

Consultation Response to Volume 2 CFA LA06: STAPLEFORD TO NUTHALL

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VOLUME 2: CFA LA06: STAPLEFORD TO NUTHALL

1.1 General Comments

- 1.1.1 This report contains our comments for the Community Area 6 of WDES Volume 2.
- 1.1.2 Please also refer to the General response to WDES Volume 2 where comments apply to all areas within Derbyshire.
- 1.1.3 Detailed comments on other Community Area Reports are contained in separate local area volume which also form part of this consultation response.
- 1.1.4 The Council continue to be disappointed with HS2's failure to address key concerns in this area which have been raised by DCC on numerous occasions. These include the design options for the viaduct through Sandiacre. DCC do however welcome the proposals for the developments of Toton Station provided that they take account of access arrangements and rail connectivity.

1.2 Overview and description, Section 2.

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Paragraph reference	Full ES comment
2.1.26	Appropriate reference is made to the adopted Derby and Derbyshire Minerals Local Plan; Derby and Derbyshire Waste Local Plan; Derbyshire Local Transport Plan; Adopted Erewash Borough Local Plan; and Adopted Erewash Borough Core Strategy.
2.1.27	It should be noted that DCC and Derby City Council are currently preparing reviews of the Derby and Derbyshire Minerals Local Plan and Derby and Derbyshire Waste Local Plan, which have not yet reached the submission stage to the Secretary of State.
2.1.28 - 2.1.30	With regard to committed developments, allocated sites and land safeguarded for minerals development, which will be identified in the baseline information, HS2 Ltd is requested to liaise with DCC to ensure that the baseline information is robust and up-to-date as the WDES is progressed to its final version.
2.1.32	There are a considerable number of areas in the design which are subject to further development. As a result it makes it difficult to provide a meaningful response to this consultation.

2.2.17	<p>The height of the viaduct has increased from that consulted on in 2017 could not efforts have been made to lower instead to reduce the visual impact of the scheme.</p> <p>There is no mitigation landscaping shown for a section of M1 motorway bridge that will become redundant as part of the works. CT-06-435a H5. DCC requires that redundant highway and structures are removed as part of the works.</p>
2.3.1	<p>Could materials for the Stanton Gate main compound and any waste generated be brought and removed from the site by rail using trains on the Erewash Valley line rather than road as proposed the compound is adjacent to the rail line.</p>
2.3.34	<p>It is not clear how long the Stanton Gate main compound would remain in place. In section 2.3.43 it states this compound would remain in place for 4 year 6 months for construction of the viaduct and then in 2.3.35 there is an additional 6 years and 6 months for embankment works and in 2.3.37 another 3 years and 6 months for M1 realignment works and 2.3.40 2 years and 6months for rail installations works and 1 year and 3 moths for electrical transformers. However in figure 5 the compound is shown as being open for 4 years and 6 months for civil engineering and in figure 6, 1 years and 3 months for rail systems work. More clarity is required on what the total time the various work compounds will be open for.</p>
2.3.41,	<p>A6007 Stapleford Road Satellite Compound.</p> <p>Construction traffic and worker routes for sites in the neighboring Authority areas may have some transportation impacts on Derbyshire's roads. The predicted volume and nature of trips generated by the operations for this site should be identified within the Environmental Statement and any requisite mitigation identified / implemented as a part of the Construction Management Plan.</p> <p>Canal and rail bridges on Stanton Gate / Moorbridge Lane within the County of Derbyshire may need up to date structural assessments to be undertaken to ensure they are acceptable for the construction traffic envisaged via this route.</p> <p>This site has been assessed based on the information / plans provided by HS2 and on an individual basis looking at access to the existing local highway network issues only. No assumption has been made as to whether the boundary of a site necessarily abuts the public highway, it will be for the promoter to ensure that rights to access a site exist.</p>

