many properties which currently enjoy lovely views across the wooded Golf Course. If the vent shaft is built in this location, it will be imperative for it to be by extensive planting and for the ugly electrical equipment of the ATS to be concealed in a building of some sort.*

*Most of the major problems associated with providing the vent shaft in this location have been pointed out in previous consultation exercises and are mostly noted in the WDES. It is difficult to understand why this site is still being shown when much less disruptive*

*locations for the vent shaft could be found further south across the Golf Course towards Northenden with better access from Palatine Road.*

*Although the WDES mentions that alternative sites for the various vent shafts are still under consideration, no details are given and in the meantime the proposals have already caused some sales at nearby properties to fall through. We have been told that details of the alternatives cannot be revealed at this stage because it would blight the areas concerned. But meanwhile the residents of such properties are suffering from blight. We hope it will be possible to publish details of the alternatives that have been considered and the recommended location for the vent shaft as early as possible in 2019.*

*Finally, we understand that certain aspects of the route between Manchester Airport and Manchester Piccadilly are currently under review in the light of the Government's requirement that HS2 should take account of the interfaces with Northern Powerhouse Rail (NPR) in the Manchester Area and the wish to avoid the demolition of the Trans Pennine Express Train Maintenance Depot at Ardwick.*

*We would earnestly request that this reappraisal should be wide-ranging and include re-examination of use of the original less destructive 2013 alignment through West Didsbury and Northenden. This is my preferred option."*

Additional comments:

Just two of those who sent in this campaign made additional/bespoke comments

- One of the responses was concerned about how the Palatine Road vent shaft would affect their own property. The person stated that their objectives were not only in relation to the long term impact the Proposed Scheme would have on themselves, their family and neighbours, but that the construction period would have a negative impact of their everyday lives.
- The other response contained additional comments about impact on their own property. They were worried about property blight, and wanted to claim financial compensation. They also believed that there was no need for the HS2 scheme given in their opinion there were trains every 20 minutes between London and Manchester.

## Withington Golf Course Campaign - Variation - Ashfield Lodge (27 responses)

Generic Text: *"I am submitting a response to the consultation on the HS2 Working Draft Environmental Statement (WDES) concerning the section through West Didsbury (Manchester) across Withington Golf Course as an individual directly affected by the proposals.*

***I am a resident of Ashfield Lodge, a five storey owner-occupied apartment block set in its own grounds off Palatine Road overlooking Withington Golf Course. The Ashfield Lodge Management Company Limited (ALMC), of which I am a shareholder, represents the interests of our residents and I fully endorse the response submitted by ALMC to HS2.***

*We are exceptionally concerned that the WDES shows a "Palatine Road vent shaft" (consisting of a vent shaft, a headhouse building, an auto-transformer feeder station (ATS), satellite construction compound, muster area and an access roadway from Palatine Road) in the corner of the Golf Course in immediate proximity to our apartment block. The location is currently a most attractive quiet area and adjoins the Wrengate Woods Site of Biological Importance; there is also a lovely wooded brook forming the boundary between the Golf Course and Ashfield Lodge. These areas are the habitat of many different types of birds and animals including herons, foxes, bats and badgers.*

*As well as the damage to the environment and wildlife, construction of the vent shaft in this location would make our properties uninhabitable for the construction period of almost six years (if the project does not overrun!) in terms of noise, vibration, dust, airborne pollution and lighting. We have been told we can expect 9 months of piling and 18 months of bedrock excavation and periods of evening working. At the detailed level, the construction site crosses the brook on to our land, requiring the brook to be covered over.*

*You are doubtless aware that the Golf Course is deliberately flooded several times a year becoming a large lake often for several days at a time. So all the HS2 work area, parking and roadways will have to be built up above the flood level, requiring massive amounts of material to be moved on to the site to build it up, and much to be moved away when work is finished. Also the material excavated from the vent shaft has to be taken away and we understand that four enormous tunnel boring machines are to be dismantled here and removed through the shaft which therefore has to be much larger than normal. So not only will we have to put up with a construction site outside our windows, but also there will be the noise, pollution and congestion caused by thousands of HGV movements back and forth. We also understand that it will be necessary for HS2 to provide replacement floodplain capacity to avoid areas further down the Mersey being flooded.*

*We are most concerned about the construction period, but even when construction is over, the headhouse building, ATS and elevated roadway will represent an ugly industrial-style intrusion into an attractive open space which is crossed by the Trans-Pennine Trail and other well-used footpaths. The buildings and auto-transformer feeder station will dominate the views from many of the Ashfield Lodge apartments which currently enjoy lovely views across the wooded Golf Course. If the vent shaft is built in this location, it will be imperative*

*for it to be screened from Ashfield Lodge by extensive planting and for the ugly electrical equipment of the ATS to be concealed in a building of some sort.*

*Most of the major problems associated with providing the vent shaft in this location have been pointed out in previous consultation exercises and are mostly noted in the WDES. It is difficult to understand why this site is still being shown when much less disruptive locations for the vent shaft could be found further south across the Golf Course towards Northenden with better access from Palatine Road.*

*Although the WDES mentions that alternative sites for the various vent shafts are still under consideration, no details are given and in the meantime the proposals have already caused some property sales at Ashfield Lodge to fall through. We have been told that details of the alternatives cannot be revealed at this stage because it would blight the areas concerned. But meanwhile the residents of Ashfield Lodge are suffering from blight. We hope it will be possible to publish details of the alternatives that have been considered and the recommended location for the vent shaft as early as possible in 2019.*

*Finally, we understand that certain aspects of the route between Manchester Airport and Manchester Piccadilly are currently under review in the light of the Government's requirement that HS2 should take account of the interfaces with Northern Powerhouse Rail (NPR) in the Manchester Area and the wish to avoid the demolition of the Trans Pennine Express Train Maintenance Depot at Ardwick.*

*We would earnestly request that this reappraisal should be wide-ranging and include re-examination of use of the original less destructive 2013 alignment through West Didsbury and Northenden. This is my preferred option."*

Additional comments:

Six of those who sent in this campaign made additional/bespoke comments

- One response mentioned that she was an expectant grandmother, and was worried about in her view exposing her grandchild to dust and pollutants that would be caused during the construction phase of HS2.
- Another response said they were surprised and dismayed to learn of a change in alignment of HS2, announced at the end of 2016, with consequences for properties in Ashfield Lodge and surrounding area.
- A third response looked forward to viewing details of an alternative vent shaft site as soon as possible.
- A fourth made reference to page 5 of the HS2 Community Engagement Strategy, where it stated its aspiration was to be a good neighbour every single day. The campaigner believed that HS2 Ltd was failing short of such goals.
- A fifth was concerned about how their own health could be affected, stating that as a person who suffers with asthma, they believed they would be at increased risk of respiratory complications.
- The final response containing additional comments was also concerned about how the proposals could have negative consequences. They stated that they had noticed a fall in property values, and urged HS2 Ltd to reconsider using, in their

words "this ecologically important area and to site the development in a less sensitive area."



