



HOUSE OF COMMONS
LONDON SW1A 0AA

Sir David Higgins
Executive Chairman
HS2 Ltd
One Canada Square
North Colonnade
London
E14 5AB

Our ref: AB/1703

9 March 2017

Dear Sir David,

I am making responses to the two HS2 consultations on route refinement and property compensation which close on March 9th. The following is a mix of the views of my constituents and my own observations. I have been advised to submit my responses by way of a letter and I would be grateful if my submissions could be included in the full consultations. I will also send a copy of this letter directly by email.

1. Route Refinement

I believe HS2 has widespread support throughout my constituency. It is accepted that the siting of the East Midlands Hub at Toton Sidings will confer considerable economic benefit as well as providing a new railway of super fast trains to Leeds, Birmingham and London. However, there is resistance to HS2 in Trowell and Strelley Village and those parts of Nuthall and Stapleford which are adversely affected by the route.

(a) Trowell

It would be wrong to make any assessment of Trowell and the affect of the route on the village by simply looking at the map. Trowell is indeed a village and has a proud history; it is worth noting that Trowell was selected as the "Festival Village" for the 1951 Festival of Britain, as a typical example of rural British life. Whilst I accept that the village has changed in the last 66 years (mainly as a result of the construction of the M1 which travels through the village) it is still, at its heart, a rural community. The people of Trowell consider themselves villagers - they do not believe they live in a suburban or urban area but in a village.

I accept there appears to be no other route but through Trowell. I must say that many residents in Trowell strongly object to the route - understandably fearing it will exacerbate the adverse affect the M1 has had on the village. It is important to note that the M1 was recently widened to 8 lanes.

The topography of the landscape coupled with the M1, other roads and existing railway line may explain why HS2 has chosen a viaduct up to 20m in height to deliver the route.

I believe I represent the majority of villagers (and I am struck by the number of emails, letters and phone calls I have had) in opposing the proposed viaduct.

The viaduct will completely dominate the village. Whilst the M1 dissects the village, it is only visible in parts of the village. There is constant noise and pollution and indeed the motorway passes within a few metres of people's homes and the village school. However, the proposed viaduct runs at great height along the motorway and will have an intolerable and unacceptable impact on Trowell.

On Trowell Park, residential roads such as Iona Drive are a metre from the motorway. The viaduct will be higher than any home and will completely dominate not just roads like Iona Drive, but the entire development.

The viaduct is so tall it will tower over the existing railway line which crosses over the M1. The viaduct is higher than the village church and few homes will be spared a view of it given the route of the M1 through the village.

I believe an alternative to the viaduct must be found that has minimum impact on Trowell - a village already affected by a huge piece of major infrastructure. An alternative may have the benefit of providing a sound barrier to the M1 for many residents. I urge HS2 to be bold and imaginative in finding an alternative to the viaduct. Some villagers would urge HS2 to find another route.

Construction impact and mitigation measures

Given the existing infrastructure and layout of the village it is critical plans are made with the agreement of villagers and their elected representatives, to minimise the affect construction will have on the village. These plans must be made well in advance and must include a proposed communication network to enable all residents to be kept fully informed of the construction works, with good notice and for residents to be able to communicate quickly and efficiently with the relevant members of the construction teams.

(b) Strelley Village

Strelley Village is a conservation area.

I was grateful to attend a very positive meeting with the owners of Strelley Hall and HS2. Again, I do not doubt that many villages are opposed to the route and there are many who support a bore tunnel.

Having seen HS2's plans for a cut and cover tunnel I would not object to such a tunnel; it would also act as a sound barrier to the neighbouring M1. However, I completely support the views of all residents and the owners of Strelley Hall that the proposed route should be moved at least 30 metres away from the village. I believe such a change is entirely feasible.

Construction impact and mitigation measures

HS2 must put in place plans to minimise disruption to the village well in advance of the work beginning. These plans must be agreed with residents and businesses at Strelley Hall. It is my view that alternative access to avoid all construction traffic using the existing road must be included in these plans. Without such an alternative the construction works will have a seriously adverse impact on residents and the livelihood of the large number of businesses at Strelley Hall, including Strelley Hall's own business.



