

SANDIACRE PARISH COUNCIL

HS2 Phase 2b (Crewe to Manchester, West Midlands to Leeds)

Response of Sandiacre Parish Council to the consultation:

The following comments outline the response of Sandiacre Parish Council to the consultation on the proposed route of HS2 phase 2, published November 2016.

In preparing this response, the Parish Council has consulted with local residents, but individuals, businesses and organisations may have made separate representations to HS2.

Route Refinement - East Midlands Hub approach around Long Eaton

'East Midlands Hub Station has moved about 150m south to enable the route to fit through the gap between Stapleford and Sandiacre whilst incorporating lessons learned from Phase One'.

'The station remains in the same general area and the configuration of the station has not changed'.

'Heading north from East Midlands Hub Station, the route travels in the same corridor and has moved c. 50m to the west and reduced in height by around 1.5m over the Erewash Canal and existing rail line'.

Impact on community

In principle, the Parish Council recognises the value of developing a new station at Toton, (which borders Sandiacre) and an improved rail network in order to provide greater employment opportunities, economic development, an improved rail service, quicker journey times and greater connectivity between cities.

However, Councillors have considered the importance of safeguarding their community from the negative impact of noise and disturbance, adverse environmental impact, disruption from increased HGV movement during the extensive construction period and through increased commuter and public transport movement when the scheme is completed.

Toton Hub

It is noted that a new Toton Hub would be a 'parkway station' serving both Nottingham and Derby and it is considered that Sandiacre is already adversely affected by a very limited and over-stretched road system in an area that has limited parking capacity.

Existing highway issues

The village centre currently struggles to accommodate a high number of HGV vehicles and commuter traffic travelling to and from the M1 (J25)/A52 junction via Longmoor Lane and Derby Road.

The entrance to Toton Sidings (via Bessell Lane) is within the Sandiacre boundary and as an access point for the new Hub, it is considered that development work and commuter travel will create a considerable increase in traffic congestion along Station Road, unless remediation work is sympathetically carried out to the existing road system.

Traffic volume

The Toton Sidings site accommodates one of the largest rail depots in the UK, so the volume of traffic already moving through Sandiacre to the M1/A52 junction (J25) on a daily basis is excessive and already causes disruption to the community.

HGV drivers already prefer to travel through Sandiacre towards M1 (J25) rather than travel through the neighbouring town of Stapleford to M1 (J26) as the main access route through Stapleford has speed humps positioned on the high street.

Construction period

Through development of a new station, there will be further increases in traffic volume during the initial construction stages and subsequently, through daily commuter traffic, which will increase the risk of danger to other road users and pedestrians, especially along Longmoor Lane and Derby Road towards the M1/A52 junction.

Residents could be seriously affected by construction traffic over a long period and will suffer disruption when going to or from their properties, especially during the day and at peak times.

Public safety

The local Secondary School has approximately 1,165 pupils and is situated near the M1 (J25) junction. Pupils use Derby Road each day when commuting to and from the school site. A further increase in HGV traffic along Derby Road will significantly increase the risk of injury unless construction traffic is restricted to certain times of the day and further road safety measures are introduced.

Further new development

With a population of 8,889 (2011 Census), Sandiacre is one of the largest parishes in Erewash and as part of the Erewash Core Strategy, there are plans for a substantial new neighbourhood development on the derelict Stanton Regeneration site, the largest development site within Erewash, which is located approximately 2 miles from Sandiacre.

Plans include:

- Around 2,000 homes
- Comprehensive remediation and redevelopment
- A business park of around 10ha
- At least 10ha of land for general industry
- Additional replacement employment land

It is anticipated that this major new development will have far-reaching implications for neighbouring parishes and especially Sandiacre, as the primary route for HGV traffic coming from and reaching the M1 to travel north or south and the A52 to travel east or west.

Parking issues

Residents and Councillors are concerned that development of the new Hub will see an increase in commuter parking, causing potential disruption to nearby residents and businesses.

Increase in commuter traffic/Public transport systems

East Midland's airport is one junction away from Sandiacre and is easily accessible for commuters wishing to use the new Hub.