## 39. Out of scope responses

### 39.1 Summary overview

It is common in public consultations such as the working draft ES for respondents to make comments that are beyond the scope of the consultation. However, it is good consultation practice to provide a brief summary of such comments to show that all of the responses were analysed, and that responses were treated equally.

The most frequently cited comments received that were deemed as out of scope were as follows:

- Some of those who provided comments said they either support or oppose HS2. Such comments were not part of the consultation on the working draft ES. Overall, of responses received, 176 respondents said they supported HS2, while 2,050 respondents were critical of or opposed HS2.
- Of those who provided positive comments about HS2, this included a view that HS2 overall would have a positive impact on the UK economy, that it would have a positive impact on climate change and improve air quality, and that it would reduce journey times.
- Of those who were negative or critical of HS2, this included a view that it would be a waste of money and that money could be better spent on other projects and/or public services, that it was unnecessary and should be cancelled, and that there would either be no benefits, or that only wealthy commuters, including Londoners would benefit from HS2.
- There were 152 critical comments of the government and/or UK politicians, while 100 critical comments were made about the HS2 leadership.
- Sixty two respondents made reference to Brexit and the UK's departure from the EU under Article 50.
- There were 22 respondents who made comments that were relevant to the working draft EQIA consultation that ran alongside the working draft ES consultation. Such comments were analysed and included in the EQIA report as they were deemed more relevant to the equalities consultation.

## 40. Late responses

### 40.1 Summary overview

While the consultation closed at 23.45 on Friday, 21 December 2019, 73 responses were received after the consultation deadline. Ipsos MORI had agreed with HS2 Ltd to process such responses until the analysis of on time responses had been completed on 25 January 2019. As there are strict rules in place with regard to late responses, and in the interests of fairness to those who had responded within the deadline, late responses have been analysed separately, with a short summary of what was said included in this chapter of the report<sup>36</sup>.

The most frequently cited comments received were as follows:

- There were 28 respondents who made comments about agriculture, forestry and soils. Eleven respondents were concerned about how HS2 could impact on agricultural land. Eighteen also provided comments about loss of land, including green spaces, and parks. Areas mentioned as being affected included Shuttleworth, Tibshelf, in Field Farm Road, in Austrey, and in Woodlesford Park. Four respondents referenced mitigation measures, including for more consideration to be given to how land, including agricultural land might be negatively affected by HS2.
- There were 25 respondents who were concerned about how HS2, particularly during the construction phase, would negatively impact local air quality, and potentially increase air pollution. Areas mentioned included Hickleton, Marr, Robin Lane, on the A642, and also the M1.
- Some 56 respondents were worried about how local communities might be affected by HS2. This included impacts to residential properties and people's homes (34 respondents), and also how local communities could be affected during the construction phase (25 respondents). Some of those who provided comments were also concerned how HS2 could impact local leisure and recreational facilities, and also community facilities. Fifteen respondents cited mitigation measures, including that affected communities should receive financial compensation, and that there should be more consideration for how local communities could be affected.
- There were 13 respondents who believed that HS2 would disrupt the historic environment, including historic buildings (5), graveyards (5) and historic land or sites (4).
- Overall, 29 respondents raised concerns about how HS2 might affect or disrupt biodiversity and ecology. Twenty two respondents were concerned about wildlife, 15 were worried about habitats, and seven thought that ancient woodland would be affected or destroyed.

---

<sup>36</sup> Please note that late responses received after 25 January 2019 have not been included in this report, but have been sent to HS2 Ltd for their consideration.

- Thirty respondents raised concerns about how people's health, wellbeing or quality of life could be affected by HS2. This included 14 respondents who believed that HS2 could cause mental health issues for some people, including stress (7), worry (5) and anxiety (2).
- Seven respondents mentioned land quality issues. Most of these respondents mentioned issues with subsidence, flood plains, and sink holes making certain areas inhospitable for constructing a high speed rail network and associated infrastructure. Specific areas or issues raised included that there was a salt mine or brine field in one of the areas of the proposed works, with Basford and also Larch Avenue mentioned as areas where it would be unsuitable to build HS2.
- There were 23 respondents who were concerned about landscape and visual issues. Most of those who made comments believed that HS2 would be visually displeasing. Specific areas believed would be affected included Bramley and also Woodlesford.
- Twenty four respondents made comments about socio-economic aspects of HS2. Most (21) were concerned about how local businesses might be affected, including those in Culcheth, Croft, Long Eaton, and also in Centurion Park. Seven made comments about employment with some positive about possible new job opportunities that might possibly be created. Others were negative, believing there would be job losses for businesses affected.
- Some 33 respondents were concerned about noise effects, including in Bramley, Hickleton, Marr and Austrey.
- In total, most of those who provided a late response (63 out of 73 respondents) made comments about traffic and transport issues. This included 17 who thought there would be road safety issues during the construction phase of HS2, 26 were concerned about road closures and diversions, 21 had concerns about construction compounds, and 46 raised issues about traffic and transport during the construction phase. Most of these respondents believed that HS2 would be disruptive to the local transport network, causing congestion issues for local people, and increasing road journey times as a consequence. Twenty respondents also thought that HS2 construction vehicles would cause traffic issues.
- Finally, 14 respondents made comments about water resources and flood risk. Comment made included concerns about how HS2 could affect water courses, while others mentioned issues with flood risk, and a need to do more to shore up flood defences, including in areas such as on the river Trent, at Long Eaton Fire Station, and in Stapleford.