2.3.47	<p>Radford and Trowell Line Satellite Compound.</p> <p>Construction traffic and worker routes for sites in the neighboring Authority areas may have some transportation impacts on Derbyshire's roads. The predicted volume and nature of trips generated by the operations for this site should be identified within the Environmental Statement and any requisite mitigation identified / implemented as a part of the Construction Management Plan.</p> <p>Canal and rail bridges on Stanton Gate / Moorbridge Lane within the County of Derbyshire may need up to date structural assessments to be undertaken to ensure they are acceptable for the construction traffic envisaged via this route.</p> <p>This site has been assessed based on the information / plans provided by HS2 and on an individual basis looking at access to the existing local highway network issues only. No assumption has been made as to whether the boundary of a site necessarily abuts the public highway, it will be for the promoter to ensure that rights to access a site exist.</p>
2.3.53	<p>Trowell & A609 Nottingham Road Satellite Compound</p> <p>Construction traffic and worker routes for sites in the neighboring Authority areas may have some transportation impacts on Derbyshire's roads. The predicted volume and nature of trips generated by the operations for this site should be identified within the Environmental Statement and any requisite mitigation identified / implemented as a part of the Construction Management Plan.</p> <p>Canal and rail bridges on Stanton Gate / Moorbridge Lane within the County of Derbyshire may need up to date structural assessments to be undertaken to ensure they are acceptable for the construction traffic envisaged via this route.</p> <p>This site has been assessed based on the information / plans provided by HS2 and on an individual basis looking at access to the existing local highway network issues only. No assumption has been made as to whether the boundary of a site necessarily abuts the public highway, it will be for the promoter to ensure that rights to access a site exist.</p>

2.3.59	<p>Trowell and Waterloo Lane Satellite Compound</p> <p>Construction traffic and worker routes for sites in the neighboring Authority areas may have some transportation impacts on Derbyshire's roads. The predicted volume and nature of trips generated by the operations for this site should be identified within the Environmental Statement and any requisite mitigation identified / implemented as a part of the Construction Management Plan.</p> <p>Canal and rail bridges on Stanton Gate / Moorbridge Lane within the County of Derbyshire may need up to date structural assessments to be undertaken to ensure they are acceptable for the construction traffic envisaged via this route.</p> <p>This site has been assessed based on the information / plans provided by HS2 and on an individual basis looking at access to the existing local highway network issues only. No assumption has been made as to whether the boundary of a site necessarily abuts the public highway, it will be for the promoter to ensure that rights to access a site exist.</p>
2.3.102	<p>It is noted from this paragraph that forecasts for the amount of construction, demolition and excavated waste that would be produced during the construction of the scheme will be reported in Volume 3. It is important, however, that details of the amount of construction, demolition and excavated waste that would be specifically generated for this section of the route are set out in the ES. DCC, as Minerals and Waste Planning Authority, can then fully understand the likely environmental impacts of the scheme, particularly if any excess waste has to be exported from the site.</p> <p>Without knowing the balance between cut and fill, the extent to which borrow pits will be required is unknown and therefore an assessment of the accuracy of the proposal in forecasting the requirement for land take to accommodate borrow pits and stocking areas is uncertain.</p> <p>The transport implications of this uncertainty in cut and fill balance, and in the need to export/import materials is also uncertain. Movement of excavated and imported materials will have the potential for a significant impact on the local road network, this should be addressed.</p>

2.3.103	<p>DCC fully supports the approach in this paragraph that any excess or shortfall of excavated material would be managed through the mitigation earthworks design approach with the aim of contributing to an overall balance of excavated material on a route wide basis. It is important, however, that details of the amount of construction, demolition and excavated waste that would be specifically generated for this section of the route are set out in the ES. DCC, as Minerals and Waste Planning Authority, can then fully understand the likely environmental impacts of the scheme, particularly if any excess waste has to be exported from the site.</p> <p>Without knowing the balance between cut and fill, the extent to which borrow pits will be required is unknown and therefore an assessment of the accuracy of the proposal in forecasting the requirement for land take to accommodate borrow pits and stocking areas is uncertain.</p> <p>The transport implications of this uncertainty in cut and fill balance, and in the need to export/import materials is also uncertain. Movement of excavated and imported materials will have the potential for a significant impact on the local road network, this should be addressed.</p>
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1.3 Stakeholder engagement and consultation, Section 3.

Document: Volume 2: CFA LA06: STAPLEFORD TO NUTHALL	
Paragraph reference	Full ES comment
3.4.6	<p>There have been many meetings between DCC and various HS2 staff and consultants with the local authority providing considerable amounts of information and views on the different elements of the proposed scheme. However it has often been felt that this is one way process with little or no feedback from HS2 on what they think of the views expressed by DCC. The lack of any notes from many of the meetings also is a cause of concern as it is hard to tell if the issues raised by DCC have been recorded, understood or taken on board.</p>

1.4 Agriculture, forestry and soils, Section 4.

- 1.4.1 At this time the council has no specific comments to make on this community area. Please see Volume 2 General Responses for more details.

