



CHESTERFIELD
BOROUGH COUNCIL

**Response of Chesterfield Borough Council
to High Speed Rail revised line of route
consultation
(Published November 2016)**

SUMMARY

Chesterfield Borough Council welcomes the revised proposals for HS2 including a stop at Chesterfield station and maintenance depot at Staveley. This is a huge opportunity for the borough and beyond and the council is fully committed to working with its partners to maximise the benefits for the communities it serves.

We believe HS2 will be transformational for the borough and will be making the case for Chesterfield offering unique growth potential if these proposals go ahead. This is based on the solid foundations of a strong business base and visitor offer; excellent rail connectivity; a pro-growth planning environment; a well-aligned skills base supported by high quality and committed providers of further and higher education; and extensive development opportunities around the depot and station and at a number of brownfield sites in the wider area.

The council is already investing in additional capacity to support this work, collaborating extensively with partners and making a full contribution to the East Midlands and Sheffield City Region growth strategies. In order for us to maximise the potential benefits, we believe it is critical to:

- Provide more than one service an hour from Chesterfield station
- Begin electrification of the Midland Mainline at the earliest opportunity
- Use the maintenance depot site at Staveley as a base for construction of the line
- Provide the infrastructure for the depot site that will enable its use as a construction base and unlock the potential of the wider site as a garden village

We also call on government to make decisions at the earliest opportunity in order that the growing investor confidence already evident is not lost and that opportunities to accelerate development on sites already active across the borough and beyond are maximised.

Introduction

The following comments are the response of Chesterfield Borough Council to the consultation on the revised line of route for HS2 phase 2, published November 2016.

In preparing this response, the council has undertaken consultation with other interested parties including Derbyshire County Council, North East Derbyshire District Council, Bolsover District Council, D2N2 Local Enterprise Partnership, East Midlands HS2 Board, Sheffield City Region CA and LEP, South Yorkshire Passenger Transport Executive, Chesterfield Canal Partnership, and key landowners including Chatsworth Settlement Trust and Rhodia UK Ltd in regard to the proposed Staveley IMD and Derbyshire County Council in connection with the Markham Vale development.

Where appropriate, reference is made in the response to further studies undertaken by the council, independently or jointly with other affected parties, into the potential implications of the HS2 proposals.

The council submitted a detailed response to the previous line of route consultation in January 2014. Where relevant this is referred to in the following response.

The response has been structured in three parts, the first addressing the consultation questions published by HS2, the second providing more detailed consideration and comment on specific points, including suggested mitigation, and the third providing additional technical information that support the council's comments and is intended to inform future design work on HS2. The response does not address the principal of high speed rail development as this has been covered in the previous consultation, except where this may be directly relevant to the revised proposals.

Strategic Context

Chesterfield borough is located within Northern Derbyshire, as well as having strong economic and transport links to Sheffield and falling within both the D2N2 and Sheffield City Region Local Economic Partnerships. The town of Chesterfield itself is the largest town in Derbyshire (outside of Derby City) and a key sub regional hub for economic activity.

The development plan for Chesterfield Borough consists of the adopted Local Plan; Core Strategy (2013) and saved policies of the Replacement Chesterfield Borough Local Plan (2006). The council is currently preparing a new Local Plan, a draft of which was published for comment in January 2017.

In terms of meeting the requirements for both new housing and employment land over the plan period, there is sufficient flexibility in the Core Strategy and choice of potential sites to accommodate HS2 without compromising overall targets for

housing or employment land. Where there are specific interactions between elements of the proposed revised route these are addressed further below.