(c) Nuthall

The proposed route adversely impacts residents on the B600 (Nottingham Road). Some homes will be demolished and the remainder will have a 10m high viaduct running next to the M1 in very close proximity to their homes.

Again residents suffered significant disruption during the widening of the M1 motorway. The impact was to make the M1 even more dominant with the attendant noise and pollution. The viaduct will have a visual impact which many residents will consider adds to a greatly diminishing quality of life in the shadow of the M1.

Construction impact and mitigation measures

I rely on my previous submissions above. It is important to add that the current route impacts on an exceptionally busy junction (known locally as Nuthall Roundabout) primarily concerning the A610 and the neighbouring Junction 26 of the M1. The construction of a major piece of infrastructure so near to these important and busy junctions must not be underestimated - long delays and traffic chaos will have exceptionally adverse consequences, not only for residents in the area but also for commuters and businesses as far afield as Nottingham and other places off the M1. Again robust early planning to mitigate the effects is critical.

2. Property Compensation

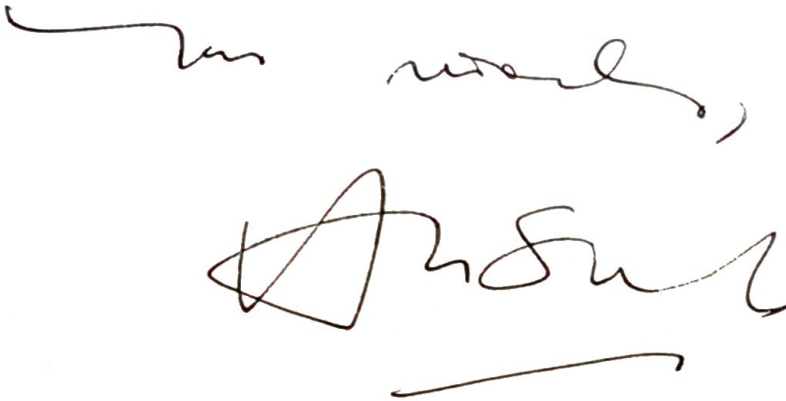
(a) Trowell

The proposals place Trowell in the 'urban zone' which would benefit the most from the East Midlands Hub at Toton Sidings. This would mean villagers and would be excluded from compensation available as part of the Rural Support Zone and the Homeowner's Payment Compensation Scheme. I believe Trowell should not be placed in the urban zone and villagers on the route should be eligible for compensation under the two aforementioned schemes for the following reasons.

1. Trowell is too far away from the HS2 East Midlands Hub to experience the benefit of development around the station.
2. Trowell is a village. It may be some time ago that Trowell was made the Festival Village as part of the Festival of Britain and I don't deny it has changed since 1951 but it remains, at its heart and in the minds of all villagers, a village. It is not urban or suburban and is not considered as either by any authority or its residents.
3. Trowell will be heavily impacted by HS2. If the route is delivered by the proposed 20m viaduct through the village it will adversely impact almost every home, greatly diminishing the quality of life and enmity for villagers. There is no doubt house prices will fall in value.
4. A different mechanism to deliver the route may well be more acceptable but would still adversely impact the village and its residents and house prices would fall.
5. The construction of the route will cause considerable disruption and impact on the environment in and around Trowell for some considerable time. I have had had considerable experience of the huge adverse impact major infrastructure causes businesses and residents. The NET tram extension was built across my constituency and my office is on the route in Beeston.

(b) Stapleford

The residents of Stapleford have also been excluded from compensation for the same reasons as Trowell and although I appreciate that Stapleford may see more benefit by being closer to the Hub Station when it is completed, residents will certainly be faced with significant disruption during construction. This is particularly the case for roads in close proximity to the planned route including Bessell Lane, Kelvin Close, Midland Avenue, West End Street and a number of houses on Wellington Street which are close to the planned route.

A handwritten signature in black ink, appearing to read 'Anna Soubry', with a long horizontal flourish underneath.

Rt Hon Anna Soubry MP