# Appendix A – List of organisations that responded to the consultation

The following is a list of organisations who responded to the consultation within the advertised consultation period. Any organisation that took part in the consultation using the online or paper form was able to select the category they belonged to. Organisations that responded by email were allocated to categories by Ipsos MORI to the best of its judgement. Organisations that requested confidentiality have not been included in line with their wishes.

(Please note that the categorisation of organisations has been undertaken to demonstrate the breadth of the response; the categorisation is not definitive and has no bearing on the way in which the responses were dealt with).

## Academic Institutions

- Culcheth High School
- The Gorse Academies Trust (t/a The Ruth Gorse Academy)
- Makins
- Wimboldsley Primary School
- Woodlesford Primary School - Board of Governors

## Action Groups

- Ault Hucknall Environmental Action Group
- Blackwell Against HS2 Group
- Bramley Action Group
- Campaign for Better Transport (West & North Yorkshire Branch, Rail Group)
- Crofton Against HS2
- Culcheth and District Rail Action Group (CADRAG)
- Hickleton Bypass Action Group
- Hooton Roberts and Firsby HS2 Action Group
- HS2 Blackwell Group
- Kingsbury & District Action Group
- Mid Cheshire Against HS2
- Oakthorpe Village Action Group
- Polesworth & District HS2 Action Group
- Rixton with Glazebrook HS2 Action Group
- Stop HS2
- Stop HS2 Trowell
- Swillington, Oulton & Woodlesford HS2 Action Together (SOWHAT)

## Businesses

- Ackworth & District Riding Club
- AJ Carriagemasters Ltd
- Aldi Ashby 20
- Allianz Properties Limited
- Artmax Property Two Limited
- Asda Stores Limited
- Asda Stores Limited (Leeds Station community area)
- Ashfield Lodge Management Company Limited
- Ashmore Farm
- Aston Hall Hotel Limited (Ajl Hotel Holdings Limited)
- AT Mower & Son
- Aztec Oils Ltd
- Bartle & Son
- Bents Garden & Home
- Biffa plc
- Birdsall Farms Limited
- Bridgeland Grange Farm
- Bryanson Limited
- CB Carrington and Sons
- Cemex UK Operations Ltd
- Centrica Holdings Ltd
- CH Scholey & Sons - Lodge Farm
- Cliff Farm
- CP Motors
- Crewe Truck Stop
- Cumbria Chamber of Commerce
- Cumbria Tourism
- Dormer House Farm
- East Midlands Airport
- F B Jones & Sons (Birchalls Farm)
- FCC Environment Limited
- Fisher German LLP on behalf of a Land Owner (Mr H Bramhall)
- Fourbs Farming Limited and Dewdown Limited
- Freightliner Group Limited
- Frickley Estate and Clayton & Frickley Farms
- FX Leisure Limited
- Gladman Developments Limited
- Hague Farming Ltd
- Hallam Land
- Harworth Group plc
- Hayescroft Management Company Limited
- Henry Boot Developments Ltd
- Heynose Golf Club and Heynose Farm
- HIB Ltd
- Hilltop Hotel
- Hinchliffe Farming Ltd

- Howard's Transport (Culcheth) Ltd
- Hydro Extrusion UK Ltd, Tibshelf Site
- Inovyn Enterprises Limited
- Instarmac Group plc
- JE Theaker & Son (Avenue Farm)
- Johnsons Farm (Lowton)
- Keys of Newton
- Landowners - Land at Biggin Lane
- Laylands Farm
- Leeds Plywood & Doors Ltd
- Long Eaton Chamber of Trade
- Long Eaton Guild of Furniture Manufacturers
- Love Brothers Ltd
- Maizelands Limited and Aringford Limited
- Manchester Airport & Manchester Airport Group (MAG)
- Measham Land Company Limited
- Morgan Industrial Properties Ltd
- Mozart Music Software Partnership
- Nannyplus Childcare Ltd
- Network Space Developments Ltd
- Newstead Nurseries
- Nigel Guy Pears - Huddleston Hall
- North Cheshire Developments Ltd (NC Developments)
- NPL Group (UK) Limited
- Opus Land Ltd
- Oxalis Planning
- P Swift Partnership
- Parkfield Farm
- Parklands Equestrian
- Pedals (Nottingham Cycling Campaign)
- Penny Hydraulics Limited
- Phoenix Sports and Recreation (Owners of Ravenfield Park)
- Plastic Omnium Automotive
- R & MJ Plant Engineers
- Refresco Drinks UK
- Rhodia Ltd
- Royal Mail Group (RMG)
- S Dore - Woodside Farm
- S Hinchliffe and Son
- South Cheshire Chamber of Commerce & Industry
- Strata Homes Limited
- Swillington Organic Farm
- Taylor Wimpey
- Tecquipment Ltd
- This Green Moon
- United Utilities Water Limited
- W & JS Temporal - Mill Farm & Park Farm

- Wade Brothers Manor Farm Ltd
- Wakefield and District Housing (WDH)
- Wanzl Ltd
- Waste Wave Ltd
- Water Lane Limited
- Webb Livingstone Property Limited
- Whites Farm
- Windermere Lake Cruises Limited
- Windmill Nurseries
- Woolstencroft Farm
- Worthington Field Farm
- Yorkshire Design Services Limited

### **Elected representatives**

- Alec Shelbrooke, MP for Elmet & Rothwell
- Antoinette Sandbach, MP for Eddisbury
- Cllr Olivia Hunter, High Leigh Ward
- Craig Tracey MP for North Warwickshire
- Cllr Richard Kilpatrick, Didsbury West Ward
- Ed Miliband, MP for Doncaster North and Caroline Flint, MP for Don Valley
- Esther McVey MP for Tatton
- Garforth & Swillington Independents Party
- Sir Graham Brady, MP for Altrincham and Sale West
- Helen Jones, MP for Warrington North
- Jon Trickett, MP for Hemsworth
- Leeds City Council - Kippax and Methley Ward
- Leeds City Councillor - Rothwell Ward
- Maggie Throup, MP for Erewash
- Moston Parish Council
- Nigel Adams, MP for Selby and Ainsty
- Polesworth Parish Council
- Rothwell Ward - Leeds City Council
- Wickersley Ward Councillors

