

24. Comments relating to Volume 2: community area LA11 Staveley to Aston

24.1 Introduction

This chapter summarises the comments received relating to Volume 2, community area report and map book for LA11: Staveley to Aston. While responses from a number of respondents covered more than one community area, comments specifically relating to LA11 are reported in this chapter.

Comments were received from 155 members of the public and 45 organisations. Organisations that made comments about this community area included: Bolsover and District Cycling Club, Chesterfield Canal Trust, Chesterfield Borough Council, Derbyshire County Council, Nottinghamshire Area of the Ramblers Association, and Trans Pennine Trail Partnership. A full list of organisations that responded is included in Appendix A.

24.2 Overview of the area

The Proposed Scheme through the Staveley to Aston area²⁴ would be within the local authority areas of Rotherham Metropolitan Borough Council, Bolsover District Council, Chesterfield Borough Council and North East Derbyshire District Council. The Proposed Scheme would pass through the parishes of Staveley, Bolsover, Clowne, Barlborough, Eckington, Harthill with Woodall, Killamarsh, Wales, Todwick, and Aston-cum-Aughton.

The route of the Proposed Scheme would diverge at Staveley East cutting, immediately south of the A619 Chesterfield Road, to form two separate routes. The HS2 main line, which would be 13.1km in length in this area, would continue northwards past Wales and Aston into the Ulley to Bramley area (LA12). The Staveley spur would be 8.5km in length and would travel in a western direction through the town of Staveley to the Staveley Infrastructure Maintenance Depot (IMD).

The boundary between Bolsover and Staveley parishes forms the southern boundary of this section. The boundary between Aston-cum-Aughton and Ulley parish forms the northern boundary of this section. The Tibshelf to Shuttlewood area (LA10) lies to the south, and the Ulley to Bramley area (LA12), lies to the north of this area.

The next sections of this chapter provide a summary of the comments received in relation to the environmental topic areas as covered in the volume 2 community area reports.

²⁴ High Speed Rail (Crewe to Manchester and West Midlands to Leeds) working draft ES. Volume 2: community area report.

