

Consultation Response to Volume 2
MML01: DANESMOOR TO BRIERLEY BRIDGE
MML02: UNSTONE GREEN TO SHEFFIELD STATION

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1 MML GENERAL

1.1 General Comments

- 1.1.1 This report contains our comments for the Community Area MML01 and MML02: WDES Volume 2.
- 1.1.2 Detailed comments on other Community Area Reports are contained in separate local area volume which also form part of the Council's suite of consultation responses.
- 1.1.3 The Council's comments are addressed in the order they appear in the document and sub divided by topic to aid the reader's understanding. Where the Council has not provided comment, this should not be taken as agreement or consent for the text.

Section 1: an introduction to HS2 and the purpose and structure of this report;

Section 2: overview of the community area, a broad description of the Proposed Scheme within the community area;

Section 3: consultation and stakeholder engagement; and

Section 4: potential environmental impacts.

- 1.1.4 The Council is very concerned and disappointed at the limited amount of information contained in the consultation documents regarding Midland Mainline electrification. Notwithstanding this, the Council has reviewed the available information and would make the following comments at this point, reserving its full position until such time as more information is available.
- 1.1.5 The Council has concerns regarding the impact on the existing rail services which use this line during the construction period. It is important that HS2 works with Network Rail and the rail operator to minimise the impact during this phase. This also applies to the impacts of work on the adjacent highway network, local business and residents. DCC does however welcome the proposals for the introduction of high speed services from Chesterfield Station and the potential benefits for the wider area provided they take account of access arrangements and rail connectivity.
- 1.1.6 Notwithstanding the above, the incorporation of the electrification of the Midland Main Line between Clay Cross and Sheffield into the Phase 2b Hybrid Bill is welcomed and will give much needed certainty to local partners (meaning that, taking account of existing plans to electrify as far as Market Harborough, at least 62% of the Midland Main Line will be fully electrified by 2033). However, it is to be understood that electrification of the MML is not to be considered at the expense of delivering HS2 East and fully mitigating its impacts.

2 MML01: DANESMOOR TO BRIERLEY BRIDGE

2.1 Section 1: an introduction to HS2 and the purpose and structure of this report

2.1.1 The Council does not wish to make comments at this time.

2.2 Section 2: overview of the community area, a broad description of the Proposed Scheme within the community area.

Document: Vol. 2: 1 MML01: Danesmoor to Brierley Bridge	
Paragraph reference	Full ES comment
2.2	This element of the project is at early stage of development therefore there is very little detail of what is being proposed. As a result it makes it difficult to provide a meaningful response to this consultation. The Council reserves its position to make full comments when further information is available.
2.2.3	DCC has a long term aspiration to see a rail station opened in the Clay Cross area to serve the growing community. The design of this part of the route needs to be in close liaison and discussion with the Council.
2.2.10	DCC suggests that modifications may result in increased traveller stress associated with this development. HS2 should consider the following mitigation: 1) Ensure that a Disability and Access Champion is involved at all key decision points; 2) Provide details on proposed strategies for mitigating potential transport and access-related adverse impacts within Derbyshire 3) Avoid utilising important local roads for construction traffic which will worsen existing congestion and exacerbate traveller stress, and consider movements of construction traffic outside of peak road use times.
2.2.11	Chesterfield Borough Council and DCC are actively creating redevelopment proposals for the area immediately adjacent to the station. This is a key element of the "destination and dispersal" proposals linked to the HS2 growth strategy. It is essential that HS2 Ltd and Network Rail actively engage in this process so that any proposed changes to Chesterfield station can be incorporated into this redevelopment scheme.

2.4.1	Previously it was proposed there would be 2 trains an hour on the spur route to Sheffield, 1 of which would serve Chesterfield and then Sheffield and the other running non stop to Sheffield. However it is now proposed there will be 4 trains an hour. This section states that only 1 of these 4 train will serve Chesterfield. This needs to be urgently reconsidered. A study on the potential for additional services to stop at Chesterfield has previously been carried out by consultants working on behalf of Chesterfield Borough Council and DCC. This showed there was sufficient demand for at least 2 trains an hour to stop and potentially more. This study can be found in Appendix D. DCC expects HS2 to take full account of this study and looks forward to further dialogue.
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2.3 Section 3: consultation and stakeholder engagement

Document: Vol. 2: 1 MML01: Danesmoor to Brierley Bridge	
Paragraph reference	Full ES comment
3.1.2	Significant work has been undertaken to prepare a Masterplan for Chesterfield Station, to which HS2 Ltd has been party. This Masterplan sets out an ambitious but achievable vision to fully capture the benefits of HS2 through a combination of infrastructure and regeneration projects. This meshes with the ongoing development of Chesterfield's adjacent Northern Gateway and Waterside regeneration projects, and will have significant synergies with the Chesterfield College and University of Derby campus. It seeks to maximise the important role of Chesterfield as a visitor destination and as a gateway to a wide variety of others across the Northern Growth Zone, including the Peak District, Clumber Park and Sherwood Forest. A Local Development Framework document covering the Station Area is being proposed as a policy for inclusion in the Chesterfield Local Plan Core Strategy to be issued for consultation in January 2019. Supporting site development appraisals and phasing plans have been produced, and steps have already been taken towards the assembly of key parcels of land required in order to put this vision into practice. Derbyshire County Council has already taken an 'in principle' decision to exercise compulsory purchase powers in pursuit of the Masterplan if required

