

## Report of the Chief Executive

**HS2 UPDATE: DESIGN REFINEMENT CONSULTATION**1. Purpose of report

To update the Committee on the published HS2 Phase 2b Design Refinement and to consider a response to this consultation.

2. Background

On 6 June 2019 HS2 launched a consultation on a number of proposed amendments to the High Speed 2 railway route as published in the Working Draft Environmental Statement (WDES) which was consulted upon in the autumn of 2018. The new consultation includes an amendment to the route at Trowell which moves the proposed railway line east to avoid the need to permanently move the M1 Motorway; the consultation will close on 6 September 2019. Responses to this consultation will inform on-going design and environmental assessments in advance of the formal deposit of the hybrid Bill.

HS2 will bring substantial economic and social opportunities to Broxtowe through the creation of new jobs and investment. Minimising the impact on the M1 Motorway and the removal of the viaduct at Trowell are both welcome amendments made through this consultation. However, it is important that any adverse impacts are kept to a minimum, with this in mind there are a number of specific issues that should be raised in response to this consultation. These are detailed in the appendix but include: the additional loss of residential properties and employment land at Trowell.

3. Financial implications:

The cost to Broxtowe can be met within existing budgets.

**Recommendation**

**The Committee is asked to RESOLVE:**

- 1. To respond to the consultation, having regard to the points contained in this report and the appendix;**
- 2. To request that HS2 Ltd prepares a report on the environmental, social and economic advantages and disadvantages of tunnelling the route through Broxtowe.**

Background papers

Nil

**APPENDIX****1. Route as Existing**

The route as published in the WDES travels north from the East Midlands Hub Station on a 2.6km viaduct passing over the River Erewash, Erewash Canal, Stanton Gate, Stapleford Road (A6007), Erewash Valley railway line and the Radford and Trowell railway line before returning to an embankment. This alignment requires the permanent realignment of 2.1km of the M1 Motorway between the River Erewash and Stapleford Road (A6007) moving the motorway by up to 90 metres to the west of its current location.

This design would take three and a half years to complete and would lead to significant impacts on traffic using the motorway and surrounding road network. There is also local concern about the design of the viaduct through Trowell (including the height, visual impact and noise).

**2. New Route as Proposed**

The proposed design refinement would involve the realignment of approximately 5 km of the current HS2 route between Derby Road in Long Eaton and the approach to a tunnel at Strelley moving the route approximately 80 metres to the east in order to avoid the M1 motorway.

The railway would be on a viaduct for much of the section to allow the railway to cross the River Erewash, Erewash Canal, Stanton Gate, Stapleford Road, the Erewash Valley railway line and the Radford and Trowell railway line before moving to a combination of embankment and cutting through Trowell.

**3. Positive impacts of the new route as proposed**

Removing the need to realign the M1 motorway will reduce the impact on the strategic road network which is welcomed. This should also reduce the impact on the local economy and the land to the west of the M1. The removal of the viaduct will also reduce the overall landscape and visual impact of the route in the area and will significantly reduce the cost and construction program of the project.

**4. Negative impacts of the new route as proposed**

The new alignment will result in the need for approximately 20 additional residential demolitions the majority of these will be on Tiree Close and Iona Drive. The realignment will also bring the railway closer to existing properties on Islay Close, Iona Drive, Buttermead Close and Trowell Park Drive. This is likely to increase the impact of the construction and operation of the railway for people living in this area albeit that the construction period is expected to be reduced. The lack of construction phase maps to accompany the

consultation has however, meant that the full impact of the route alignment on local residents could not be fully assessed.

Moorbridge Land Local Wildlife Site will be directly impacted by the proposed revision due to more earthworks being required on the site.

In addition whilst not specifically mentioned in the HS2 documentation there will be a significant impact on existing employment premises within Trowell. This includes two sites which are classified as good quality existing employment sites and protected as such through Policy 9 of the Part 2 Local Plan. Whilst plans showing land required for construction have not been included in the consultation document (therefore the extent of the expected loss is not clear) it is expected that both sites both will be lost for employment amounting to approximately 3.3 ha.

#### 5. Summary of all feedback from consultation events held by the Borough

The Borough Council undertook three consultation events throughout the borough in the areas most likely to be affected by the route refinements (Nuthall, Stapleford and Trowell).