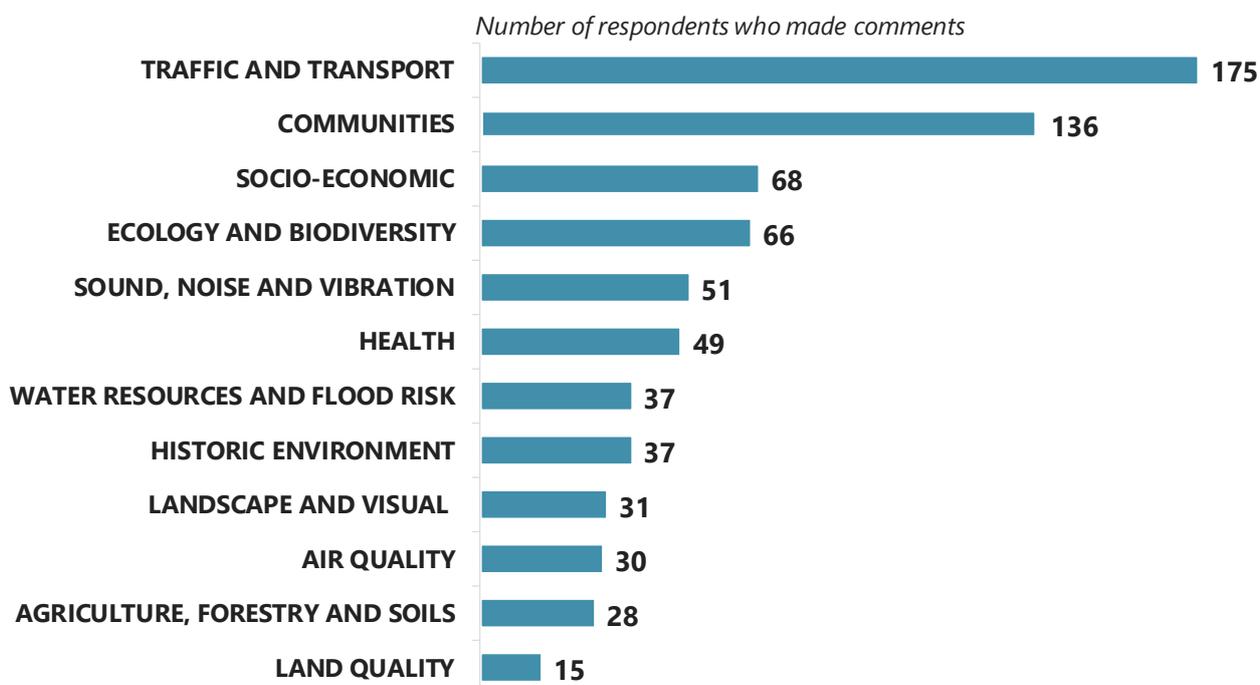
LA11: Staveley to Aston

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/748179/HS2_Phase_2b_WDES_Volume_2_LA11_Staveley_to_Aston.pdf

Figure 24.1 below shows the number of respondents who made comments relating to each of the topic areas in volume 2 of the working draft ES.

Figure 24.1: Number of respondents who made comments about LA11

LA11: STAVELEY TO ASTON



Base: 200 respondents submitting responses related to LA11: Staveley to Aston

24.3 Agriculture, forestry and soils

There were 28 respondents who made comments about agriculture, forestry and soils in this community area. This included 14 individuals and 14 organisations. Most comments received from individuals concerned how the Proposed Scheme would need to take over land for the construction of HS2, including how agricultural land would be affected. Comments were received about specific locations in this community area, including Aston (3), Bramley (1), and Barlborough (1). Organisations raised similar concerns to individuals about loss of agricultural land, with a number of farms mentioned in the area as being affected.

Some respondents, including individuals and organisations made comments on the proposed mitigation measures, including a view that financial compensation could not mitigate against loss of land, and also that more consideration would be needed to reduce the potential impact of loss of land.

24.4 Air quality

There were 30 respondents who made comments about air quality in this community area. This included 20 individuals and 10 organisations. Most of those who made comments were concerned about how HS2 would affect air quality and increase air pollution in the local area. Areas mentioned included Bramley, Aston, and on the M18. Some respondents were also particularly concerned about air pollution during the construction phase of HS2, with settlements mentioned as being affected including Bramley and Aston.

Of those who provided comments on the proposed mitigation measures, most of the comments discussed a perceived need for more to be done to reduce the propensity of HS2 to pollute the air, especially during the construction phase.

24.5 Community

There were 136 respondents who made comments about local community issues in this community area. This included 102 individuals and 34 organisations.

The most frequently cited comments from individuals were as follows:

- Some 55 individuals were worried about how HS2 would impact on open spaces and Public Rights of Way, and in so doing, impact local communities.
- Forty one individuals were concerned about how HS2 might affect local homes and properties. A number of comments were received and these included loss of homes in Bramley (5), or how property prices in Bramley would be negatively affected (4). Some individuals were also concerned about loss of homes at Bellhouse View (4), and also at Bellhouse Lane (2), as well as impacts in Aston (2). Other points made included general concerns about the effect of HS2 on homes and properties (17), and also about property prices in general or in unspecified areas (7).
- Thirty eight individuals were concerned about how HS2 might affect local towns and villages overall. This included Aston (13), Bramley (4) Staveley (3), and also generally (14).

"I do not think HS2 will benefit anyone around my local area of Aston, I believe Aston will be damaged beyond repair and as stated recently carved up like a pizza traffic flows through the village will be negatively impacted, local businesses will be demolished, houses made worthless..."

Member of the public

- Some 24 individuals were concerned about the potential impact of HS2 upon local communities during the construction phase. Comments received included concern about how Aston (5), and Bramley (4) would be affected, as well as about how night works would generate noise. In addition, there were also 15 comments which were general comments about noise impact upon local communities.