### **Environment, Heritage, Amenity and Community Groups**

- Appleby Environment
- Appleby Magna Allotment Society (AMAS)
- Ashby Canal Association
- Ashby Canal Trust
- Ashby Civic Society
- Ashby-de-la-Zouch Civic Society
- Austrey Baptist Church
- Bollin Valley Partnership
- Bolsover and District Cycling Club
- British Hedgehog Preservation Society
- Burton Waters Boat Club
- Cheshire Gardens Trust

- Chesterfield Canal Association
- Chesterfield Canal Trust
- Chesterfield Cycle Campaign
- Chesterfield, North East Derbyshire, and Bolsover Group of the Ramblers
- Chetwynd: The Toton and Chilwell Neighbourhood Forum
- Christ Church, Croft with Southworth
- Campaign to Protect Rural England - Cheshire
- Campaign to Protect Rural England - South Yorkshire
- Cranfleet Meadow Angling Club
- Culcheth Community Group
- Derby and Derbyshire Local Access Forum
- Derbyshire Wildlife Trust
- Friends of Bodymoor Heath Victory Hall
- Friends of Dore and Totley Station (FODATS)
- Friends of Hollingfare Cemetery
- Glazebrook Methodist Church
- Greenways and Cycleroutes Limited
- Hale Barns Residents Group
- Heath Village Planning & Environment Group
- Hickleton Golf Club
- Hollins Green Bowling
- Hoo Green Residents Team
- Hunslet Methodist Church
- Leeds Civic Trust
- Leicestershire & Rutland Bridleways Association and British Horse Society
- Leicestershire & Rutland Wildlife Trust
- Leigh Ornithological Society
- Lowton Angling Club
- Manor House Farm Residents Association
- Newton Community Association
- Nottinghamshire Area of The Ramblers Association
- Nottinghamshire Footpaths Preservation Society
- Oulton & Woodlesford Neighbourhood Forum
- Packington Church of England Primary School
- Packington Residents Team
- Parochial Church Council of St Werburgh's Church
- Parochial Church Council, All Saints Church Heath
- Peak and Northern Footpaths Society
- Peak Cycle Links
- Polesworth (Abbey) Scout Group
- Polesworth History Project Group
- Rail Group of West & North Yorkshire Branch of Campaign for Better Transport
- Ramblers Association - Leeds Group
- Retford & Worksop Boat Club
- Ride Bolsover
- Risley Moss Action Group
- Rixton with Glazebrook Community Hall



- Rixton with Glazebrook Community Plan Group
- Robin Hood Way Association
- Sandiacre Heritage Group
- Sheffield & Rotherham Wildlife Trust
- Sheffield Area Geology Trust
- Staffordshire Wildlife Trust
- Sustrans
- Tamworth Sailing Club
- The British Horse Society
- The Cheshire Wildlife Trust
- The Friends of Marie Louise Gardens
- The Garforth Neighbourhood Planning Forum
- The National Forest Company
- The Nottinghamshire Wildlife Trust
- The Tatton Park Board
- The Wildlife Trust for Lancashire, Manchester & North Merseyside
- The Willesley Environment Protection Association (WEPA)
- Thurcroft Cottage Garden and Allotments Association
- Transition Chesterfield
- Trowell Women's Institute
- Wakefield District Biodiversity Group
- Wakefield Group of The Ramblers Association
- Warwickshire Wildlife Trust
- Childrens' Adventure Farm Trust (CAFT)
- West Didsbury Residents' Association
- West Midland Bird Club
- Wigan And District Ramblers
- Yorkshire Wildlife Trust

### **Local Government**

- Annesley and Felley Parish Council
- Appleby Magna Parish Council
- Ashby-de-la-Zouch Town Council
- Ashfield District Council
- Aston-by-Budworth Parish Council
- Aston-cum-Aughton Parish Council
- Ault Hucknall Parish Council
- Austrey Parish Council
- Barnsley Metropolitan Borough Council
- Blackwell Parish Council
- Bolsover District Council
- Bramley Parish Council
- Breedon-on-the-Hill Parish Council and Tonge & Breedon HS2 Action Group (joint response)
- Broxtowe Borough Council
- Castle Donington Parish Council
- Cheshire East Council
- Cheshire East Countryside Access Forum

- Cheshire East Highways
- Cheshire West and Chester Borough Council
- Chesterfield & Staveley HS2 Delivery Board
- Chesterfield Borough Council
- Church Fenton Parish Council
- City of York Council
- Clayton with Parish Council
- Coleorton Parish Council
- Crewe Town Council
- Croft Parish Council
- Crofton Parish Council (Wakefield)
- Culcheth & Glazebury Parish Council
- Cumbria County Council & Cumbria Local Enterprise Partnership
- Davenham Parish Council
- Derby City Council
- Derbyshire County Council
- Doncaster Metropolitan Borough Council
- East Midlands Councils
- Erewash Borough Council
- Greater Manchester Combined Authority (GMCA)
- Havercroft-with-Cold Hiendley Parish Council
- Heath & Holmewood Parish Council
- Hemsworth Town Council
- Hickleton Parish Council
- High Leigh Parish Council
- High Melton Parish Council
- Hooton Pagnell & Moorhouse Parish Council
- Kegworth Parish Council
- Kingsbury Parish Council
- Lach Dennis Parish Council
- Lake District National Park Authority
- Lea Marston Parish Council
- Leeds City Council
- Leeds Local Access Forum
- Leicestershire County Council
- Leicestershire Local Access Forum
- Little Bollington Parish
- Local Access Forum for Rotherham Metropolitan Borough Council
- Long Whatton and Diseworth Parish Council
- Lostock Gralam Parish Council
- Manchester City Council
- Measham Parish Council
- Mere Parish Council
- Micklefield Parish Council
- Millington Parish Council
- Newton Regis, Seckington & No Man's Heath Parish Council
- Normanton Town Council