1.5 Air Quality, Section 5.

Document: Volume 2: CFA LA06: STAPLEFORD TO NUTHALL	
Paragraph reference	Full ES comment
5.2.3	The Council notes, and raises its concern, that there is no reference to the formal ES presenting further assessment of dust effects.
5.2.4	The selection of the year 2023 as "worst case" is noted, but the Council is provided with no information on construction traffic levels over the period 2023-2032 so is not able to comment on whether this is correct.
5.3.5	It is noted that the Sandiacre AQMA falls within scope, and it is noted in 5.4.9 that construction traffic may impact upon this location. The formal ES will need to address this impact in full.
5.4.1	It is noted that the control and management measures as specified are "generally sufficient to avoid any significant effects". The Council will wish to see confirmation in the formal ES that this holds true for specific impacts in the LA06 area.
5.4.6	It is noted that the risk of dust effects and human health effects could be "medium" in this area.
5.4.7	Given 5.4.6 above the Council is concerned that no further assessment in the formal ES is mentioned. DCC request that further work is undertaken as part of the formal ES.
5.4.9	It is noted that the WDES identifies "likely" routes and impacts, which will need to be confirmed, and impacts quantified, before the Council can respond.
5.4.10	It is noted that the effects of changes in air quality on local receptors will be considered in more detail within the formal ES.
5.5.1	It is noted that "no specific mitigation measures for air quality are proposed". The Council wishes to record that such measures may be required subject to the findings of the further assessment and monitoring set out in the WDES.

1.6 Community – incorporating health related issues outside of the HIA, Section 6.

Document: Volume 2: CFA LA06: STAPLEFORD TO NUTHALL	
Paragraph reference	Full ES comment
6	<p>The Council has concerns over the likely impact of the route on the area to the north of Sandiacre/ Stapleford, through Stanton Gate and Stanton by Dale. This area is largely rural, although on the edge and surrounding existing and former industrial developments. Much of the area which was formerly industrial has been turned over to recreational use, and this land will be particularly adversely affected, limiting access for local people. The area is currently popular with people living in Sandiacre, Ilkeston and Kirk Hallam, for walking, dog walking and cycling. Engagement by local people in walking and other exercise is seen as important in helping to reduce the incidence of ill-health, and a number of the LSOAs in Ilkeston and Kirk Hallam have high incidence of deprivation and poor health.</p> <p>The proposed development will impact on a number of locations and require the demolition of a small number of rural dwellings. The local Moo- Haven Animal Rescue Centre which is privately operated, will also be affected, and may cease to be viable/ operational during construction.</p> <p>The existence of the M1 corridor and motorway already significantly impacts on the area and DCC are concerned that additional noise during construction and afterwards will adversely affect people living in nearby Stanton by Dale, and residents on the edges of Ilkeston and Kirk Hallam.</p>
6.2.4	<p>When reinstating or sourcing alternative public footpaths in this locality HS2 should pay particular attention to the impact of disrupted access upon those with physical disabilities, such as wheelchair users, to ensure any particular needs are catered for as part of the planning for temporary diversions or permanent route/footpath changes.</p> <p>The Council would wish to see suitable sound mitigation near footpaths including the Erewash Valley Trail to ensure their ongoing attractiveness to users.</p>

