

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

POLICY DEVELOPMENT GROUP - WEDNESDAY, 19 SEPTEMBER 2018

Report Title	HS2 UPDATE
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Purpose of report	To advise on work undertaken by and on behalf of the Council with respect to HS2, with a focus on work undertaken since the Council Motion of 12 September 2017
Council priorities	Business and Jobs Homes and Communities Green Footprints
Implications:	
Financial/Staff	A specialist rail consultant is providing staff resource to provide advice to the Council and support Parish Councils and communities consider route mitigation. The consultancy costs are being supported by HS2 Ltd.
Link to relevant CAT	Not applicable
Risk Management	HS2 Ltd is responsible for the design and implementation of the HS2 project and as such are responsible for equalities, human rights and risk management related to the project.
Equalities Impact Screening	Not applicable
Human Rights	Not applicable
Transformational Government	Not applicable
Comments of Head of Paid Service	Report is satisfactory.

Comments of Section 151 Officer	Report is satisfactory.
Comments of Monitoring Officer	Report is satisfactory.
Consultees	None
Background papers	Motion to Council on 12 September 2017
Recommendations	<p>THAT THE POLICY DEVELOPMENT GROUP:</p> <ol style="list-style-type: none"> 1. CONSIDERS ITS POSITION ON HS2 IN LIGHT OF THE DECLARED FINAL ROUTE THROUGH NORTH WEST LEICESTERSHIRE AND PROVIDES COMMENTS FOR CONSIDERATION BY COUNCIL 2. NOTES THE EXTENSIVE ENGAGEMENT THAT HAS BEEN, AND CONTINUES TO BE UNDERTAKEN, BY AND ON BEHALF OF THE COUNCIL, WITH AFFECTED COMMUNITIES, BUSINESSES AND OTHER ORGANISATIONS ALONG THE NORTH WEST LEICESTERSHIRE SECTION OF THE ROUTE

1.0 CONTEXT

- 1.1 HS2 Limited published maps of the proposed route in July 2017 and they are available in two sections (Birchmoor to Tonge and Tonge to Long Eaton) at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-to-manchester-and-the-west-midlands-to-leeds>
- 1.2 A summary of the anticipated impacts resulting from HS2 is provided in the first attachment.
- 1.3 The Council, on 12 September 2017, resolved to review its position on HS2, in light of the Government's decision not to proceed with the proposed electrification of the Midland Mainline, and to engage with local affected communities and businesses along the route.

2.0 ENGAGEMENT

- 2.1 The Council, at that time, had already undertaken extensive engagement with HS2 itself, as well as residents and businesses along the route who would be directly affected, and the groups which had formed. This engagement can be broadly summarised as follows:
 - i) Businesses along the route were contacted by the Business Focus team on the day of the route announcements, to ensure they were aware, and to let them know that the Council was offering advice and support to them. This offer was publicised in the local media (press and BBC radio).
 - ii) A series of formal and informal meetings have been held with organisations which formed to represent directly affected communities (such as MAPA, which has now disbanded, and other groups around Packington and Measham in particular), in order that common issues could be identified and options available could be considered.

- iii) Other individual meetings and conversations with individuals who are directly affected by the route.

- 2.2 SLC Ltd, a specialist rail consultant, has been engaged by the Council to provide support and technical expertise to communities to facilitate effective engagement with HS2. This includes looking at opportunities for mitigation and the work outlined below (section 5). It has also included support on responding back to the most recent (May 2018 HS2) engagement and design reviews arranged by HS2 Ltd.
- 2.3 The engagement continues particularly with parish councils, on an on-going basis, by elected Members, the Chief Executive and other officers of the Council, as well as SLC Ltd. acting on the Council's behalf.
- 2.4 Officers are engaging with the HS2 East Midlands Strategic Board and its sub-groups to maximise the benefits to the District and in particular to seek to improve public transport to the proposed station at Toton. There are also opportunities for local businesses to provide goods and services to help to construct, operate and maintain the line.

3.0 THE GOVERNMENT'S DECISION CONCERNING THE ELECTRIFICATION OF THE MIDLAND MAINLINE

- 3.1 The Government's decision was considered by the Council on 12 September 2017, and the report and appendices, including the consultation response which was made, are hyperlinked as background papers to this report. A summary of the implications is provided within the second attachment to this report which provides background for any further consideration of HS2's declared final route.
- 3.2 Without electrification the classic compatible link is not viable and the benefits to Leicestershire are much reduced. However there have been government comments that suggest that electrification is best considered to be in abeyance rather than entirely abandoned.