- North East Derbyshire District Council
- North East Local Enterprise Partnership and the Seven Local Authorities in the North East
- North Warwickshire Borough Council
- North West Leicestershire District Council
- North Yorkshire County Council
- Northwich Town Council
- Nottingham Local Access Forum
- Nottinghamshire County Council
- Nottinghamshire County Council - Countryside Access Team
- Nottinghamshire Local Access Forum, Nottinghamshire County Council
- Oakthorpe, Donisthorpe & Acresford Parish Council
- Packington Parish Council
- Pickmere Parish Council
- Plumley with Toft and Bexton Parish Council
- Ringway Parish Council
- Rixton with Glazebrook Parish Council
- Rostherne Parish Council
- Rotherham Local Access Forum
- Rotherham Metropolitan Borough Council
- Rudheath Parish Council
- Rushcliffe Borough Council
- Sandiacre Parish Council
- Selby District Council
- Sharlston Parish Council
- Sheffield City Council
- Sheffield City Region Mayoral Combined Authority
- Shirland and Higham Parish Council
- South Kirkby and Moorthorpe Town Council
- South Normanton Parish Council
- South Yorkshire Archaeology Service
- Staffordshire County Council and Tamworth Borough Council
- Stanthorne & Wimboldsley Parish
- Sutlington & Alvecote Parish Council
- Tabley Parish Council
- Tamworth Borough Council
- Tees Valley Combined Authority (TVCA)
- Teversal, Stanton Hill and Skegby Neighbourhood Forum (TSS)
- Thurcroft Parish Council
- Tibshelf Parish Council
- Trafford Council
- Tupton Parish Council
- Wakefield Council
- Warburton Parish Council
- Warmfield-cum-Heath Parish Council
- Warrington Borough Council (Environment & Transport Directorate)
- Warwickshire County Council
- West Yorkshire Archaeology Advisory Service

- West Yorkshire Combined Authority
- Wickersley Parish Council
- Wigan Council
- Worthington Parish Council

### **Real Estate, Housing Associations or Property-Related Organisations**

- Banks Group
- Canada Life Limited and Aringford Limited and Maizelands Limited
- Commercial Development Projects Limited
- Heath Residents Association
- M&G Real Estate
- Nostell Estate
- Tangent Properties
- Wentworth Trustee Company Ltd
- Whinmoor Estates Limited

### **Statutory bodies**

- Environment Agency
- Forestry Commission
- Highways England
- Historic England
- Inland Waterways Association
- National Farmers Union (NFU)
- National Trust
- Natural England
- Public Health England
- The Coal Authority
- Transport for the North
- Woodland Trust

### **Transport, infrastructure or utility organisation**

- Maritime Transport
- Network Rail Infrastructure Limited
- The Bridgewater Canal Company Ltd
- The Manchester Ship Canal Company
- Trans-Pennine Trail Partnership

### **Other Representatives or Groups**

- Abbey Leys Community Farmers Market
- Allied London One Limited
- Archbishop Holgate Hospital (Hemsworth)
- Austrey & Warton Scouts
- BBC Pension Trust
- Blackwell House Farm Community
- Bowmans Transport (Mansfield) Limited
- British Horse Society
- CA Chapman & Sons (Saxton Grange)
- Canal and River Trust

- CBRE Global Investors
- Change
- Chatsworth Settlement Trustees
- Cheshire Agricultural Society Co
- Chesterfield Canal Society
- Country Land and Business Association Ltd (CLA)
- Crofton Community Centre (Nostell Miners Welfare)
- Culcheth Women's Institute
- DJ Clark & Son, Ridge Road Farm
- East Midlands Chamber (Derbyshire, Nottinghamshire, Leicestershire)
- Echills Wood Railway Society
- Greater Manchester Archaeological Advisory Service
- Hayhurst Foundation
- High Leigh Estate
- JN Sykes & Sons (North Milford Grange)
- John & Andrew Smith (Landowners)
- Joint Rural Parishes (JRP)
- Kennelpak Ltd
- Landowners off B6378 Pontefract Road
- Limes Tamworth 42 Limited
- Mac Clinical Research
- Messrs John Francis Hills & Sons
- Messrs Stephen & Michael Jones (Birchalls Farm)
- Methley Estate (Holdings) Ltd and Viscount Pollington 1964 Settlement
- Mr A Knowles
- Mr GJH Szejter - JD Houldsworth Trust
- Mr J & Mrs D Mitchell and Mr J & Mrs S Mitchell
- Newmarket Lane Limited
- North Derbyshire Liberal Democrats
- Nottingham Yacht Club
- Obton Solenergi Hammer
- Patrizia Immobilien Ag
- Ramblers Association
- Raymond White
- Renishaw Estate
- Richard and Karen Clegg
- Royal Armouries Museum
- Royal London Asset Management.
- Sheffield Chamber of Commerce & Industry
- South Yorkshire Police
- Squarestone Growth LLP
- Stainsby Festival
- Staveley Works Project Board (SWPB)
- The Baker Family
- The Brimington Surgery
- The Churches Conservation Trust
- The Greaves Family

- The Parish Church of Hollinfare St. Helen
- The Wildlife Trust for Lancashire, Manchester & North Merseyside
- Transport and Health Science Group and The Faculty of Public Health of The Royal Colleges of Physicians of the UK
- Uniper UK
- West and North Yorkshire Chamber of Commerce Transport Group
- Willesley Park Golf Club
- Wulstan Capital (Doncaster) LLP and Wulstan Nominees (Doncaster) Ltd

# Appendix B – Response form

## High Speed Two Phase 2b: Crewe – Manchester and West Midlands – Leeds

### Consultation on the working draft Environmental Statement Response form

**This consultation seeks your views on the working draft Environmental Statement for HS2 Phase 2b: Crewe – Manchester and West Midlands – Leeds.**

You can respond to the consultation by any of the methods below:

Online: <https://ipsos.uk/environment2b>

Email: [environment2b@ipsos-mori.com](mailto:environment2b@ipsos-mori.com)

Post: **FREEPOST HS2 PHASE 2B ENVIRONMENTAL CONSULTATION**

**This consultation will close at 11:45pm on 21 December 2018.**

A separate consultation is also being carried out on the working draft Equality Impact Assessment Report. There are specific response mechanisms for this consultation. For more information about both consultations, please visit our website [www.hs2.org.uk/phase2b](http://www.hs2.org.uk/phase2b) or call our Freephone helpline on **08081 434 434**.



