

Item 3 (a) Questions submitted by the Public pursuant to Rule 8 of the Council Procedure Rules.

1. Question from Mr Gary Smith to Councillor Ann Syrett, Leader and Portfolio Holder for Strategic Planning and Regeneration

My family home is in the direct path of the proposed HS2 spur line which cuts through the heart of Newton. We are very concerned about the level of compensation that we the residents of Alfreton Road whose homes will be compulsory purchased by HS2 will be offered. The Anxiety and stress that we feel is immense, we have had zero contact from HS2 in relation to the compulsory purchase of our home of over 25 years, a home that we have never had any intention of moving out of.

To this end can I ask if the Council you will support us in ensuring that we are treated fairly by HS2, and that we are offered the correct level of compensation to allow us to move to a like for like property in the area.

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2. Question from Ms Kate Heasman to Councillor Ann Syrett, Leader and Portfolio Holder for Strategic Planning and Regeneration

I am aware from BDC's Response to the HS2 Route Refinement Consultation, that the Council has shown concern on the impact the spur line will have on the villages of Newton and Old Blackwell and as an alternative to the spur line, the Council asked HS2 to consider using the Erewash Line/Midland Mainline from Toton to serve Sheffield and believed this alternative would be cost effective and lessen the impact. This was also included in the response from DCC.

Have BDC commissioned or how would you consider commissioning a mitigation report showing the cost savings and reduction in impact by using the Erewash Line/Midland Mainline?

By having such a report this would still provide a link to Chesterfield and Sheffield, capacity would be the same as the proposed spur line and Derbyshire would benefit by having this section of the Midland Mainline electrified. Such a report could be a joint venture with DCC.

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3. Question from Mr Graeme Heasman to Councillor Ann Syrett, Leader and Portfolio Holder for Strategic Planning and Regeneration

How have the consequences of the decision to cut a separate new high speed train rail route through the parish of Blackwell been examined by Bolsover District Council in recent months?

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4. Question from Ms Dorothy Mellors to Councillor Ann Syrett, Leader and Portfolio Holder for Strategic Planning and Regeneration

It appears that the decision has now been made by HS2 to accept the spur route to Sheffield. This is a massive blow for our parish of Blackwell with two new High speed train lines going through the parish. This is going to cause major disruption not only on most of the roads through the parish but to services such as water and sewerage, gas, electricity and media cabling which will have to be re-routed. What steps do the Council have planned to minimise and mitigate the effects of this proposed "double HS2 route" through the parish of Blackwell and do the Council propose a site visit so that they are aware of all the difficulties we are going to be facing?

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Have BDC undertaken or do you plan to undertake a study of the route through Blackwell Parish, in order to assess the method of tunnelling you will press HS2 to adopt at the points where the route crosses roads, and impacts upon homes?

Background information provided by Mr Mellors

Our MP Mr Dennis Skinner arranged for a group from Blackwell to meet the Junior Minister for Transport Andrew Jones in March, and we made a presentation to him. In Parliament and at that meeting Mr Jones stated HS2's claim that in Newton, there were only 5 residential properties which would require to be removed for the HS2 line. We strongly dispute this figure and believe the Department for Transport have been misled by HS2.

In the safeguarded zone, there are actually 30 properties in Newton and 2 in Old Blackwell: In Newton 20 on Alfreton Rd, and 10 newly constructed on Newton Fields. We understand that Safeguarded does not necessarily mean that these would be demolished.

However where the route crosses Alfreton Road Newton, a cut and cover tunnel in a cutting of 11.6m finished depth is proposed by HS2, requiring an "Open Cut". With the engineering principles which HS2 have published, an Open Cut would require battering back removing a length of 80m or 90m of Alfreton Rd, depending upon coal measures found; that would involve the demolition of 14 or 18 homes respectively.

An alternative is for earth retaining piling to be used temporarily to support the ground during construction and reduce the length of Alfreton Rd requiring removal. But it would have to be reduced to as little as 20m in order to require the removal of only 5 homes. Since the final width of the track is to be 19m, such a small metrage is impossible to achieve, and more likely a minimum of 40 m would be required meaning the demolition of at least 9 homes.

Another alternative is to change the proposal and employ a Tunnel Boring Machine to bore a tunnel underneath Alfreton Rd, thus requiring no demolition of homes, and reduced disruption of services for the whole community.

Reference Information

1.HS2 Map HSL15A showing Spur line through Blackwell Parish with crossing, viaduct, cutting , and level details:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/534606/C321-MMD-RT-DPP-165-581501.pdf

Also see Pages 65 and 66 of the following HS2 Engineering report

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https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/629036/CS8_69_P03_West_Midlands_to_Leeds_Route_Engineering_Report_170714.pdf

2. Extract :

From HS2 Document (Link below) the definition is given: *“cut-and-cover tunnel (also referred to as green tunnel) – where a trench is excavated and roofed over, then the land on top of the tunnel is restored so it blends into the landscape.”*

http://assets.hs2.org.uk/sites/default/files/hb_pdf/D7%20-%20Tunnel%20Construction%20and%20Methodology.pdf

3. HS2 also state (Link below) that :

“Building HS2 will involve the construction of several open cuts as well as tunnels. Open cuts will be constructed both as temporary works (e.g. for the construction of an underground station, cut-and-cover tunnel, etc.) and permanent works (e.g. for the construction of a tunnel portal). In areas with abundant construction space, unsupported sloping open cuts can be considered. However, in an urban environment or where there is lack of available space, the open cuts will be vertical – these will need to be supported with an earth retaining structure that will help to control and reduce ground movement.”

<http://assets.hs2.org.uk/sites/default/files/inserts/Impacts%20of%20tunnels%20in%20the%20UK.pdf>

4. Extract from Railsystem.net:

“For depths of 30 to 40 feet (about 10 m to 12 m), cut-and-cover is usually more economical and more practical than mined or bored tunneling. The cut-and-cover tunnel is usually designed as a rigid frame box structure. In urban areas, due to the limited available space, the tunnel is usually constructed within a neat excavation line using braced or tied back excavation supporting walls. Wherever construction space permits, in open areas beyond urban development, it may be more economical to employ open cut construction.”

<http://www.railsystem.net/cut-and-cover/>

5. Extract from Wikipedia:

“Shallow tunnels are often of the cut-and-cover type (if under water, of the immersed-tube type), while deep tunnels are excavated, often using a tunneling shield. A major disadvantage of cut-and-cover is the widespread disruption generated at the surface level during construction.

Tunnel boring machines (TBMs) and associated back-up systems are used to highly automate the entire tunnelling process, reducing tunnelling costs. In certain predominantly urban applications, tunnel boring is viewed as quick and cost effective alternative to laying surface rails and roads. Expensive compulsory purchase of buildings and land, with potentially lengthy planning inquiries, is eliminated.”