There will be a potential increase in bus services from Ilkeston, Derby and Nottingham as demand for service increases to reach the new station and the parish already struggles to

accommodate several bus companies operating in the area and around the small narrow streets.

Minimise impact of traffic

It is considered important to minimise the impact of traffic associated with construction and operational phases through maximising use of existing rail networks and introducing major improvements to existing local transport networks.

The existing canal bridge at the junction of Derby Road/Longmoor Lane/Station Road and Town Street would require modification / rebuilding work to ensure stability as it is unsuitable to sustain a further increase in HGV traffic or other heavy vehicles. The bridge is narrow and was not built to accommodate such a high level of use.

Conservation Areas: Canal side & Stoney Clouds

Some areas of the village centre running by the canal side are situated within a Conservation Area, which then heads towards St Giles' Church at Stoney Clouds.

It would be important to consider the impact on each of the two Conservation Areas at the initial stages of development and also the visible impact of high speed trains passing at speed in close proximity.

Impact assessments

The following documents are considered to be of importance:

- Noise assessment
- Traffic assessment
- Pollution assessment
- Archaeological survey
- Engineering report

Countryside areas

At this stage very few details have been given about the measures to be taken to reduce the impact that railway noise will have on the surroundings, or the harm that construction work may do to biodiversity, archaeology and the landscape etc.

Both Councillors and residents are concerned over the noise and visual impact high speed trains will have on the quiet tranquillity of the Erewash canal side and green-belt areas beyond the village, including areas around Stanton Gate, a highly cherished beauty spot.

St Giles' Church is a Grade 1 listed building in a Conservation Area adjacent to the Parish Council's Cemetery, lying in close proximity to the route. This historic and peaceful location will be adversely affected by noise and disturbance throughout the day and the visual amenity of the local countryside will be lost.

The Cemetery is of special significance to residents and their families and the area is maintained to ensure peace and tranquillity, providing an appropriate setting that people expect of a burial ground and which they may frequently visit for quiet reflection. Income for the Cemetery could be blighted over many years.

The Erewash Valley Trail is regarded as a significant asset for local communities and a valuable resource with beautiful countryside that inspires recreational use and positively contributes to both improving bio-diversity and providing quality green space for the enjoyment of local people.

The benefits of these areas to local people are very high and offer an opportunity for wildlife and ecology to thrive, besides it having existed in the same form for centuries and is part of the local heritage.

Unless the route is reconsidered or there is adequate separation provided to alleviate noise and disturbance from the high speed rail link, HS2 will potentially devalue this beauty spot and all the activities that take place for people's health and well-being, such as walking, cycling, jogging etc. It is recommended that solutions are found that respect the character and amenity of the surrounding landscape and countryside.

Suggestions for improvement

Councillors have considered that there is potential to introduce solutions to minimising the impact of heavy traffic on the community and which HS2 should consider as part of the plans:

- Introduction of a relief road around Sandiacre
- Creation of a new Motorway junction between J25 and J26 to lessen traffic impact on surrounding parishes
- Realignment of existing roads
- Retain the rail loop to Stanton
- Enhance access from Long Eaton to reduce the traffic impact on Sandiacre
- Restrict the times of operation for construction traffic in the initial phase of development – Work should not proceed throughout the night
- Make use of existing track
- Reduce the frequency of trains per hour
- Introduce a multi-storey car park at the new station to reduce impact on local communities for inconsiderate parking near residential/business properties

PROPERTY CONSULTATION 2016

Residents have raised concerns over the impact HS2 will have with the development of a new Hub in close proximity to a thriving residential area and one that attracts interest from commuters wishing to live near the M1 in a prosperous community.

The frequency of trains travelling through the new Hub alongside Sandiacre will create an adverse impact on property prices, especially those located in close proximity to the route.

There is potential for the A52 to be widened and properties alongside Longmoor Lane could be lost.

A negative impact will be felt by nearby properties and businesses if there is insufficient sound barriers in place to restrict noise and disturbance.

It is considered essential that HS2 fully compensates all those affected and introduces a specific investment plan for the area to allay any fears.