# PART ONE

## **Confidentiality and data protection**

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes. These are primarily the Freedom of Information Act 2000 (FOIA), the Environmental Information Regulations (EIR) 2004, the Data Protection Act (DPA) 2018, and the General Data Protection Regulation (GDPR).

Please be aware that, under the FOIA and the EIR, there is a statutory Code of Practice with which public authorities must comply and which deals with, amongst other things, obligations of confidence.

In view of this, it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, in itself, be regarded as binding on the Department for Transport or HS2 Ltd.

If you want information that you provide to be treated as confidential please tick  the box below.

I want my response to be treated as confidential.

*Please write your reasons in the box below.*

The Department for Transport, HS2 Ltd and Ipsos MORI will process your personal data in accordance with the DPA 2018 and GDPR. We may share your personal information with our partner agencies and government, when doing so enables us to fully consider your response. If you change your mind about us using your personal information you have a right to have the relevant information deleted. If this is the case please email **[hs2dataprotection@hs2.org.uk](mailto:hs2dataprotection@hs2.org.uk)**

To view our full privacy notice please visit **[www.hs2.org.uk/privacy-notice](http://www.hs2.org.uk/privacy-notice)**

## Information about you

First name:
Surname:
Address:
Postcode:
Email (your email address will be used to inform you of the outcomes of the consultation)

**Are you under 16?** If so please ask a parent, guardian or teacher to print their name and sign below to indicate that they are happy for your response to be considered.

Parent / guardian / teacher name:
Parent / guardian / teacher signature:

## Are you responding on behalf of an organisation or group?

Yes	No
-----	----

## If yes, please include the name of your organisation:

*Please note: if you are providing a response on behalf of an organisation or group, the name and details of the organisation or group may be subject to publication or appear in the final report, unless you have requested confidentiality.*

## What category of organisation or group are you representing?

Please tick  one box that applies.

Academic (includes universities and other academic institutions)

Action group (includes rail and action groups specifically campaigning on the high speed rail network proposals)

Business (local, regional, national or international)

Elected representative (includes MPs, MEPs, and local councillors)

Environment, heritage, amenity or community group (includes environmental groups, schools, church groups, residents' associations, recreation groups, rail user groups and other community interest organisations)

Local government (includes county councils, district councils, parish and town councils and local partnerships)

Other representative group (includes chambers of commerce, trade unions, political parties and professional bodies)

Statutory agency

Real estate, housing associations or property-related organisations

Transport, infrastructure or utility organisation (includes transport bodies, transport providers, infrastructure providers and utility companies)

Other – Please describe:

---

Prefer not to say

# PART TWO

## Consultation questions

The working draft Environmental Statement describes the likely environmental effects of building and operating Phase 2b of HS2; as well as proposed ways to avoid, reduce, mitigate and monitor the effects.

Feedback on the working draft Environmental Statement will be taken into consideration as we develop the design for the railway and finalise the Environmental Statement that will be submitted to Parliament alongside the hybrid Bill.

The working draft Environmental Statement documents are available:

- Online via **[www.hs2.org.uk/phase2b](http://www.hs2.org.uk/phase2b)**
- For review at a series of information points and at our public information events – please visit **[www.hs2.org.uk/phase2b](http://www.hs2.org.uk/phase2b)** for more details
- On request from the HS2 Helpdesk (details at the end of this document).

## 1. What comments do you have on the information presented in the working draft Environmental Statement?

To help us analyse your comments, please tick which community area(s) or documents your comments relate to. If your comments relate to the whole of HS2 Phase 2b, please tick 'route wide':

Route wide	LA08 – Pinxton to Newton and Huthwaite
MA01 Hough to Walley's Green	LA09 – Stonebroom to Clay Cross
MA02 – Wimboldsley to Lostock Gralam	LA10 – Tibshelf to Shuttlewood
MA03 – Pickmere to Agden and Hulseheath	LA11 – Staveley to Aston
MA04 – Broomedge to Glazebrook	LA12 – Ulley to Bramley
MA05 – Risley to Bamfurlong	LA13 – Ravenfield to Clayton
MA06 – Hulseheath to Manchester Airport	LA14 – South Kirkby to Charlston Common
MA07 – Davenport Green to Ardwick	LA15 – Warmfield to Swillington and Woodlesford
MA08 – Manchester Piccadilly Station	LA16 – Garforth and Church Fenton
LA01 – Lea Marston to Tamworth	LA17 – Stourton to Hunslet
LA02 – Birchmoor to Austrey	LA18 – Leeds Station
LA03 – Appleby Parva to Ashby-de-la-Zouch	MML01 – Danesmoor to Brierley Bridge
LA04 – Coleorton to Kegworth	MML02 – Unstone Green to Sheffield Station
LA05 – Ratcliffe-on-Soar to Long Eaton	Off-route effects
LA06 – Stapleford to Nuthall	Alternatives report
LA07 – Hucknall to Selston	Draft Code of Construction Practice
	Unsure – please use this postcode to determine which community area my comments relate to:

---

*Please attach additional pages if required.*

**2. Do you have any suggestions about additional information or assessments that should be included in the Environmental Statement?**

*Please attach additional pages if required.*



**3. Do you have any other comments?**

*Please attach additional pages if required.*

## PART THREE

### **Submitting your response**

Thank you for completing the response form. Please send it to the Freepost address below.

#### **FREEPOST HS2 PHASE 2B ENVIRONMENTAL CONSULTATION**

Please note: no additional address information is required and you do not need a stamp. Please use capital letters.

Email your response to: **[environment2b@ipsos-mori.com](mailto:environment2b@ipsos-mori.com)**

An online version of this response form can be found at the consultation's website:

**<https://ipsos.uk/environment2b>**

**This consultation will close at 11:45pm on 21 December 2018. Please ensure you send your response by this date.**

Please only use the response mechanisms described in this form when responding to this consultation. We cannot guarantee that responses sent to other addresses will be considered as part of this consultation.

