

**NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL**

**COUNCIL - TUESDAY, 26 FEBRUARY 2019**

Report Title	<b>HS2 UPDATE</b>
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Purpose of report	This report seeks to update Council on progress on the proposed HS2 train line and requests approval for the Council to continue to work in partnership to maximise the benefits and minimise the impacts on the District.
Council priorities	Green Footprints Homes and Communities Businesses and Jobs
Implications:	
Financial/Staff	There are no financial implication of this report as funding of £100,000 per year for three years is included in the proposed budget.
Risk Management	Risks are being managed by the Council's project team and through continuing liaison with LCC.
Equalities Impact Screening	HS2 are responsible for equalities impacts and have included a draft equalities impacts statement in recent consultation
Human Rights	No human rights implications.
Transformational Government	Not applicable.
Comments of Head of Paid Service	The report is satisfactory.
Comments of Section 151 Officer	The report is satisfactory.
Comments of Deputy Monitoring Officer	The report is satisfactory.

Consultees	Policy Development Group
Background papers	<a href="#">Minutes of the meeting of Council on 21 November 2017</a> <a href="#">Report to Cabinet on 11 December 2018</a> <a href="#">HS2 consultation document</a> <a href="#">HS2 draft equalities impact statement</a> <a href="#">NWLDC response to HS2 consultation</a> <a href="#">LCC Cabinet report 16 October 2018</a>
Recommendations	<p><b>IT IS RECOMMENDED THAT COUNCIL:</b></p> <ol style="list-style-type: none"> <li><b>1. NOTE THE WORK UNDERTAKEN IN RELATION TO HS2 TO DATE INCLUDING:</b> <ol style="list-style-type: none"> <li><b>I. THE INTERNAL OFFICER WORKING GROUP AND PARTNERSHIP WORKING WITH LCC,</b></li> <li><b>II. WORKING WITHIN THE EAST MIDLANDS HS2 STRATEGIC PARTNERSHIP TO MAXIMIZE THE TRANSPORT BENEFITS OF THE STATION AT TON AND, THROUGH THEIR MITIGATION BOARD, TO COORDINATE THE RESPONSE TO THE IMPACTS OF HS2 AT REGIONAL LEVEL,</b></li> <li><b>III. THE RESPONSE TO THE CONSULTATION BY HS2 FROM NWLDC WHICH TOOK INTO ACCOUNT THOSE OF PARTNERS INCLUDING LCC, TOWN AND PARISH COUNCILS AND ACTION GROUPS,</b></li> <li><b>IV. THE COUNCIL ENCOURAGING AND FACILITATING ALL PARTNERS, RESIDENTS AND BUSINESSES TO SUBMIT COMMENTS TO HS2 LTD.,</b></li> <li><b>V. INCLUSION OF FUNDING IN THE COUNCIL'S BUDGET PROPOSALS FOR THE NEXT THREE YEARS TO ENABLE SPECIALIST CONSULTANTS TO BE EMPLOYED TO ASSIST THE COUNCIL IN OBTAINING THE MAXIMUM MITIGATION AND OTHER BENEFITS.</b></li> </ol> </li> <li><b>2. APPROVES THE CONTINUATION OF THE PARTNERSHIP WORK BY THE COUNCIL WHICH SEEK TO MAXIMISE THE BENEFITS OF HS2 TO THE DISTRICT AND TO MINIMISE THE IMPACTS ON THE DISTRICT.</b></li> </ol>

## 1.0 BACKGROUND

- 1.1 At its meeting on 21 November 2017 Council decided to review its support for the proposals to build a high speed train line (HS2) from London to Manchester and to Leeds with this eastern leg running through North West Leicestershire roughly parallel to the A42 (M). Details of the route are available on the HS2 website. Since that meeting the company set up by Government to design and build the line, HS2 Ltd., have progressed the scheme substantially.
- 1.2 A report was submitted to PDG on 19 September 2018 and resulted in a number of comments from members which are attached in Appendix 1. It should be noted that the meeting on PDG was prior to the publication of information by HS2 Ltd for their consultation

however officers believe that this more recent information would have been unlikely to have affected the comments from members.