- In total, 32 individuals were concerned about how local leisure and recreational facilities might be impacted by HS2. Comments made included about facilities in Aston in general (6), or more specific facilities such as the Aston Parklands Equestrian Centre (1). Some individuals were also concerned about facilities in Bramley (3), and there were also 21 comments made about impacts in general.
- Twenty individuals were of a view that HS2 would have negative consequences for local community facilities, including on local schools, health services, and places of worship. For example, there were three comments about impacts of schools in Aston, and two comments about schools in Staveley. Some individuals also raised concerns about how a local fire station might be affected (4).
- A number of other comments were also made, including concern about how local young people might be affected by HS2 (8). Some of the individuals were also worried about how elderly, disabled and vulnerable residents could be affected (3), and there were also 40 general comments made about negative impacts on local communities.

Nineteen individuals made comments of the proposed mitigation measures, with requests for more compensation, or other additional measures to be put in place for affected communities.

The most frequently cited comments from organisations were as follows:

- Some 27 organisations raised concerns about how they believed that HS2 would affect open spaces and Public Rights of Way, and in so doing so, would impact upon local people and local communities.

“For the 50,000 walkers and 25,000 cyclist who use the Chesterfield Canal towpath [Cuckoo Way] annually in NE Derbyshire, the denial of access to that facility is likely to have significant negative health and well-being consequences....canal towpaths are level and offer a unique resource for easily accessible, low impact exercise in the open air.”

Chesterfield Canal Trust

- Sixteen of the organisations that made comments were worried about how HS2 might affect local recreational and leisure facilities. In addition, there were ten organisations that were concerned about how local community facilities, including local schools, and health services could be affected.
- Thirteen organisations raised concerns about how local towns and villages overall might be affected by HS2.
- Eleven organisations were worried about how people’s homes and properties might be impacted by HS2. Such concerns included about the effect of HS2 on reducing house prices, and also about loss of homes.
- Six organisations were concerned about how noise during the construction phase of HS2 could affect local communities.

- A number of other comments were also made, including concern about how young people could be affected (5), as well as elderly, vulnerable and disabled residents (3).

Eighteen organisations made comments about proposed mitigation measures to offset or reduce negative impacts upon local communities. Many of those who made comments called for more to be done, including tunnelling, assistance for relocation of those who might lose their homes and properties, and for more consideration for those perceived to be negatively affected by HS2.

24.6 Ecology and biodiversity

There were 66 respondents who made comments about ecology and biodiversity in this community area. This included 46 individuals and 20 organisations.

Twenty three individuals raised concerns about how HS2 might have negative consequences for local wildlife. A number of comments were made, and these included how bats (5), owls (3) and birds in general (4), could be affected, as well as other wildlife including water voles, and great crested newts. Twenty one individuals were worried about how HS2 might affect habitats, including trees, fields and hedgerows in places such as Bramley (3), although most comments were general comments (16).

“The impact on this area will be devastating to wildlife, green belt land, listed properties and the wellbeing of families who are being involuntarily turfed out of their homes.”

Member of the public

Fifteen of the individuals who provided comments were concerned about how HS2 might impact upon ancient woodland. Most comments about ancient woodland (13) were general comments, without mention of a specific area or woodland.

Sixteen individuals made comments about proposed mitigation measures, with most calling for more to be done to protect biodiversity and local ecosystems.

Of the organisations that made comments, 11 were concerned about how HS2 might affect local habitats. Eleven organisations were also worried about how wildlife could be affected, and eight organisations were concerned about how HS2 could affect ancient woodland. A number of areas were cited as being potentially impacted, including Kilamarch Lane, and Nicker Wood.

Seventeen of the organisations made comments about proposed mitigation measures, with many calling for more comprehensive, robust and additional measures to help safeguard and protect biodiversity and local ecosystems.

“NMU schemes and wildlife can be protected and enhanced with the use of green bridges. Opportunities to enhance NMU schemes should be incorporated by HS2 Ltd.”

Trans Pennine Trail Partnership

24.7 Health

There were 49 respondents who made comments about health, quality of life and wellbeing in this community area. This included 38 individuals and 11 organisations.

There were 32 individuals who were concerned about how HS2 might affect people's health, quality of life and wellbeing. Most of the comments made were about impacts generally (23), although some specific settlements perceived to be affected included Bramley (4), Staveley (2), Aston (2), and on the Chesterfield canal on the Cuckoo Way Towpath (1). Fifteen individuals also raised concerns about how people's mental health might be affected, including a view that it would be stressful (5), make some people feel anxious (3), or upset (2), and even angry (1). A small number of individuals (3), also raised health and safety issues.