1. *Do you support the proposal to amend the route to serve South and West Yorkshire? Please indicate whether or not you support the proposal together with your reasons.*

- 1.1. The borough council supports the proposal to amend the route to serve South and West Yorkshire. The proposal presents a once in a generation opportunity for Chesterfield on the basis that the Classic Compatible branch to serve Sheffield is implemented with a stop or stops in Chesterfield (see below). However there will still need to be further discussion about the mitigation of site specific local impacts (set out below).
- 1.2. The council's comments address the amended proposals for south and west Yorkshire under the following headings
 - M18/Eastern Route main line realignment
 - Proposed 'Classic Compatible' route to Sheffield including potential stop in Chesterfield
 - Revised layout of and access to the Infrastructure Maintenance Depot at Staveley
- 1.3. The council is committed to working with HS2 Ltd and other agencies to maximise the economic and social benefits of High Speed Rail. We are working with East midlands Councils on the East Midlands Growth Strategy for HS2, as well as also with Sheffield City Region.

'M18/EASTERN ROUTE' MAIN ROUTE REALIGNMENT

- 1.4. The council is pleased to note that the proposed amended route resolves a number of concerns that were raised in our comments on the previous line of route consultation.
 - Residential properties in Woodthorpe, Mastin Moor and Netherthorpe will no longer be in close proximity to the route. However it is noted that a property at Bank House Farm will now be affected and the level of impact will need to be determined by further work.
 - The line of route will no longer pass through the Local Nature Reserve of Norbriggs Flash and the Local Wildlife Site of Netherthorpe Flash and Doe Lea Flash. It is noted that the access to the IMD will pass through the Doe Lea Flash, but along the route of the existing unused line. Suitable management measures should be put in place during the

construction and operational phases of development to minimise any adverse impact.

- The amended route of the mainline now avoid locations within the borough identified on the Environment Agency Flood maps for Chesterfield as being within flood risk zones 2 and 3.

1.5. We also acknowledge that the amended route does result in a greater impact upon other sites outside the borough, including the Coalite site in neighbouring North East Derbyshire and Bolsover Districts, the impacts on which will need to be considered and resolved.

Chesterfield Canal

- 1.6. Overall the amended route significantly reduces the adverse impact upon the restored and safeguarded route of Chesterfield Canal within the borough. The amended route no longer severs the proposed restored route of the canal north of Norbriggs along what is referred to as the 'Puddle Bank'. Issues relating to the access to the IMD are addressed further below.
- 1.7. Although not within the borough, we are also pleased to note that the route now crosses the canal once, at Norwood, rather than lying on top of it for 2 km, at Renishaw and Spinkhill, as was the case in the original 2013 route.
- 1.8. We would still strongly encourage as early a decision as possible on the amended route however, to provide the certainty that is required to enable the Chesterfield Canal Society and Partnership to access funding to continue with the restoration of this important piece of infrastructure in advance of the construction of HS2.

Markham Vale Enterprise Zone

- 1.9. The amended route removes the need to provide a cutting through the contaminated South Tip at the Markham Vale Enterprise Zone and avoids impacting upon plots 1 and 7 within the development site. The balancing pond for the site would also be unaffected, and reduces the impact upon development plots. The safeguarded route to the IMD does still pass through the Seymour Junction phase of the development but we understand that a revised safeguarded area has now been agreed that minimises the impact.

PROPOSED 'CLASSIC COMPATIBLE' ROUTE TO SHEFFIELD INCLUDING POTENTIAL STOP IN CHESTERFIELD

- 1.10. The borough council supports the creation of services to the centre of Sheffield using the existing Midland Mainline and stopping at Chesterfield station.