6.4.30	<p>The design of the Stanton Gate Viaduct will be particularly challenging as it will be on a climbing limb from 6m high to 18m high as it rises out of Sandiacre towards Stanton Gate. This sloping structure will sit uncomfortably along the flat floor of the Erewash Valley. A structure of this size and alignment cannot be hidden in most views, and so will need to be of a high design standard to constitute a design feature in its own right. This is likely to be easier to achieve over its full height section to the north where it will appear more physically detached from the landscape.</p> <p>Design qualities that may work in this location could be ones that attempt to achieve a graceful ascending curve through use of uncomplicated, slim-line design e.g. central piers supporting a truss of matching materials and cross-sectional dimensions, rather than a more aggressively assertive design.</p> <p>Sound barriers are a difficult issue, as they are needed to attenuate the noise of passing trains but add to the visual bulk of the finished viaduct design. The Working Draft Environmental Statement proposes 2m high sound barriers, which is sufficient to restrict noise levels on Church Drive to below 55db. This may strike a suitable balance between noise and visual impact.</p> <p>The view from the towpath of the Erewash Canal in the vicinity of the Grade II listed canal bridge of the Grade I listed St Giles Church is particularly valued. As the Stanton Gate Viaduct will cut across this middle of this view, this is an impact that requires significant mitigation. The view (VP 378-03-001) is slightly further up near Pastures Lock and the effect here is major adverse in construction, at year 1 and at year 15. This is incorrectly labelled as "View west from Erewash Canal in Stapleford" when it's in Derbyshire.</p> <p>Preliminary analysis suggests that from the bridge the church might be visible underneath the viaduct. If that is the case then design features to maximise this view, e.g. placement of viaduct piers to frame and not obscure the view, should be provided. If the precise geometry clips the view of the steeple, this might be addressed by flattening the horizontal curve of the viaduct to bring it slightly closer to the bridge and so increase the vertical arc of vision under the viaduct.</p>
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1.7 Ecology and biodiversity, Section 7.

1.7.1 Please also refer to General Responses to WDES Volume 2 CAR's for general comments on this section.

Document: Volume 2: CFA LA06: STAPLEFORD TO NUTHALL	
Paragraph reference	Full ES comment
	<p>The lack of a detailed analysis of ecological impacts and details of proposals for compensation and mitigation mean that a detailed site-by-site and feature-by-feature analysis of and response to ecological issues, impacts and opportunities is not possible at this stage.</p> <p>It is understood that various studies are ongoing and it is of course anticipated that a thorough analysis of this kind will be included within the final version of the ES. Whilst not wishing to consider potential impacts on individual sites, features and species at this time, with regards only to the section of the route (and potential receptors) within the county of Derbyshire, we would suggest that the following broad and/or overarching issues will need thorough consideration prior to the next step of the ES development:</p> <p>Only a short section of the route in this community area lies within Derbyshire. However the section in question runs through the Erewash valley and in close proximity to the Erewash Canal. As well as the various ecological designations found in this area, this section of the route is likely to be environmentally sensitive generally, and perhaps particularly in relation to the movement of protected and notable species. The use of a viaduct in this area should go some way to reducing ecological impacts and ensuring habitat connectivity in the longer term.</p> <p>However, the impacts of realigning a section of the M1 should not be underestimated, and consideration should be given to opportunities to enhance ecological issues through these works. In particular, it would appear a missed opportunity if habitat connectivity is maintained through the use of a viaduct in the Stanton Gate Viaduct section, but severance is maintained, and indeed reinstated, by the realigned section of the M1 further west. Further north, it would appear that an embankment is proposed both for the realigned section of the M1 and the route of HS2, with the HS2 embankment continuing further northwards still. HS2 Ltd should actively seek to demonstrate that opportunities have been sought to enhance long term habitat connectivity east-west in this area, including addressing severance caused by HS2 and the realigned route of the M1.</p>
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1.8 Health, Section 8.

Document: Volume 2: CFA LA06: STAPLEFORD TO NUTHALL	
Paragraph reference	Full ES comment
8.2.2	Demonstrates an understanding that the wider determinants of health will be affected as a result of this development.
8.2.3	Identifies that there will be adverse and beneficial health impacts.
8.2.4	DCC agree with the health determinants listed. However HS2 has neglected to include: potential affects on mental health and wellbeing, community connectivity, employment, housing, local transport, food and farming, economy.
8.2.6	DCC agree that the strength of evidence does that necessarily determine the importance of the outcome. HS2 also need to consider what our community tells us. The Derbyshire HS2 HIA outlines extensive community insight for example the development might improve pride in the area/better self-worth or anxiety over the threat of a compulsory purchase order. There are 34 residential properties and 38 businesses scheduled for demolition in this section so this impact could be significant.
8.2.8	DCC encourage HS2 Ltd to use and refer to Derbyshire County Councils "Rapid Health Assessment of HS2" (2013) and "Update on the 2013 Rapid Health Impact Assessment of HS2" (2017) when constructing the formal ES document. See appendix A.
8.4.1	DCC agree with mitigation listed but HS2 also need to consider adding: commission access to expert counselling services for dealing with loss related to demolition.
8.4.5	Community engagement framework and personnel is vitally important.
8.4.8	DCC request a reference to community connectedness in this section.
8.4.18	DCC request a reference to mitigation such as using aesthetic design solutions.
8.4.20	Special attention must be paid to retaining easy access to healthcare services, particularly specialist services in Derby and Nottingham.
8.4.33	DCC request that HS2 include additional mitigation to work with Derbyshire constabulary and community safety partnerships during the construction phase to monitor any adverse impact on community cohesion and community safety during the construction phase