4.0 THE COUNCIL'S POSITION CONCERNING HS2, IN LIGHT OF THE FINAL ROUTE

- 4.1 Since the final route announcement was made, SLC Rail has been asked to refresh the evidence base which was prepared to inform the Council of the impacts of the route. This is provided in the first appendix. Since the Council's consideration (12 September 2017) the route has changed, notably in the wider Measham area, and moving to run between Kegworth and the M1 instead of tunnelling underneath the airport. The Policy Development Group is therefore invited to make any observations it may have concerning the final route through the district on the basis of the updated plans and information. These comments can then be considered by Council who may wish to inform HS2 Ltd of these considerations.

5.0 IMPACT ON COMMUNITIES

5.1 Published route and its implications

Appendix one provides SLC Ltd's summary of the impacts on communities within the District. Compensation is available to affected properties; Maps showing the compensation available can be seen at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/629047/HS2_PH2B_LeegsLeg_PropertySchemes_July2017_Volume1_WATER.pdf

5.2 Measham and Route 4

5.2.1 The District Council, as well as Leicestershire County Council and the two affected parish councils, was requested by the Secretary of State for Transport to comment on the most appropriate route for HS2 between the following two options:

- The existing route mapped through Measham
- “Option 4” which moves the route further west to avoid the proposed Measham Wharf development site

5.2.2 The Secretary of State will make the decision on the most appropriate route for HS2, drawing on the technical information which has already been presented and the views of communities which are likely to be directly affected by any change to the proposed route.

5.2.3 HS2 have carried out some preliminary feasibility work on “Option 4” and they have concluded that the Measham Land Company’s (MLC) proposed route is not compliant with current high-speed rail design standard, and that the impacts of Option 4 are different from those assessed by MLC.

5.2.4 The timescale constraints meant that it was not possible for the Council to undertake a detailed assessment of an alternative route, but a broad comparison of the two routes is provided below:

5.3 Existing Route at Measham

The existing proposed route, which has been known for more than 12 months, has a number of key impacts:

- It will affect dwellings and businesses in Measham as a result of demolition or falling within the Safeguarding Zone.
- Affected properties (defined for compensation purposes as up to 300m from the line) include 76 properties owned by the District Council.
- There will be a viaduct of significant size on the southern approach to the village
- The route will cross the SAC/SSSI area of the River Mease
- Some Public Rights of Way will be lost in the channel between the A42 and HS2
- Some residents will be very close to the railway; Dysons Close and Amersham Way will be particularly affected
- The upper portion of the Measham Wharf development will be crossed by the railway, causing blight. This affects Section 106 monies for the Measham Leisure Centre and Ashby Canal
- The New Street Bridge will be rebuilt to accommodate the road and the railway, and the A42 will be realigned at this point. Parts of Parker’s Wood will be lost
- The construction period will impact on residents and businesses

5.4 Option 4 at Measham

5.4.1 These impacts have been assessed against the material supplied to us by the Measham Land Company (MLC) and may not take into consideration any necessary amendments which have been made by HS2 Ltd in their initial technical assessment

- The route will cut closer to J11 of the M42. The Appleby Park Hotel and the service station nearby will be impacted
- The route crosses the north-western part of the Westminster Industrial Estate. Kent Pharmaceuticals and the Wolseley Distribution Centre will be directly impacted

- There will be a viaduct of significant length that will cross the River Mease
- Dysons Close and Amersham Way would not be affected
- The Measham Wharf site would be cleared of blight, which would enable development of the site and the associated regeneration of the centre of the village
- The line will swing closer to Oakthorpe. This will lead to some demolitions, and previously unaffected properties falling into the Safeguarding Zone
- The line will not affect Parker's Wood
- The railway will still cross New Street at the Oakthorpe end, requiring a separate bridge crossing
- The amended route will affect Oakthorpe, a community who have previously been untouched by HS2.

5.4.2 In the timeframe given, the District Council was not able to comment on the following areas without further specialist advice:

- HS2's technical assessment and necessary amendments to MLC's proposal, although it is understood that the overall costs will be 10-20% higher
- Possible impacts on the River Mease
- Numbers of jobs and/or residents directly affected
- Measham Land Company's economic benefits projections
- Feasibility of the Ashby Canal restoration project and its links with the Wharf development
- Effects on Public Rights of Way
- Detailed impacts upon Oakthorpe; it is a small community and proportional impacts will be necessarily higher

5.5 Measham options - conclusions

5.5.1 Whichever route is chosen by the Secretary of State, the Council will seek assurances that planned regeneration is not adversely affected by HS2, and that regeneration in the immediate area is enhanced by making the most of opportunities arising from HS2 to facilitate appropriate future development. We will welcome constructive work with HS2 to enable us to regenerate Measham. The District Council will also expect that:

- adverse impacts resulting from HS2 will be minimized and appropriately mitigated for all affected communities and businesses
- the chosen route should have a minimal impact on the River Mease SSSI/SAC and that detailed assessments are undertaken on biodiversity and the natural environment to inform HS2 on appropriate actions
- the chosen route should have a minimal impact on the existing economy and jobs in the area
- there will be transparency in the Secretary of State's decision making process, and that evidence considered should be made freely available in the public domain to enable further dialogue and comment.