Most of the organisations that provided comments were concerned about how HS2 would or could affect people's health, quality of life or wellbeing (9). However, five organisations also expressed some concern about how HS2 might impact upon people's mental health, making some people stressed and anxious. For three organisations, they believed that HS2 would have health and safety issues, particularly during the construction phase. Of those that commented on mitigation proposals, there was a generally a call for more to be done to reduce potential health impacts associated with HS2.

"Some communities impacted by HS2 Phase 2b are among the most deprived in the UK...it is vital that current health status of residents is better understood, and their health monitored through the process of construction and into operation."

Chesterfield Canal Trust

24.8 Historic environment

There were 37 respondents who made comments about how HS2 might affect the local historic environment and cultural facilities in community area LA. This included 20 individuals and 17 organisations. Most comments from individuals tended to be general comments about how unspecified listed buildings might be affected, including graveyards and churches. It was suggested that more needs to be done to protect the historic environment.

"You're going to change the rural and historical feel of Aston, you'll be carving the village up for the sake of a train that no one wants."

Member of the public

Organisations were also concerned about how the historic environment, including cultural facilities might be affected by HS2. A number of buildings and sites were mentioned, including Hardwick Hall.

Seven organisations commented on proposed mitigation measures to reduce impact of HS2 upon the local historic environment. Most of those making comments requested that more needed to be done to protect the historic environment and cultural heritage.

24.9 Land quality

There were 15 respondents who made comments about land quality in this community area. This included six individuals and nine organisations. Most comments received from both individuals and organisations focussed upon there being some old quarry or mining sites in the local area, and how these sites would be unsuitable for the construction of a high speed rail line and associated infrastructure. Specific areas mentioned included Aston, North Staveley, Beighton and Brookhouse Colliery.

Of those that commented on proposed mitigation measures, it was requested that more should be done to investigate how old mines, quarries or landfill sites could be disturbed by the construction of a high speed rail network in the area.

24.10 Landscape and visual

There were 31 respondents who commented on the potential impact on the landscape and on visual receptors in this community area. This included 15 individuals and 16 organisations. The majority of individuals and organisations making comments were concerned about how in their view HS2 would be visually intrusive and visually displeasing. It was suggested that more needed to be done to reduce negative impact of HS2 upon the local visual landscape.

24.11 Socio-economic

There were 68 respondents who made comments about socio-economic aspects associated with HS2 in this community area. This included 40 individuals and 28 organisations.

The most frequently cited comments from individuals were as follows:

- There were 23 individuals who raised concerns about how HS2 might affect local business and local industry.
- Twenty individuals made comments about how in their opinion HS2 would impact on the local economy, with a number of comments suggestion that local people would be worse off financially and out of pocket (9).
- Eight individuals made comments about how HS2 might impact upon local employment.

A small number of individuals made comments on proposed mitigation measures, with more requested to be done for both businesses and local people who might be financially disadvantaged because of HS2.

The most frequently cited comments from organisations were as follows:

- Most (24) of the organisations that provided comments about socio-aspects associated with HS2 were concerned about how some businesses in the local area might be negatively affected.

- Ten organisations made comments about how HS2 might affect employment in the local area.

"The communities of Staveley, Poolsbrook, Middlecroft and Brimington all receive some dis-benefits from the HS2 construction and potentially its operation...these communities will undoubtedly benefit from the additional employment and economic activities that the depot brings..."

Chesterfield Borough Council

- Nine organisations made comments about how the local economy might be impacted by HS2. Some of those making comments believed that local people would be out of pocket and worse off financially.
- Five organisations were worried about how some businesses would be negatively affected as a result of the construction of HS2.

Fifteen organisations provided comments on proposed mitigation measures, and such comments included that people and businesses affected should be financially compensated, and that more consideration should be given to negative effects of HS2 on local businesses, local people, and the local economy.