8.4.38	<p>A total of 34 residential properties would be demolished. The erosion of social networks resulting from these demolitions would have the potential to reduce social capital, reducing the beneficial health effects that are gained through social contact and support.</p> <p>Relocation, whether forced or voluntary, may cause stress impacting more on low income families and those with disabilities or poor social support</p>
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1.9 Historic environment, Section 9.

- 1.9.1 Please also refer to General Responses to WDES Volume 2 CAR's for general comments on this section.

Document: Volume 2: CFA LA05: RATCLIFFE-ON-SOAR TO LONG EATON	
Paragraph reference	Full ES comment
9.2.4	<p>DCC suggest that the 2km study area for gathering data, "either side of the land required in rural areas and urban areas", should be appropriately broadened in areas where there is the potential for more far reaching impacts on the setting of heritage assets. This is because the extent of the setting of a heritage asset is not fixed, or in other words it has no definable limit. Therefore the potential impacts and so the study area should be considered more organically in response to this.</p>
9.3.4	<p>The Church of St Giles (NHL: 1204475); Grade I Listed Building is identified as being wholly within the 2Km study area. The Church has a prominent hill top location within the Sandiacre Cloudside Conservation area and semi-rural location. The viaduct will have the potential to have a major adverse impact on views of the church from the towpath of the Erewash Canal. Careful consideration towards the design of the structure, with particular regards to views of the church, will be required.</p>

1.10 Land quality, Section 10.

Document: Volume 2: CFA LA06: STAPLEFORD TO NUTHALL	
Paragraph reference	Full ES comment
10.1.2 and 10.1.3	DCC requests HS2 LTD to continue to liaise with its officers on an ongoing basis to discuss the likely potential effects of the scheme and to ensure that all baseline information is up-to-date and robust.
10.2.7	<p>Basing minerals assessment on mining records but ignoring inference of minerals provided by geological maps/reports may result in omissions of future issues from early consideration in the next design phase.</p> <p>Failure to deal with likely intersect of coal seams within cutting excavations could result in significant delay to construction should a licence for incidental coal recovery be required through application to the Coal Authority followed by undertaking of the subsequent mineral recovery process.</p>
10.3.46	Appropriate reference is made in this paragraph to the policies and proposals for mineral workings in the Derby and Derbyshire Minerals Local Plan and emerging review of the Derby and Derbyshire Mineral Local Plan; and to the fact that the Adopted Plan does not identify any minerals extraction allocated sites, minerals safeguarding areas or Minerals Consultation Areas relevant to the study area.
10.4.10	Whilst screening assessment is advised as having been undertaken with each potential contaminated site given a unique reference, as listed in Table 23, there appears to be no plan to clarify or advise the location of these sites. Plans therefore need to be provided.
10.4.15	Whilst consideration of construction effects is advised as having been undertaken with each potential significant site indicated by its unique reference, as listed in Tables 24, there appears to be no plan to clarify or advise the location of these sites. Plans therefore need to be provided.
14.4.16	DCC request that any mitigation measures for mine water and mine gas should be identified in consultation with the County Council's officers.
10.4.22	Whilst consideration of post construction effects is advised as having been undertaken with each potential significant site indicated by its unique reference, as listed in Tables 25, there appears to be no plan to clarify or advise the location of these sites. Plans therefore need to be provided.
10.4.26	However low the percentage of natural resource that it is considered would be sterilised by the permanent construction of the proposed new HS2 rail route, every effort should be made to ensure full extraction of mineral resource in advance of, or during early phases of construction, to ensure the resource is not lost for posterity. This approach would accord with adopted development plan policies.