- 1.3 The East Midlands HS2 Strategic Board, facilitated by East Midlands Councils and the D2N2 LEP, has coordinated the sub-region's response to HS2. They have established a number of specialist sub-Boards including one seeking mitigation of the effects of the line. NWLDC attends relevant board meetings.
- 1.4 Currently a consultant from SLC Rail provides support to the Chief Executive, Head of Economic Regeneration, the NWLDC internal working group and to town and parish councils. Most parish councils were engaged in the consultation and the Council arranged a meeting for all parish clerks. There were also been two public consultation sessions arranged by HS2 Ltd., in Measham and Kegworth, The SLC Rail consultancy work is currently funded from an existing planning budget and some of it will be reimbursed by HS2. It has also been agreed that most of the remaining consultancy costs will be shared equally by NWLDC and LCC except where work is specifically for one council. Joint working with LCC to provide a coordinated approach is therefore expected to result in benefits both in terms of efficiency and effectiveness.
- 1.5 The NWLDC internal HS2 working group comprises of officers from a wide range of services which reflect the wide range of potential impacts and opportunities.
- 1.6 HS2 Ltd commenced consultation in October and this closed on 21 December 2018. The proposals were considered by HS2 Ltd to be a working draft and consultation at that stage was not a legal requirement. There is also a draft equalities impacts statement available. Further refinement by HS2 Ltd is expected which will take into account comments received. This will be followed by formal consultation (expected in 2019) in preparation for the Hybrid Bill to be submitted to Parliament in the summer of 2020 with the aim of obtained Royal Assent in 2023 and commencing work soon after with the line from Birmingham to Leeds (part of phase 2b) becoming operational in 2033. Work in North West Leicestershire is likely to last around 5 years and the number of staff on site is estimate to be in the region of 500 – 800. The Council will be able to influence HS2 Ltd's proposals in 2019 and up to early 2023 however changes are more likely to be obtained if comments are made at the earliest possible time. Once the Hybrid Bill is approved then HS2 Ltd can implement it without any further approvals but would need planning permission for any additional works.
- 1.7 Cabinet delegated authority on 11 December 2018 to the Strategic Director of Place in consultation with the Portfolio Holder for Business to submit a response to the consultation by HS2 Ltd. This extensive response focusses on mitigation of the impacts on the district. The formulation of the response took into account wherever possible the comments of other local stakeholders, especially town and parish councils and action groups. The key comments were also fed into the response submitted by the East Midlands Strategic Partnership.

## **2.0 IMPACTS**

- 2.1 The large amount of details and drawings provided by HS2 Ltd for consultation show the proposed HS2 route and its temporary and permanent implications which are very varied in type and size. They include areas of responsibility both for NWLDC and LCC as listed below, and impact on many partners, residents and businesses.

<b>Impact</b>	<b>Lead body/authority</b>
Demolition of homes	Owner (inc. NWLDC Housing)
Demolition of businesses, substations, masts etc.	Owner (inc. LCC Property)
Road disruption	LCC
Footpath disruption	LCC
Agriculture, forestry and soil	Owner
Air quality	NWLDC
Community facilities	Owner
Ecology and biodiversity	LCC
Health	CCG
Community cohesion (impacts of temporary workers, severance of transport routes, conflicting priorities)	LCC and NWLDC
Socio-economic effects	LCC and NWLDC
Listed buildings and gardens	NWLDC and owners
Archaeology	LCC
Landscape and visual effects	LCC
Land quality (inc. mining and landfill)	LCC and others
Sound, noise and vibration	NWLDC
Water pollution	NWLDC
Flood risk	LCC

2.2 It is clear from the assessment by SLC of the consultation documents that there are many types and levels of impact on the communities in the district. This assessment provided the basis for the NWLDC response to the consultation. The assessment shows that the impacts will be particularly severe in Measham which is one of the District's more deprived communities – up to 170 jobs could be at risk as well as a number of houses. Packington and Kegworth would also suffer from traffic disruption during the work as well as from noise and visual impacts; so would anybody traveling near the new line as the A42 (M) and all the connecting roads will be disrupted.

2.3 The total effect of HS2 on listed buildings along the East Midlands section of the route is considerable and officers conclude that HS2 Ltd needs to do more to minimise the damage to our built heritage as well as to our Sites of Special Scientific Interest, the National Forest and sensitive landscapes.

### **3.0 BENEFITS**

3.1 It is proposed that there will be stations on the HS2 line in Birmingham and at Toton. There are, therefore, opportunities for benefits from the proposals including improving transport links to make Toton a hub for all the different forms of transport. This would include connections from East Midlands airport. Officers are also investigating the opportunities for improved public transport services from other parts of the district to the airport.

3.2 There would be quicker travel by train with the journey from Toton to Birmingham taking 19 minutes and Toton to London in 51 minutes, for example.

3.3 HS2 Ltd will need skilled staff to construct and operate the new line and are establishing colleges at Birmingham and Doncaster to help to enhancing skill levels.

3.4 There would be opportunities to provide goods and services to HS2 and their supply chain as such a large project provides substantial commercial opportunities especially in construction and engineering in this case.