1.11. At present one train per hour is indicated as likely to stop in Chesterfield. The council believes that there is significant potential for HS2 to deliver more transformative growth for Chesterfield and wider North Derbyshire by investigating additional stops, including the potential for through services from Birmingham to Leeds, on the basis that:

- Chesterfield Station opens up the potential to serve significantly more areas in North Derbyshire than Toton and Sheffield alone, including large parts of North East Derbyshire, Bolsover District and Derbyshire Dales, as well as potentially parts of North Nottinghamshire including the towns of Worksop and Mansfield.
- Frequency of service is as important to establishing strong use of the service as speed to destination and maximising the economic benefits to Chesterfield and wider North East Derbyshire/North Nottinghamshire
- Two stops in Chesterfield per hour would strengthen the role of the station in providing improved access to HS2 services from users in wider north east Derbyshire and North Nottinghamshire that might otherwise not be within reasonable travel distance/time of stations in the centre of Sheffield and at Toton
- Chesterfield is exceptionally well connected to the rest of the local and national rail network (more so than the East Midlands Hub Station at Toton), with immediate access to direct services including Cross Country services to Scotland and the West Country, services to Liverpool, Manchester and Norwich

1.12. The council would welcome the opportunity to work further with HS2 Ltd to investigate the potential benefits of additional stops in Chesterfield.

1.13. Further investigation will be required to understand the potential impact of HS2 on journey times and capacity for other Services using the Midland Mainline. HS2 use of the classic rail route will require electrification of the line and this should be brought forwards as soon as possible.

1.14. We recognise that maximising the benefits of HS2 classic compatible services stopping in Chesterfield will require improvements to accessibility to the station and connectivity in the wider area and are committed to delivering this as part of the ongoing work on the emerging HS2 growth plan. There is an opportunity through masterplanning to improve the capacity of the station and in particular to improve accessibility through all forms of transport by creating a suitable interchange. The land around the station is already identified as a potential redevelopment opportunity in the council's Town Centre Masterplan and adopted and emerging Local Plans. Proposals for a new link road from Hollis Lane to Brimington Road, serving the station, are well advanced and would significantly improve accessibility to the station from all areas to the South, East and West of Chesterfield, including Bolsover District, North East Derbyshire and from the M1 via the A617. The proposed Chesterfield Staveley

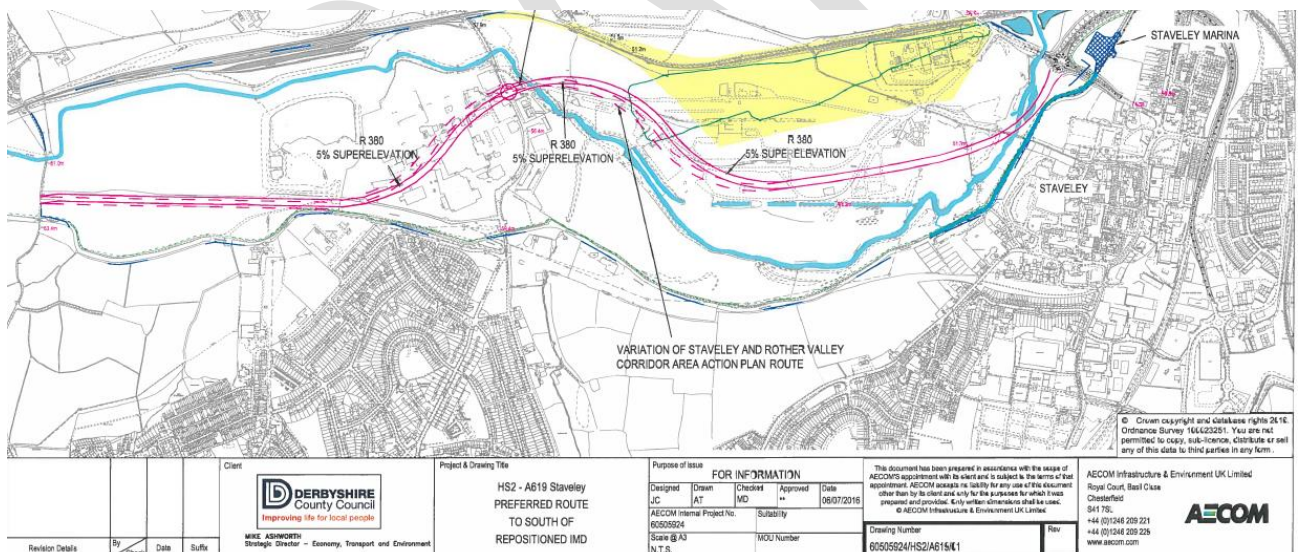
Regeneration Route (CSRR) will improve access to the centre of Chesterfield from the east and from J29a of the M1.