10.4.31	<p>Large areas of 'Robbinetts' licenced opencast site have been worked principally to the west of the M1 and it is likely that reserves remain to the east where the HS2 cutting is proposed.</p> <p>Un-anticipated intersect of coal seams within cutting excavations could result in significant delay to construction should licence for incidental coal recovery be required through application to the Coal Authority followed by undertaking of the subsequent mineral recovery process. Recovery of mineral resource need be planned for within the detailed design process.</p> <p>DCC request that any mitigation measures for mine water and mine gas should be identified in consultation with the County Council's officers.</p>
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1.11 Landscape and visual assessment, Section 11.

1.11.1 Please also refer to General Responses to WDES Volume 2 CAR's for general comments on this section.

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Paragraph reference	Full ES comment
11.5.2	<p>The Stanton Gate Viaduct should be designed to preserve the view of St Giles' Church from the listed bridge over the Erewash Canal.</p> <p>North of the listed bridge, the paths of the Erewash Canal and Stanton Gate Viaduct diverge. A relatively small object close to the canal could obscure the view of the viaduct, helping to preserve a sense of rural tranquility. This could be achieved by tree planting along the west bank of the canal, which would mirror proposals in the Working Draft Environmental Statement to provide new tree belts along Ilkeston Road and Stanton Gate for similar purposes.</p> <p>Native poplar and willow would be appropriate to the landscape character here. These would thrive in the valley bottom conditions, grow quickly and support increased biodiversity. The WDES identifies the need for more trees overhanging the canal side to encourage otter. DCC request an early programme of tree planting along the western side of the Erewash Canal.</p> <p>The Stanton Gate Main Construction Compound proposed in the Working Draft Environmental Statement at the south-east corner of Stanton Gate and Ilkeston Road will have a major impact on the area during the proposed 5 years and 9 month construction programme.</p> <p>After completion of the new railway it is considered necessary to restore the site of the Stanton Gate Main Construction Compound back to an open space use. It is unlikely that the current ridge and furrow landscape here with its suspected grassland biodiversity interest will survive, so there is an opportunity to create a new grazing meadow to replace that lost ecology.</p> <p>The Stanton Gate Auto-transformer Station is located in the middle of this field which would have a significant impact on openness, especially in views from Sandiacre Cloudside. A location nestled into the north-east corner of the field, where it would be viewed against the backdrop of new woodland planting, would appear to be more sensitive.</p>

1.12 Socio Economic, Section 12.

1.12.1 Please refer to General Responses to WDES Volume 2 CAR's for general comments on this section.

1.13 Sound, Noise & Vibration, Section 13.

Document: Volume 2: CFA LA06: STAPLEFORD TO NUTHALL	
Paragraph reference	Full ES comment
13.1.4	The maps showing the noise impacts of the scheme need also to show the before situation to allow residents and other stakeholders to make comparison of what noise the scheme will generate.
13.2.4-13.2.5	It is noted that the WDES relies upon qualitative assessment, initial estimates and professional judgement. The Council will wish to see the full quantitative assessment in the formal ES before providing its own definitive response.
13.4.1	The Council notes the assumptions and limitations and the need for specific assessment of the construction of viaducts, underbridges and road realignment/diversion at Sandiacre, Stanton Gate and Stapleford.
13.4.5	The Council notes the assumptions made in the assessment and wishes to record the need for consideration in the formal ES of any requirements specific to the LA06 area.
13.4.6	The intention to conduct work towards estimating the requirement of noise insulation or temporary rehousing of residents and report in the formal ES is noted.
13.4.9	It is noted that confirmation that no non-residential properties will be significantly impacted by noise and vibration will be confirmed in the formal ES.
13.4.10	It is noted that residual temporary noise or vibration likely significant effects associated with construction practices will be reported in the formal ES.
13.4.12	It is noted that further work is being undertaken to confirm significant construction noise and vibration effects, including any temporary indirect effects from construction traffic.
13.5.5	It is noted that details of operational train noise will be provided in the formal ES. The Council wishes to register the need for any noise impacts of track maintenance to be taken into account in this assessment.
13.5.13	It is noted that baseline information will be confirmed in the formal ES.

13.5.15	It is noted that noise effects arising from permanent changes to existing roads will be reported in the formal ES. This will need to take into account any effects on how traffic uses the network (ie reassignment to different routes, re-timing of journeys or the release of suppressed demand).
13.5.17	The assessment is noted, but the Council will await the formal ES before commenting.
15.5.21	The Council notes that further assessment of operational noise and vibration will be reported in the full ES, and requests that these take into account the impacts of track maintenance activities.

