### A reflection on the approach to mitigating potential significant effects on the views and context of the heritage resources as part of the implementation of All Lane Running on the M1 between junctions 28-31

As the implementation of the next tranche of Highways England’s Smart Motorway Programme (SMP) commences, Andy Williams, Project Landscape Architect at Mouchel reflects on the approach to mitigation adopted by a previous scheme on the M1 between Junctions 28-31. The implementation of All Lane Running, involving the conversion of the existing hard shoulder into a permanent running lane, with the provision of emergency refuge areas, CCTV coverage and other supporting infrastructure. This strategic route, with high traffic flows, has required Highways England to implement a number of SMP schemes along its length, including a stretch between Junctions 28 – 31 to the east of Chesterfield and south of Sheffield.

The M1 between Junctions 28-31 runs through a largely rural landscape, the occasional village or small settlement representing a dispersed pattern. Within this landscape are several key heritage resources that comprise; Hardwick Hall, Bolsover Castle, Sutton Scarsdale Hall and Barlborough Hall, all of which lie within the visual influence of the M1. The relationship between the sites is an important one, the inter-visibility between Hardwick Hall, Sutton Scarsdale and Bolsover Castle being particularly sensitive, as various generations of associated families played one-upmanship with relatives, associates and the wider population.

The National Trust are the owners and managers of Hardwick Hall, an Elizabethan hall and landscape located north of Tibshelf Motorway Service Area and set on the edge of an extensive escarpment slope, overlooking the existing motorway corridor.

Historic England also have assets within the Hardwick Estate in the form of Hardwick Old Hall, a ruin of an earlier building that is adjacent to Hardwick Hall. Historic England also own and manage Bolsover Castle, located to the north of Hardwick Hall and on the same ridgeline with extensive views to the west across the landscape and the existing M1 corridor. Sutton Scarsdale Hall, now a ruin is located on the high ground to the west of the M1 and is visible from both Hardwick Hall and Bolsover Castle. North of the settlement of Barlborough is Barlborough Hall, a grade I listed building and Registered Park and Garden (Grade II) which lies immediately adjacent to the M1 corridor.

In line with ‘IEMA’s Environmental Impact Assessment Guide to Shaping Quality Development’ and best practice, the project adopted an early engagement approach with Historic England and National Trust as managers of the aforementioned sites. This enabled the project team to keep these key stakeholders informed of the design, taking on board comments and responding to concerns throughout the scheme’s development phase.

During these engagement discussions, representatives from both organisations emphasised the importance of the historic buildings themselves and of the landscape within which they sit. The M1 was identified as a key visual detractor cutting through the intervening landscape and within which additional elevated infrastructure had the potential to erode the relationship between the historic buildings further.
During an early meeting held with Historic England, it was suggested by the consultee that alternative colours for the proposed infrastructure could be considered, rather than the ‘grey’ that is routinely used. This idea was tabled at subsequent meetings with Historic England and the National Trust. Using photoshop, photographs of existing gantries were modified to demonstrate the colour options which ranged from olive green, dark green, dark brown to a lighter brown, all colours that were regressive within the wider landscape. Options were presented for further discussion and an agreement was reached on the Bison Brown colour, as it reflected many of the tones, most notably in winter months of the wooded context and in summer months would not complete with the lighter greens found in much of the landscape.

The inclusion of the coloured gantries within the design strategy for the scheme was incorporated into the assessment phase. Both the landscape, visual and cultural heritage assessments identified the anticipated effects associated with the gantries and concluded that significant adverse effects were unlikely to arise, in part due to the careful siting of the infrastructure but also due to the chosen colour that contributed towards limiting adverse effects.

The forthcoming HS2 link between Birmingham and Leeds will almost certainly utilise the same broadly north south corridor as the M1. As such, future effects arising as a result of this or other significant development will be considered in the context of the motorway and the mitigation already adopted to reduce potentially adverse effects.


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