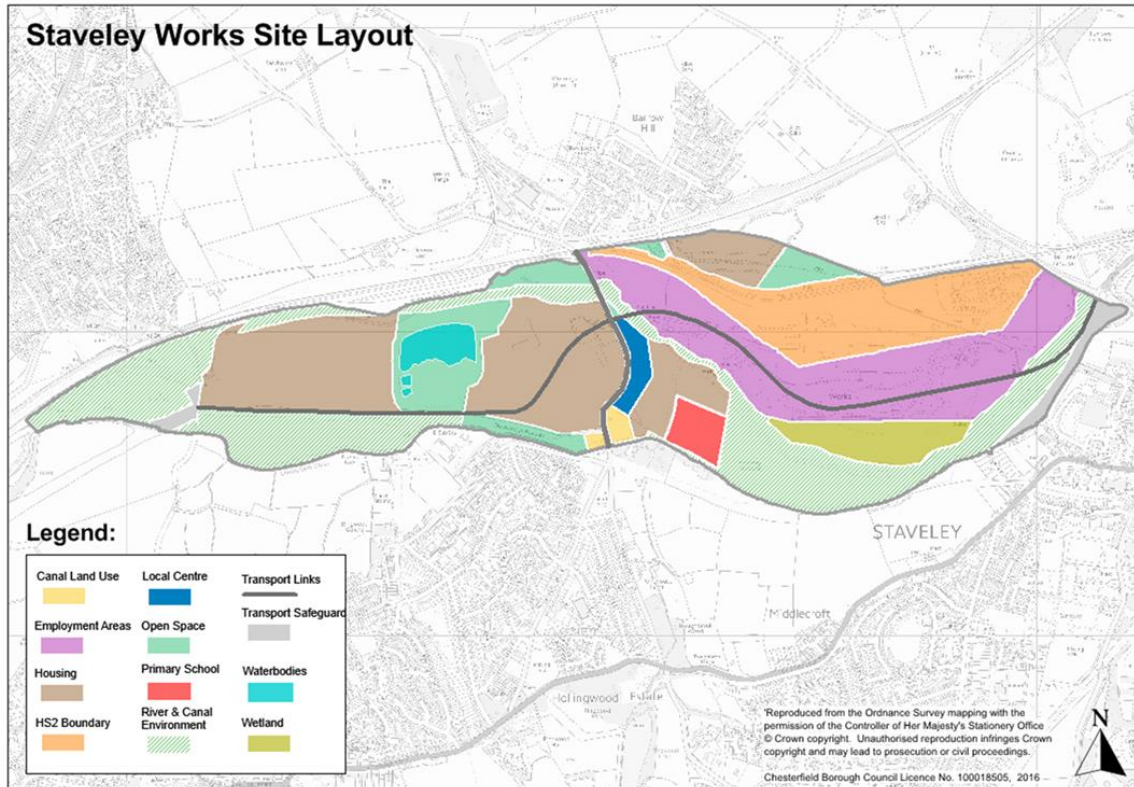
- 1.15. Further work is being commissioned, working with Derbyshire County Council, East Midlands Councils and Sheffield City Region to investigate further the additional economic benefits that would arise from High Speed rail serving Chesterfield and the infrastructure needs, and development opportunities, that would arise as a result.

REVISED LAYOUT OF AND ACCESS TO THE INFRASTRUCTURE MAINTENANCE DEPOT AT STAVELEY

- 1.16. The council's wider position in principle in support of the location of the IMD was set out in our response to the Line of Route consultation in 2013. The following comments relate to the revised layout for the depot, alternative proposed access route, and re-iterates outstanding site related issues that will need to be addressed.