# Keeping you informed

We are committed to keeping you informed about work on HS2. This includes ensuring you know what to expect and when to expect it, as well as how we can help.

## Residents' Charter and Commissioner

The Residents' Charter is our promise to communicate as clearly as we possibly can with people who live along or near the HS2 route. [www.gov.uk/government/publications/hs2-residents-charter](http://www.gov.uk/government/publications/hs2-residents-charter)

We also have an independent Residents' Commissioner whose job is to make sure we keep to the promises we make in the Charter and to keep it under constant review. Find reports at: [www.gov.uk/government/collections/hs2-ltd-residents-commissioner](http://www.gov.uk/government/collections/hs2-ltd-residents-commissioner)

You can contact the Commissioner at: [residentscommissioner@hs2.org.uk](mailto:residentscommissioner@hs2.org.uk)

## Construction Commissioner

The Construction Commissioner's role is to mediate and monitor the way in which HS2 Ltd manages and responds to construction complaints. You can contact the Construction Commissioner at: [complaints@hs2-cc.org.uk](mailto:complaints@hs2-cc.org.uk)

## Property and compensation

You can find out all about HS2 and properties along the line of route by visiting: [www.gov.uk/government/collections/hs2-property](http://www.gov.uk/government/collections/hs2-property)

Find out if you're eligible for compensation at: [www.gov.uk/claim-compensation-if-affected-by-hs2](http://www.gov.uk/claim-compensation-if-affected-by-hs2)

## Holding us to account

If you are unhappy for any reason you can make a complaint via the helpline. For more details on our complaints process, please visit our website: [www.hs2.org.uk/how-to-complain/](http://www.hs2.org.uk/how-to-complain/)

## Contact us

If you have any questions about this document, please get in touch.

 **Email** [HS2enquiries@hs2.org.uk](mailto:HS2enquiries@hs2.org.uk)

 **24/7 freephone** 08081 434 434

 **Minicom** 08081 456 472

Write to

**High Speed Two (HS2) Limited**  
**Two Snowhill**  
**Snow Hill Queensway**  
**Birmingham B4 6GA**

**Website** [www.hs2.org.uk](http://www.hs2.org.uk)

**Please contact us if you'd like a free copy of this document in large print, Braille, audio or easy read. You can also contact us for help and information in a different language.**

HS2 Ltd is committed to protecting personal information. If you wish to know more about how we use your personal information please see our Privacy Notice (<https://www.gov.uk/government/publications/high-speed-two-ltd-privacy-notice>).

# HS2

## High Speed Two Phase 2b: Crewe – Manchester and West Midlands – Leeds

### Working draft Environmental Statement and working draft Equality Impact Assessment Report consultations About you

As part of our commitment to considering diversity in the delivery of HS2, we want to understand who is responding to our consultations.

Information you give us will help us improve future engagement activities.



If **YES**, please answer the following question; otherwise proceed to the next section.

Please indicate by marking 'X' in the appropriate box, mark all that apply.

Hearing impairment	Visual impairment
Speech impairment	Mobility impairment
Physical co-ordination difficulties	Reduced physical capacity
Severe disfigurement	Learning difficulties (e.g. dyslexic)
Mental ill health	Progressive conditions
Other ( <i>please specify</i> )	

**Q5. What is your gender?**

Male	Female	Prefer not to say
------	--------	-------------------

**Q6. What is your religion or belief?**

Buddhist	Christian	Hindu
Jewish	Muslim	Sikh
None	Prefer not to say	
Other ( <i>please specify</i> )		

**Q7. Are you married or in a civil partnership?**

Yes	No	Prefer not to say
-----	----	-------------------

**Q8. To which of the following age groups do you belong?**

16-24	40-44	60-64
25-29	45-49	65+
30-34	50-54	Prefer not to say
35-39	55-59	

**Q9. What is your sexual orientation?**

Bisexual	Gay man	Gay woman
Heterosexual/straight	Prefer not to say	

**Submitting your form**

Thank you for completing the diversity monitoring form. Please include this with your consultation response(s).

**Data protection**

All information supplied will be held by HS2 Ltd and will remain secure and confidential and will not be associated with other details provided in your response. The data will not be passed on to any third parties or used for marketing purposes in accordance with the Data Protection Act (2018).

# Keeping you informed

We are committed to keeping you informed about work on HS2. This includes ensuring you know what to expect and when to expect it, as well as how we can help.

## Residents' Charter and Commissioner

The Residents' Charter is our promise to communicate as clearly as we possibly can with people who live along or near the HS2 route. [www.gov.uk/government/publications/hs2-residents-charter](http://www.gov.uk/government/publications/hs2-residents-charter)

We also have an independent Residents' Commissioner whose job is to make sure we keep to the promises we make in the Charter and to keep it under constant review. Find reports at: [www.gov.uk/government/collections/hs2-ltd-residents-commissioner](http://www.gov.uk/government/collections/hs2-ltd-residents-commissioner)

You can contact the Commissioner at: [residentscommissioner@hs2.org.uk](mailto:residentscommissioner@hs2.org.uk)

## Construction Commissioner

The Construction Commissioner's role is to mediate and monitor the way in which HS2 Ltd manages and responds to construction complaints. You can contact the Construction Commissioner at: [complaints@hs2-cc.org.uk](mailto:complaints@hs2-cc.org.uk)

## Property and compensation

You can find out all about HS2 and properties along the line of route by visiting: [www.gov.uk/government/collections/hs2-property](http://www.gov.uk/government/collections/hs2-property)

Find out if you're eligible for compensation at: [www.gov.uk/claim-compensation-if-affected-by-hs2](http://www.gov.uk/claim-compensation-if-affected-by-hs2)

## Holding us to account

If you are unhappy for any reason you can make a complaint via the helpline. For more details on our complaints process, please visit our website: [www.hs2.org.uk/how-to-complain/](http://www.hs2.org.uk/how-to-complain/)

## Contact us

If you have any questions about this document, please get in touch.