1.14 Traffic and transport, incorporating PROW, highway design and Traffic Safety, Section 14.

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Paragraph reference	Full ES comment
14.1.2	<p>DCC welcomes that the engagement process will continue as part of the development of the Proposed Scheme. It is noted however that much of the work carried out as part of the ES to date is mostly qualitative and that quantification of much of the impact of the Proposed Scheme will be presented in the formal ES. DCC request early sight of any preliminary outputs of the environmental appraisal prior to the ES's publication as part of the Hybrid Bill.</p> <p>DCC as the Highways Authority are extremely disappointed by the lack of engagement and the limited information provided prior to the WDES going into publication. The requests and approaches to meetings from HS2 Project Leads has been very fragmented and often under extreme time pressures. Prior to meetings being set up HS2 representatives, very often clear agendas have not been provided to DCC and this has at times led to the wrong officers being in attendance and meetings have therefore become somewhat abortive. Only a limited number of meetings have been requested and were not formally recorded by the HS2 representatives. No official record of the discussion points have been provided back to DCC to date. Also although it is appreciated that this project is far reaching and complex it is DCC's view that the whole route was not presented as a complete package. Therefore DCC have had an inadequate opportunity to inform the initial engagement process in a meaningful joined up way.</p>
14.2.5	It is noted that potential effects on traffic and transportation will be reported in the formal ES. This will need to take into account any effects on how traffic uses the network (ie reassignment to different routes, re-timing of journeys or the release of suppressed demand).
14.4.6	How will HS2 enforce and or incentivise the use of construction workers using more sustainable travel options?

14.4.15 and 14.4.16	It is noted that potential effects on traffic and transportation will be reported in the formal ES. This will need to take into account any effects on how traffic uses the network (ie reassignment to different routes, re-timing of journeys or the release of suppressed demand).
14.4.17	It is noted that potential effects upon accidents will be reported in the formal ES. This will need to take into account any effects on how traffic uses the network (ie reassignment to different routes, re-timing of journeys or the release of suppressed demand).
14.4.18	It is noted that potential effects on public transport will be reported in the formal ES. This will need to take into account any effects on how traffic uses the network (ie reassignment to different routes, re-timing of journeys or the release of suppressed demand).
14.4.19	<p>It is noted that potential effects on rail services will be reported in the formal ES. This will need to take into account any effects on how traffic uses the network (ie reassignment to different routes, re-timing of journeys or the release of suppressed demand).</p> <p>The Council, however is specifically concerned regarding potential increase in the flooding risk to the Erewash Valley rail line particularly as this will provide access to the Toton Hub station reducing the need for people to travel by car. Every effort needs to be taken to reduce or remove this flood risk and avoid the impact on this important rail link.</p>
14.4.23	<p>It is noted that potential effects on PRow will be reported in the formal ES. This will need to take into account any effects on how traffic uses the network (ie reassignment to different routes, re-timing of journeys or the release of suppressed demand).</p> <p>This area of the canal is extremely popular for recreation as identified in HS2's own survey with 678 pedestrians and 400 cyclists using the Erewash Valley Trail in one day. Every effort needs to be made to minimise the impact on this important PRow and to ensure its continued attractiveness to users.</p>
14.4.34, 14.510 and 14.5.23	It is noted that potential effects on traffic and transportation will be reported in the formal ES. This will need to take into account any effects on how traffic uses the network (ie reassignment to different routes, re-timing of journeys or the release of suppressed demand).

1.15 Water Resources & Flood Risk, Section 15.

1.15.1 Please also refer to General Responses to WDES Volume 2 CAR's for general comments on this section.

Document: Volume 2: CFA LA06: STAPLEFORD TO NUTHALL	
Paragraph reference	Full ES comment
15.4.40	<p>The Council are extremely concerned regarding the 'major adverse effect, which is significant' impact on the flood risk on the River Erewash floodplain north of the M1. The potential increases in peak flood level and extent of flooding is worrying.</p> <p>Although stated that it would not affect any residential properties, the impact on the existing railway line to the north of B5010 Derby Road and the Erewash Valley Line is a concern. Mitigation needs to be designed to remove this risk.</p>