- 3.5 There are projected to be economic benefits regionally and nationally – the East Midlands could benefit by up to an estimated 74,000 jobs and an increased economic activity of up to £4 billion per year. Achieving these benefits depends on the sub-region harnessing the full potential of the opportunity and this a key aim of the East Midlands HS2 Strategic Partnership.
- 3.6 There are also indirect benefits from the construction of HS2, notably freeing up capacity on the existing rail network which is currently struggling to meet the requirements of increasing numbers of passengers.

#### **4.0 FINANCIAL RESOURCES**

- 4.1 Funding of £100,000 p.a for three years is included in the proposed budget presented to Council for approval at this meeting. This provision will ensure that the Council is able to respond fully to HS2 proposals and hence will be able to minimise the impacts of HS2 which include demolition of properties (including homes, businesses), disruption of the road and footpath network, landscape and ecological impacts, noise and dust, listed buildings and archaeology, health and well-being and community cohesion. The Council would also be able to continue to seek to maximise the benefits of HS2 which should include enhanced transport connections, improved skills and commercial opportunities for local businesses.
- 4.2 The funding will enable NWLDC to employ specialist consultants in areas such as noise mitigation and legal representation that will enable a highly effective response to be made to the consultation about the HS2 route and its significant and varied effects and maximise HS2 Ltd's mitigation work. The experience of councils along Phase 1 of the HS2 route shows that substantial benefits can be achieved using this approach and relevant authorities will be contacted to draw from their experience of HS2.
- 4.3 The cost estimate of £100,000 p.a. is approximate but reflects the budget approved by LCC of £400,000 p.a. in that NWLDC have some staff resources available whereas LCC intend to appoint 3 new members of staff so that NWLDC should require a smaller sum. The budget proposal will be refined following information from district councils along phase 1 of the route. It should also be noted that the two councils have different areas of responsibility and, by working together, the councils will seek to avoid any risk of duplication and will maximise effectiveness.

## APPENDIX 1

EXTRACT of MINUTES of a meeting of the POLICY DEVELOPMENT GROUP held in the Council Chamber, Council Offices, Coalville on WEDNESDAY, 19 SEPTEMBER 2018

Present: Councillor M Specht (Chairman)

Councillors R Ashman, N Clarke, T Eynon, P Purver, V Richichi, A C Saffell, S Sheahan and N Smith

In Attendance: Councillors J Geary, R Johnson, J Legrys, Ms K Smith and A V Smith MBE

Portfolio Holders: Councillors A V Smith MBE

Officers: Mr J Bright, Mr M Fiander, Mr G Jones, Mr M Murphy, Mr P Sanders, Mr T Shardlow and Mrs R Wallace

### 19. HS2 UPDATE

Having declared a pecuniary interest in the item, Councillor S Sheahan left the meeting for the consideration and discussion thereon.

The Head of Economic Regeneration presented the report to Members and introduced Kym Smith, SLC Consultant. She reported that the position on electrification remained the same and there were still no plans to electrify further sections of the midlands main line although she felt the position could be reviewed at a future date. She invited Members to contact her by email if they had any questions.

A discussion was had regarding the current proposed route at Measham and the proposed 'option 4' with an explanation on the Secretary of State's pending decision on the most appropriate route for HS2.

Councillor R Ashman commented that a small number of houses within his ward was not included on the route plan. He confirmed that the owners had received written confirmation that their properties would be affected by the route. The SLC Consultant was not aware of this and would look into it further.

Councillor N Smith expressed his disappointment that there would not be a link into a station at the airport.

The Chairman was concerned that if the proposed Measham Wharf site was not developed due to HS2, then the agreed Section 106 monies would be lost. He asked if compensation would be available, as that was the advice members of Planning Committee received when approving the planning application. The Head of Economic Regeneration responded that it was currently being looked into and there was also another site in Kegworth that would be affected.

Councillor R Ashman asked if East Midlands Parkway Station would be moved to improve transport links. The SLC Consultant explained that this would be a rail services decision but the Council could ask for work to be undertaken to improve the link. She also recommended that the Council contact Highways England regarding upgrading the A42.

Councillor A C Saffell raised concerns about the traffic impact on surrounding areas, especially Castle Donington. He felt it was essential to keep as many roads open as possible during the works.

It was moved by Councillor N Smith, seconded by Councillor V Richichi and  
RESOLVED THAT:

- a) Comments made by the Committee be provided to Council when considering the report.
- b) 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 be noted.

The meeting commenced at 6.30 pm

The Chairman closed the meeting at 9.23 pm