3.1.2 continued	<p>Partners in the Chesterfield Station Masterplan are investing substantial resources in this, and through the D2N2 Local Enterprise Partnership's Local Growth Fund programme already have access to committed resources for delivery. These resources make provision for the Station Link Road, which would provide a high quality access to the Station and its car park avoiding the need for traffic to pass through the town centre. This would also allow for re-routing of a number of existing bus services to provide much better multi modal transport integration with the Station and rail services. The Link Road follows an alignment close to the Midland Main Line, and it is a matter of significant concern that the safeguarding requirements of HS2 Ltd for electrification and for Station modifications are, at present, unknown.</p>
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2.4 Section 4: potential environmental impacts.

Document: Vol. 2: 1 MML01: Danesmoor to Brierley Bridge	
Paragraph reference	Full ES comment
4.1.2 Table 2 Traffic and Transport	<p>It is extremely disappointing that none of the economic potential of growth in and around Chesterfield has been reflected in the consultation documents. It is also of concern that the likely visual and environmental impacts of the proposed line as it approaches the town centre have been completely underplayed.</p> <p>There are limited impacts and alterations to landscape setting as HS2 connects to the Erewash Valley Line and Midland Main Line through the introduction of electrification equipment/infrastructure. This may have some adverse impacts on buildings astride and any listed railway structures. These issues and mitigation strategies do not currently appear to have been discussed. Given the historic and cultural importance of the listed railway structures, this is a significant concern and the Council would request more detailed discussions.</p> <p>DCC also has a long standing aspiration to see a rail station opened in the Clay Cross area. The design of this part of the route needs to be undertaken in close discussion with the County Council.</p> <p>The proposed 4 HS2 trains an hour on this section of the Erewash Valley and Midland Mainline have the potential to adversely affect the existing local and regional rail services on this route if they take paths currently used by them to accommodate the new service. The line capacity between the point where HS2 joins the Erewash Valley line and then onto the Midland Mainline needs to be increased to ensure there are sufficient paths for all existing and proposed services. The Council requests that this proposal be seriously considered and further discussion is required.</p>

3 MML02: UNSTONE GREEN TO SHEFFIELD STATION

3.1 Section 1: an introduction to HS2 and the purpose and structure of this report

3.1.1 The Council does not wish to make comments at this time.

3.2 Section 2: overview of the community area, a broad description of the Proposed Scheme within the community area

Document: Vol. 2: 1 MML02: Unstone Green to Sheffield Station	
Paragraph reference	Full ES comment
2.2	This element of the project is at early stage of development therefore there is very little detail of what is being proposed. As a result it makes it difficult to provide a meaningful response to this consultation. The Council reserves its position to make full comments when further information becomes available.
2.2.10	DCC suggests that modifications may result in increased traveller stress associated with this development. HS2 should consider the following mitigation: 1) Ensure that a Disability and Access Champion is involved at all key decision points; 2) Provide details on proposed strategies for mitigating potential transport and access-related adverse impacts within Derbyshire 3) Avoid utilising important local roads for construction traffic which will worsen existing congestion and exacerbate traveller stress, and consider movements of construction traffic outside of peak road use times.
2.4.1	Previously it was proposed there would be 2 trains an hour on the spur route to Sheffield, 1 of which would serve Chesterfield and then Sheffield and the other running non stop to Sheffield. However it is now proposed there will be 4 trains an hour. This section states that only 1 of these 4 train will serve Chesterfield. This needs to be urgently reconsidered. A study on the potential for additional services to stop at Chesterfield has previously been carried out by consultants working on behalf of Chesterfield Borough Council and DCC. This showed there was sufficient demand for at least 2 trains an hour to stop and potentially more. This study can be found in Appendix D. DCC expects HS2 to take full account of this study and looks forward to further dialogue.

3.3 Section 3: consultation and stakeholder engagement

3.3.1 The council reserves the right to comment at a later time.

3.4 Section 4: potential environmental impacts.

Document: Vol. 2: 1 MML02: Unstone Green to Sheffield Station	
Paragraph reference	Full ES comment
4.1.2 Table 2 topic Traffic and Transport	<p>There are limited impacts in alterations to landscape setting as connects to Erewash Valley Line and Midland Main Line through introduction of electrification equipment/infrastructure. This may have some adverse impacts on buildings astride and any listed railway structures. Notably:</p> <ul style="list-style-type: none"> • Unstone Manor House (Grade II*) • Dronfield Conservation Area. <p>These issues and mitigation strategies do not currently appear to have been discussed. Given the historic and cultural importance of the listed railway structures this is of significant concern and the Council requests more detailed discussions</p> <p>The proposed 4 HS2 trains an hour on this section of the Erewash Valley and Midland Mainline have the potential to adversely affect the existing local and regional rail services on this route if they take paths currently used by them to accommodate the new service. The line capacity between the point where HS2 joins the Erewash Valley line and then onto the Midland Mainline needs to be increased to ensure there are sufficient paths for all existing and proposed services. The Council requests this proposal be seriously considered and further discussion is welcomed.</p>