- 1.17. The revised layout of the IMD (confirmed in the safeguarding plans) is welcomed as it allows for a suitable alignment of the Chesterfield Staveley Regeneration Route through the site and for the creation of approximately 30ha of additional employment land with no orphaned land parcels. **[CHECK PLAN WITH AECOM]**





Revised illustrative site layout for Staveley & Rother Valley Corridor incorporating revised IMD layout

- 1.18. We welcome the use of an existing line to provide access to the IMD, rather than provision of a completely new route, which will significantly reduce the environmental impacts of this element of the scheme.
- 1.19. The IMD access no longer impacts upon the existing Riverdale residential Caravan Park at Staveley. It also now crosses the line of Chesterfield Canal in only one location. However clarity is still sought over levels. Although the proposed access route follows the route of an existing disused line, the indicative levels do not always appear to match this. In particular clarity is sought where the route:
- passes under the A619 at Staveley; the plans indicate possible bridge works. Whether works are needed and any impacts should be clarified as soon as possible in order to provide certainty to affected residents and businesses;
 - crosses the route of the Chesterfield Canal; clarity over headroom is sought. This is the next phase of the Staveley section of the canal to be restored and early clarity would allow bids for funding to be progressed;

- crosses Hall Lane and enters the IMD. The plans appear to show the route following the existing disused rail line. However this line currently passes under Hall Lane, with Hall Lane being on a raised bridge. The consultation plans appear to show the rail access to the IMD passing over Hall Lane using a viaduct. This would require significant changes to the vertical alignment of the disused line for a substantial length, as well as to Hall Lane itself.

1.20. The levels of the depot generally require clarification.

1.21. Detailed engagement would be valuable over the access to the depot on Hall Lane to ensure that any proposals for road and rail access (and any resulting vertical or horizontal re-alignment of Hall Lane) are compatible with emerging proposals for the Chesterfield-Steveley Regeneration Route and maximise opportunities to share costs and works.

1.22. The location of the depot severs a significant (if poor quality) public footpath route between the Settlement of Barrow Hill and Steveley Town Centre. A suitable, safe and convenient alternative to this route should be provided as part of the development. [PLAN]

1.23. The proposed entrance to the depot at the eastern end would sit on top of a former spoil tip and chemical works, and the remainder of the site includes a combination of former chemical works and opencast mine workings. An assessment of ground conditions on this site was carried out as part of the Baseline Evidence Report for the AAP and is available on the council's website (www.chesterfield.gov.uk). The construction of the depot would require the remediation of the site. Surveying of the site, preparation of a remediation strategy and remediation of the site itself is likely to be a lengthy and complex process (estimated minimum of five years) and this will need to be built into the timetable for this phase of HS2, particularly if the site is to also be used during the construction phase, which would require accessing the site within the next 6-7 years. It is also likely that remediation works will need to extend beyond the site in order to address the risk of migration of contaminants.

2. *Do you support the potential development of a northern junction to enable high speed services stopping at Sheffield to continue further north? Please indicate whether or not you support the proposal and your reasons.*

2.1. The council supports the creation of a northern link from Sheffield to Leeds. With one or more stops per hour in Chesterfield, this would significantly improve on existing journey times from Chesterfield to Leeds (and stations beyond via Classic Rail services), which are currently between 1 hour and 1 hour 20 minutes. A northern connection would also strengthen the role of Chesterfield as an HS2 hub station for north east Derbyshire and north

Nottinghamshire, widening the area benefiting from the economic uplift of investment in HS2.

3. *Do you support the proposed location of the northern junction in the vicinity of Clayton? Please indicate whether or not you support the proposal and your reasons.*

3.1. The council supports provision of a northern junction but has no further comment to make on the proposed location and form of that junction

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