

Consultation Response to Volume 2 CFA LA07: HUCKNALL TO SELSTON

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1.1 General Comments

- 1.1.1 This report contains our comments for the Community Area 7 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.

1.2 Overview and description, Section 2.

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Paragraph reference	Full ES comment
2.2.33	The replacement flood storage area adjacent to Maghole Brook is not shown on CT-06-447a for LA07 although is shown on both the continuation sheets CT-06-448a and CT-06-448b.
	Erewash and Mineral Railway Siding
	A satisfactory access cannot be achieved to serve the site as drawn on the plan. There is no information provided about vehicular access route to public highway or off-site haul routes. Possible access onto B6019 Kirkby Lane but frontage is limited making visibility difficult to achieve and may conflict with access to Kirkby Lane satellite compound on opposite side of road.
2.3.86	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.
	B6019 Kirkby Lane Satellite Compound
	A satisfactory access cannot be achieved to serve the site as drawn on the plan. Limited frontage to Kirkby Lane making visibility difficult to achieve and may conflict with access to potential Erewash and Mineral siding compound on opposite side of road.
2.3.88	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.

1.3 Stakeholder engagement and consultation, Section 3.

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

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.

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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.
5.4.1	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 LA07 area.
5.4.6	It is noted that the risk of dust effects could be "high" in this area and that human health effects could be "medium".
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.

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

1.7 Ecology and biodiversity, Section 7.

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

1.8 Health, Section 8.

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

1.9 Historic environment, Section 9.

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

1.10 Land quality, Section 10.

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Paragraph reference	Full ES comment
10.1.2	It is noted that the HS2 rail route as advised in LA07 passes through both Derbyshire County and Bolsover District geographic extents to the south of its crossing beneath the A38. Neither authority is listed as an engagement consultee in this document despite the fact that the line passes through the potential 'Winterbank' opencast coal site, identified in the 1990's by the then British Coal and which is located mostly within Derbyshire.
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 licence for incidental coal recovery be required through application to the Coal Authority followed by undertaking of the subsequent mineral recovery process.</p>
10.3.40	Although not recognised by Mineral Safeguarding Areas or Mineral Local Plan historic identification of the 'Winterbank' opencast site to the south of the A38 suggests likely presence of shallow coal seams. HS2 advise intent to excavate up to 20m in depth at their crossing of the A38 in cutting. Investigation for the presence of shallow coal seams should be made to better inform baseline environmental assumptions.
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 21, there appears to be no plan to clarify or advise the location of these sites. Plans therefore need to be provided.

10.4.21	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 22, there appears to be no plan to clarify or advise the location of these sites Plans therefore need to be provided.
10.4.30	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.

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.

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.

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Paragraph reference	Full ES comment
13.2.4 and 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 assessment in the formal ES.
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 LA07 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.
13.5.2	The Council notes the lack of reference to the impacts of track maintenance and requests that these be included in the formal ES.
13.5.12	It is noted that baseline information will be confirmed in the formal ES.
13.5.14	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).
13.5.15	It is noted that Further work is being undertaken to confirm the extent, location and type of the noise mitigation to be included within the design of the Proposed Scheme, which will be reported in the formal ES.
13.5.21	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 as the Local Highway Authority for Derbyshire 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. However DCC appreciate 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>
14.4.6	How will HS2 enforce and or incentivise the use of construction workers using more sustainable travel options?
14.4.19	<p>DCC are concerned at the lack of thought in the document on the potential to use sustainable transport to reduce the impacts of the construction of the line and then longer term to mitigate the effects of people seeking to access the stations. For example there are real opportunities to use existing underutilised rail routes such as the Erewash Valley rail line to transport construction materials.</p> <p>Once the HS2 line is operational the Erewash Valley Line could also provide valuable links to the new station sites. For example the proposed Maid Marion service from Mansfield to the Toton hub station could help reduce the need for car travel to the station from parts of Derbyshire and Nottinghamshire.</p>

14.5.5	DCC are alarmed that this section has omitted the complex impact upon Brookhill Lane and Pinxton Lane. It is noted however that reference is made in volume 8. When evaluating the EIA it should be identified that a large amount of cross referencing of documents is required to ensure that all relevant information has been evaluated.
CT-05-448a	This plan shows significant realignment and stopping up of existing highway network one/Brookhill Lane and Pinxton Lane. DCC as the Highway Authority have grave concerns about the lack of engagement and discussion surrounding these proposals. No information has been provided around vertical and horizontal alignment and proposed limits of adoption. The HS2 Project team have not sought Highway Authority comments about the need to stop up sections of the existing highway and how these parcels of land will need to be reverted to the subsoil owner/adjacent land owner.

1.15 Water Resources & Flood Risk, Section 15.

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