5.5.2 If the alternative route is to be taken forward then the District Council will press HS2 for a comprehensive consultation process before a final decision is made and before the project progresses to the Hybrid Bill stage. This will create uncertainty, and ultimately delays, but it is a necessary part of the process which cannot be bypassed. Whichever route is taken the District Council will seek to minimise the effect on communities and has, for example, asked HS2 if there could be a cut and cover tunnel rather than the proposed cutting at Amersham Way.

5.6 Appleby

HS2 attended the June Parish Council meeting in Appleby. Items of discussion included with the Parish Council included:

- Impact on the Old Rectory (Georgian, Grade II listed) at J11. It will be surrounded during the construction period and will be left with a substantial visual impact to the front of the building
- Ecological planting between the HS2 and the road
- Impacts on Salt Street (ancient way)
- Visibility of the railway from the west side of the village. The railway is in cutting at this point, but the new maps do not show gradients so cannot assess if the overhead electrical line (OLE) will be visible
- Disruption to Rectory Lane/Measham Road during construction. This is the favoured route out of the village
- Impacts on houses; A444, Rectory Lane etc.

5.7 Ashby

Ashby Town Council have been sent the commentaries on HS2's maps and factsheets but there have been no other requests for support. Ashby Canal Trust is awaiting the outcome of the Measham Land Company's proposed amendment

5.8 Breedon and Tonge

Breedon and Tonge PC and TABAG (Breedon action group) have written to HS2 to confirm that their main points are:

- Construction compound to be placed alongside the down ramp to the A42
- Satellite construction compounds off Stocking Lane (opposite Cloud Hill Quarry), another close to the disused railway line west of Cloud Hill Quarry and east of Worthington lane near Hill House Farm. A further location is marked as "under development" to the north of Long Mere Farm
- Local road running from A42 junction/Gelscoe Lane to Belton will be closed, but maps indicate that two new replacement links will be built
- New public rights of way to be created linking Breedon Brand to the area of Breedon Lodge Farm, around Hill House Farm and linking it to Worthington Lane.

5.9 Kegworth

- 5.9.1 A key issue for Kegworth PC is the use of £120k s106 money which is allocated for much needed football pitches and where the land is no longer available due to HS2. A review of possible sites is being carried out in conjunction with the Parish Council.
- 5.9.2 Other items discussed included the new maps and the placement of the construction compounds and (later) the major electrical transfer station (AFTS), together with the possible impacts on the village.
Legal advice on this point may be useful if an impasse is reached with HS2.
- 5.9.3 There has been concern about cycle paths and the possibility that there might need to be a sizeable tunnel through the embankment that is planned between Kegworth and J24 of the M1 but it is understood from HS2 that provision can be made without the need for a tunnel.

- 5.9.4 There has been a concern about the balancing pond which is to be built close to Kegworth could block a new access route to Refesco however HS2 have verbally stated that the exact location of the pond is sufficiently flexible to enable this access.

5.10 Rural Areas

The impact on other areas is limited but advice and support is being offered by SLC Ltd. to all the relevant Parish Councils.

6.0 NEXT STEPS

- 6.1 The current programme for Phase 2b (the section of HS2 that runs through the District) is outlined below. This includes the recent announcement that the Hybrid Bill will now be deposited in 2020 rather than 2019. It should be noted that this may change if the Secretary of State decides to consider Option 4 further.

To 2019	Carry out Environmental Impact Assessment and produce the Environmental Statement
2020	Deposit Hybrid Bill
2022	Royal Assent for the Hybrid Bill
2023	Commence construction
2033	Commence train services

- 6.2 Comments from Policy Development Group will be provided to Council for consideration at the next available meeting. The District Council will continue to support local communities, seek further mitigation where appropriate and work with stakeholders to maximise the benefits. In some cases additional compensation to communities would be appropriate and work with HS2 will continue. The District Council will also continue to seek creative ways to gain benefits from the HS2 project.