"...there is also a need for HS2 to deliver further mitigative measures to help relatively poor communities receive more support than is currently apparent through the WDES information. One such opportunity would be to ensure the IMD is not raised unnecessarily higher, and could in fact be lowered."

Chesterfield Borough Council

24.12 Noise and vibration

There were 51 respondents who made comments about, noise and vibration issues in this community area. This included 35 individuals and 16 organisations.

Seventeen individuals raised concerns about noise issues, including in Bramley (5), Staveley (3), Aston (2), and in the vicinity of the Chesterfield Canal in the Staveley area where the Proposed Scheme is to be situated. In terms of construction, eight individuals were worried about how this would generate noise generally (8), as well as in places including Aston (2), and Bramley (1), and one individual was worried about noise from night-time works. In addition, four individuals were worried about noise during the operational phase of HS2. Nine individuals made comments about proposed mitigation measures, including that noise barriers were insufficient in Bramley (3), and also that more should be done in general to offset negative consequences of noise associated with both the construction and also Operation of HS2.

"Assessments into noise and health impacts do not appear to have been undertaken for the Staveley Spur. This runs through a built up residential area and need to be considered."

Member of the public

Thirteen of the organisations that made comments were worried that HS2 would generate noise. Five organisations were particularly concerned about noise effects during the construction phase of HS2, and one organisation was concerned about noise during the operational phase.

Ten organisations provided comments about proposed mitigation measures to offset and reduce negative consequences associated with noise and vibration issues.

24.13 Traffic and transport

There were 175 respondents who made comments about traffic and transport issues associated with HS2 in community area LA11. This included 134 individuals and 41 organisations.

The most frequently cited comments from individuals were as follows

- There were a considerable number of comments made about local public transport in this community area. Given that the Proposed Scheme would pass through the Staveley area, this generated a large number of comments about how the Chesterfield Canal would be affected. Well over 100 comments were made about how the Chesterfield Canal might be affected.

"I think that the importance, economic, environmental and social, of the successful completion of the restoration of the Chesterfield Canal has been overlooked, unfortunately. The phrases "former" and "abandoned" course of the canal are used where "undergoing restoration" is a much better description."

Member of the public

- Other comments about public transport included comments about a need for existing rail infrastructure to be upgraded, and also how some bus routes might be affected.
- There were 33 individuals who were concerned about the potential impact on local traffic and transport during the construction phase of HS2. Areas perceived to be affected by this included in Bramley (4), and on Bawtry Road (3), on the A57 (3), and in general (10). In addition, 12 individuals were concerned about how in their opinion HS2 construction traffic, including HGVs would clog up or block the local road network.
- Twenty one individuals were of a view that construction compounds would increase journey times for local road users, including in Aston (6), and in general (6).
- There were 24 individuals who were concerned about road closures and associated road diversions in the local area as a result of HS2.

- Fourteen individuals were concerned about road safety and traffic accidents as a result of HS2, particularly during the construction phase. In addition, eight individuals made specific comments about non-motorised road users, including pedestrians and cyclists, with worry about road safety issues for such user groups, especially during the HS2 construction phase.
- Fourteen individuals also made comments about access for emergency vehicles, such as to ensure there was sufficient access for such vehicles in Bramley (3), Aston (3), and generally (7).

"I am also extremely concerned on how emergency services will be able to support Bramley given they have to cross Hellaby roundabout to get to Rotherham."

Member of the public

Twenty eight individuals made comments about the proposed mitigation measures. Many of those who made comments suggested or requested that more needed to be done to reduce or off-set negative impacts on the local road network in this community area. This included tunnelling under the Chesterfield Canal (4), or in a number of other areas too including Bramley and Aston, and also that the existing road infrastructure should be improved.

"There is no mention of the spur to the Staveley IMD crossing the Chesterfield Canal at Lowgates. This part of the canal is currently under restoration and it is essential that it is treated with respect, that boats will be able to pass easily on the canal and that walkers and cyclists will be able to pass on the towpath."

Member of the public

"Guarantees should be written into the HS2 Phase 2b Bill reflecting the commitment given by the Secretary of State. Specifically, the Bill should state that the plans for the restoration of the Chesterfield Canal will be fully respected at both Norwood and Lowgates."