##### Nuthall

- Nuthall residents don't want HS2 and can't see the benefits for them.
- Would prefer a tunnel from Long Eaton to beyond Nuthall – this would mean that the line could be straighter and higher speeds could be achieved by the trains and would result in significantly less impact to a large amount of residents.
- There is a lot of concern regarding the compensation (including):
  - Agreements not being honoured (as reported in local papers);
  - For some people there is specific additional value attributed to their property (i.e. it has been purpose built or has long-term family / sentimental value) the cost of compensating this additional value has not been taken into account.
  - The timing of the compensation (i.e. where specialist accommodation is required it may not be possible to buy the appropriate housing on the open market (or it may take longer / cost more) and so where adaptations or purpose built is required the money is needed in advance).
  - There is also concern that equivalent properties are not available on the market especially within the local area as some people don't want to have to move elsewhere (particularly where there is land with the property or it has been purpose built) or that the equivalents elsewhere are more expensive and therefore some people will be left worse off (even after compensation).
- Congestion concerns both during construction and long-term (the latter being caused by motorists slowing down to look at the trains).
- Concern regarding the danger caused as a result of motorists being distracted by the moving trains (both locally and those on the Motorway) and glare from the trains.

- There is also concern regarding the long term maintenance of roads particularly where additional traffic may have caused damage.

### Stapleford

- Would like to see the route tunnelled.
- Concern regarding massive local highways and pedestrian access disruption with a focal point being the works (and closure) of the bridge at Station Road/ Derby Road between Stapleford and Sandiacre which could isolate communities.
- Concern about construction traffic and the adequacy of local roads to cater for this.
- Importance of local connections to improve economic growth and in particular between Long Easton and Stapleford.
- Enhancements needed to Bessell Lane
- Flood risk concerns in the Erewash Valley/ inadequate flood defences/ queries concerns re proposed pumping station.
- Concern regarding the adequacy of compensation, including those that aren't getting compensation but will be affected.
- Uncertainty re: timescales.

### Trowell

- A tunnel would have much less impact on the residents and habitats and to date no evidence has been provided to show that this isn't feasible.
- An alternative route should also be considered (with a station at Stanton and the track to the west of the M1 motorway) which would remove many of the curves and inclines meaning the trains can go faster.
- Concern regarding the impact that building on the floodplain will have on the remaining properties.
- Concern about noise and lack of available evidence.
- Many of the properties being demolished are bungalows lived in by elderly residents. There is a shortage of affordable bungalows in the vicinity and it's likely that demand for them (and subsequently the cost) will increase meaning that the compensation is unlikely to be adequate.
- There is a very well established sense of community which will be lost as residents are forced to move, the introduction of short term renter will also alter the dynamic of the community for those that remain.
- Concern regarding the impact that the road closures will have on Trowell as both main roads will need to be shut.
- Uncertainty regarding proposals and lengthy timescales involved is leaving residents in limbo with many unable to move or invest in their properties.
- Plans don't provide enough detail regarding which properties are being affected – the construction plans are also required.
- The visual representation is inaccurate.

6. Key Issues from consultation events held by the Borough Council and possible solution

Feedback from the consultation events indicates that the amendment as detailed in the design refinement does not go far enough. Many people thought that tunnelling needs to be looked at as a serious option, whilst it is understood that this will be expensive, this needs to be balanced against several advantages including:

- Less demolitions of homes/ businesses (which itself should reduce the cost associated with compensation);
- Less disruption to several main roads in the area which, if closed for lengthy periods, would have a devastating impact on the local economy with access to several important town centres (Stapleford in Broxtowe but also Sandiacre and Long Eaton) impaired with subsequent loss of jobs;
- Social benefits including preserving well established communities, reducing impacts on elderly residents and reducing impact of uncertainty on residents; and
- Environmental benefits including less noise, less loss of wildlife habitat, less adverse noise impact, less impact of earthworks in flood areas, less impact on heritage assets, etc.

It has been noted that tunnelling has been successfully achieved elsewhere including London/ Cotswolds/ Manchester and the densely populated areas in Broxtowe justifies this.

There was also concern regarding the compensation arrangements, whilst these agreements are made between HS2 Ltd and individual landowners without the input of the Borough Council, it is considered that these concerns could be addressed by a tunnel.