 **Email** [HS2enquiries@hs2.org.uk](mailto:HS2enquiries@hs2.org.uk)

 **24/7 freephone** 08081 434 434

 **Minicom** 08081 456 472

Write to

**High Speed Two (HS2) Limited**  
**Two Snowhill**  
**Snow Hill Queensway**  
**Birmingham B4 6GA**

**Website** [www.hs2.org.uk](http://www.hs2.org.uk)

**Please contact us if you'd like a free copy of this document in large print, Braille, audio or easy read. You can also contact us for help and information in a different language.**

HS2 Ltd is committed to protecting personal information. If you wish to know more about how we use your personal information please see our Privacy Notice (<https://www.gov.uk/government/publications/high-speed-two-ltd-privacy-notice>).

# HS2

# Appendix C – Coding

## Development of initial code frame

Coding is the process by which free-text comments, answers and responses are matched against standard codes from a coding frame compiled to allow systematic statistical and tabular analysis. The codes within the coding frame represent an amalgam of responses raised by those registering their view and are comprehensive in representing the range of opinions and themes given.

The Ipsos MORI coding team drew up an initial code frame for each open-ended free-text question using the first 50 comments. An initial set of codes was created by drawing out the common themes and points raised across all response channels by refinement. Each code thus represents a discrete view raised. The draft coding frame was then presented to the Ipsos MORI consultation team and discussed with HS2 Ltd before the coding process continued. The code frame was continually updated throughout the analysis period to ensure that newly emerging themes within each refinement were captured.

## Coding using the Ascribe coding package

Ipsos MORI used the web-based Ascribe coding system to code all open-ended free-text responses found within completed response forms and from the free-form responses (i.e. those that were letters and emails etc.). Ascribe is a system which has been used on numerous large-scale consultation projects. Responses were uploaded into the Ascribe system, where the coding team worked systematically through the verbatim comments and applied a code to each relevant part(s) of the verbatim comment.

The Ascribe software has the following key features:

- Accurate monitoring of coding progress across the whole process, from scanned image to the coding of consultation responses.
- An “organic” coding frame that can be continually updated and refreshed; not restricting coding and analysis to initial response issues or “themes” which may change as the consultation progresses.
- Resource management features, allowing comparison across coders and question/issue areas. This is of importance in maintaining high quality coding across the whole coding team and allows early identification of areas where additional training may be required.
- A full audit trail – from verbatim response to codes applied to that response.

Coders were provided with an electronic file of responses to code within Ascribe. Their screen was divided, with the left side showing the response along with the unique identifier, while the right side of the screen showed the code frame. The coder attached the relevant code or codes to these as appropriate and, where necessary, alerted the supervisor if they believed an additional code might be required.

If there was other information that the coder wished to add they could do so in the “notes” box on the screen. If a response was difficult to decipher, the coder would get a second opinion from their



supervisor or a member of the project management team. As a last resort, any comment that was illegible was coded as such and reviewed by the Coding Manager.

### **Briefing the coding team and quality checking**

All of the coders who worked on the project were fully briefed on the content of the consultation and were conversant with the Ascribe coding software. The coding manager undertook full briefings and training with each coding team member. All coding was carefully monitored to ensure data consistency and to ensure that all coders were sufficiently competent to work on the project. This team also worked closely with the Ipsos MORI project management team during the set-up and early stages of code frame development.

The core coding team took a supervisory role throughout and undertook the quality checking of all coding. Using a core team in this way minimises coding variability and thus retains data quality.

The coder briefing included background information and presentations covering the questions, the consultation process and the issues involved, and discussion of the initial coding frames. The briefing was carried out by Ipsos MORI's executive team along with representatives from HS2 Ltd.

All those attending the briefings were instructed to read, in advance, the consultation documents and go through the response form. Examples of a dummy coding exercise relating to this consultation were carefully selected and used to provide a cross-section of comments across a wide range of issues that may emerge.

Coders worked in close teams, with a more senior coder working alongside the more junior members, which allowed open discussion to decide how to code any open-ended free-text comment. In this way, the coding management team could quickly identify if further training was required or raise any issues with the project management team.

The Ascribe package also afforded an effective project management tool, with the coding manager reviewing the work of each individual coder and having discussions with them where there was variance between the codes entered and those expected by the coding manager.

To check and ensure consistency of coding, a minimum of 10% of coded responses were validated by the coding supervisor team and the executive team, who checked that the correct codes had been applied and identified issues where necessary. A supplementary 10% of responses were checked by HS2 Ltd.

### **Updating the code frame**

An important feature of the Ascribe system is the ability to extend the code frame "organically" direct from actual verbatim responses throughout the coding period.

The coding teams raised any new codes during the coding process when it was felt that new issues were being registered. To ensure that no detail was lost, coders were briefed to raise codes that reflected the exact sentiment of a response, and these were then collapsed into a smaller number of key themes at the analysis stage. During the initial stages of the coding process, regular weekly meetings were held

between the coding team and Ipsos MORI executive team to ensure that a consistent approach was taken to raising new codes and that all extra codes were appropriate and correctly assigned. In particular, the coding frame sought to capture precise nuances of respondents' comments in such a way as to be comprehensive.

### Checking the robustness of the datasets

Once coding was complete, and all data streams combined, a series of checks were undertaken to ensure that the data set was comprehensive and complete. The initial check was to match the log files of serial numbers against the resultant data files to ensure that no responses were missing.

In the case of any forms logged that could not be found in the dataset, the original was retrieved from the filed storing boxes, captured then coded and verified as appropriate. A check was then run again to ensure records existed for all logged serial numbers. During this process it was also possible to identify any duplicate free-format responses (e.g. where two cases for the same serial number appeared).

### Final code frame

The final code frame for this consultation is available in a separate document.

## For more information

3 Thomas More Square  
London  
E1W 1YW

t: +44 (0)20 3059 5000

[www.ipsos-mori.com](http://www.ipsos-mori.com)

<http://twitter.com/IpsosMORI>

### **About Ipsos MORI's Social Research Institute**

The Social Research Institute works closely with national governments, local public services and the not-for-profit sector. Its c.200 research staff focus on public service and policy issues. Each has expertise in a particular part of the public sector, ensuring we have a detailed understanding of specific sectors and policy challenges. This, combined with our methods and communications expertise, helps ensure that our research makes a difference for decision makers and communities.