Member of the public

The most frequently cited comments from organisations were as follows

- Twenty five organisations made comments about local public transport. A number of different comments were made, with particular focus on the Chesterfield Canal in the Staveley area. Other comments included how some local bus routes might be affected by HS2, and some also called for the existing rail infrastructure to be improved or upgraded.

"...we reiterate our support for the Chesterfield Canal restoration in full. Only 9 miles remains to be restored and progress on this has already been severely hampered by the HS2 plans so far with the knock-on effect on funding. In our area LA11 - Staveley to Aston, it is essential that HS2 does not block the canal line at Norwood or Lowgates."

Chesterfield, North East Derbyshire, and Bolsover group of the Ramblers

- Sixteen organisations raised concerns about the potential impact of HS2 during the construction phase, and how this would impact local transport. Most of the comments about this were about traffic congestion, and longer journey times for local people to get around the area. In addition, there were 14 organisations that were concerned about the potential impact of construction compounds upon local traffic and transport. Furthermore, nine organisations were of a belief that HS2 construction traffic would impact local traffic, clog up roads, and generate congestion. There were four organisations that were concerned about how HS2 construction traffic might damage local roads and road surfaces.
- Road closures and associated diversions elicited comments from 13 organisations.
- Ten of the organisations that made comments made comments about non-motorised road users, including pedestrians and cyclists. Most believed that some areas would be unsafe for such users, with risk of accident especially during the construction phase of HS2. A further four organisations were concerned about road safety issues for drivers. Some of the organisations that made comments were from cycling groups, with concerns raised about how the Proposed Scheme could impact cyclists.

"We are very concerned that existing cycle routes may be severed or realigned and during construction there will be disruption for cyclists. Some of these routes are part of the National Cycle Network (NCN)."

Chesterfield Cycle Campaign

- Six organisations made comments about access for emergency vehicles in the area.

Overall, 24 organisations made comments on proposed mitigation measures. Most suggested that proposed measures did not go far enough, and that more should be done to reduce negative impacts on local traffic and transport. A number of the comments in particular were focussed on the Chesterfield Canal, and perceived impacts of the Proposed Scheme.

"The Trust believes that the WDES clearly identifies multiple instances where the construction and operation of the railway will have major adverse effects with significant sensitivity, and as such these instances should be identified and mitigated for preferably before the draft Bill is presented to Parliament."

Chesterfield Canal Trust

"Chesterfield Canal is one of the main themes to emerge from stakeholder engagement however, severance of the canal restoration by the construction of the IMD line is not addressed."

Derbyshire County Council

"LA11 – Staveley to Aston - Notes new public realm at Staveley...there is no mention of the future proposed works for the Chesterfield Canal which will impact on HS2 and the TPT."

Trans Pennine Trail Partnership

"The landscape mitigation area includes the towpath of the Chesterfield Canal. Inclusion in the mitigation area will sever access for the public and does not take into account the management and maintenance requirements of the canal infrastructure."

Chesterfield Borough Council

24.14 Water resources and flood risk

There were 37 respondents who made comments about water resources and flood risk in this community area. This included 23 individuals and 14 organisations.

While individuals made a number of comments, the main comment was that more consideration of Broad Bridge Dyke would be required (14). Other comments included requests to construct a bridge over the Chesterfield canal (8), or even a tunnel under it (5).

Organisations also made a number of points about water resources and flood risk, and these included a number of comments about flood risk, and a need for improved or enhanced flood defences.

"The proposals fail to identify or acknowledge the several recently constructed surface water drainage features on Markham Vale business park. These have been provided as part of a sustainable drainage system for the newly created business park and either need to be protected or replaced if impacted by the proposals."

Derbyshire County Council

"Effects arising during construction Volume 2: community area LA11 Staveley to Aston Mapbook CT-05-639-R1 Grid H8. The land potentially required during construction includes the Broad Bridge Dyke. This watercourse is the feed for the operational Chesterfield Canal and reservoir spill from Harthill Reservoir. A suitably sized pipe/culvert/bridge (similar to others on the feeder) will be needed to maintain the canal feed during construction."

Chesterfield Canal Trust