

North East Derbyshire District Council

Cabinet

28 November 2018

**HS2 Phase 2b; Crewe - Manchester and West Midlands – Leeds – Working Draft
Environmental Statement Consultation**

**Report of Councillor G Baxter MBE, Leader of the Council and Portfolio Holder for
Corporate Strategy and Transformation**

This report is public

Purpose of the Report

- To set out details of the HS2 Phase 2b: Crewe - Manchester and West Midlands – Leeds, consultation and to authorise the Chief Executive, in consultation with the Leader to provide a response.

1 Report Details

1.1 In July 2017 the Government confirmed the route for HS2 Phase 2b: Crewe - Manchester and West Midlands – Leeds. Since the announcement of the route HS2 have been working on the development of the design for the route and assessing the potential effects of the proposals. On 11 October 2018 HS2 published two consultations on the Phase 2b route as follows:

- The Working Draft Environment Statement that describes the likely environmental effects of building and operating Phase 2b of HS2 as well as the proposed ways to avoid, reduce, mitigate and monitor these effects.
- The Working Draft Equality Impact Assessment Report which considers the potential effects of building and operating the railway on Groups protected by the Equality Act (2010).

1.2 The Working Draft Environment Statement HS2 Phase 2b is divided into twenty eight community areas with each area having a Community Area Report. These twenty eight community area reports follow the stretch of the main and spur line from Lea Marston to Tamworth ending at Manchester Piccadilly Station. The Community Area Reports also include the electrification of the spur line where it meets the existing Midland Main Line including reports for Danesmoor to Brierley Bridge and Unstone Green to Sheffield Station. However these two reports contain less detailed information as HS2 have indicated they are at any earlier stage of design and assessment on this section of the route.

- 1.3 Each of the Community Area Reports is complimented by a Community Area Map Book providing details of the construction impacts of HS2 and also the impact and mitigation post construction. The Community Area Reports set out an overview of the area and a description of the construction and operation of the proposed scheme. They also provide a summary of local alternatives considered since the Government's announcement of the preferred route in July 2017. At this stage HS2 indicate that Community Area Maps have not yet been produced for Danesmoor to Brierley Bridge and Unstone Green to Sheffield Station for the reasons outlined in the previous paragraph.
- 1.4 Within the twenty eight Community Area Reports and associated Map Books the following list sets out the relevant areas covered by the main and spur line from when HS2 enters the Bolsover District near to Junction 28 of the M1. The list below sets out the key Map Books relevant to the main and spur line as its travels north directly through the Bolsover and North East Derbyshire Districts:
- Pinxton to Newton and Huthwaite ref LA08 (258 pages)
 - Stonebroom to Clay Cross ref LA10 (282 pages)
 - Staveley to Aston ref LA11 (314 pages)
 - Danesmoor to Brierley Bridge ref MLL01 (30 pages)
 - Unstone Green to Sheffield Station ref MLL02 (30 pages)
- 1.5 All of the consultation documents are available online via; www.hs2.org.uk/phase2b. Additionally referenced copies of the consultation documents are being made available for review at a number of public locations during the consultation and a series of information events to be delivered across the area. A full schedule of events for the whole Phase 2b route can be found online. The consultation runs from 11th October 2018 closing at 11.45pm on 21 December 2018. Responses to the consultation can be made online or via email or freepost. Further details of how to respond to the consultation are available from HS2 Consultation webpages.
- 1.6 Given a response has to be provided by 11.45pm on 21 December 2018 the report requests that the Chief Executive, in consultation with the Leader be authorised to provide a response on behalf of the Council. It is important to note that since confirmation of the route in July 2017 there has been extensive engagement with HS2 regarding its impact on communities and business and this will help inform the consultation response.
- 1.7 Given the extensive amount of information that needs to be assessed and appraised to make a response by the 21 December 2018 a significant amount of work needs to be undertaken. As such the Chief Executive together with the Strategic Director – Place will work with the relevant Council Officers including those from Planning and Environmental Health to appraise and assess the consultation and make representations as part of a consultation response.

2 Conclusions and Reasons for Recommendation

- 2.1 The report seeks authorisation for the Chief Executive, in consultation with the Leader, to provide a response to the HS2 Phase 2b Consultation. As outlined in the report the HS2 Phase 2b main and spur line will have a significant impact on the Council's area and its business and residents. Consequently it is necessary to ensure sufficient Council resources are available to appraise the consultation document and provide an appropriate response outlining key areas of concern. This is in order to

ensure the ongoing dialogue with HS2 is reflected in a formal response to the consultation.

3 Consultation and Equality Impact

- 3.1 There are no direct consultation and equality implications arising from this report for the Council as the consultation is being undertaken by HS2. However, the Council needs to ensure it responds to the consultation ensuring concerns regarding areas of significant impact in the District are properly highlighted. Furthermore the Council needs to identify the need for HS2 to give sufficient regard to the equality impact of HS2 on local communities and businesses.

4 Alternative Options and Reasons for Rejection

- 4.1 The Council could choose to not respond to the HS2 consultation, however this would weaken the Council's position to argue that its impact on our communities and businesses should be properly managed and mitigated. It would also prevent the Council from identifying areas where HS2 needs to add further mitigation actions or modify the route to reduce significant detrimental impacts.

5 Implications

5.1 Finance and Risk Implications

- 5.1.1 Whilst there are no direct financial implications for the Council in responding to the consultation as this will be managed through existing available resources. However there is a potential risk of significant financial impact on the Authority as HS2 progresses. The extent of the impact of the main and spur line within the County needs to be considered given the actual and potential loss of residential and commercial properties.
- 5.1.2 The impact of HS2's construction on the wider highway network needs to be considered given it will include significant road reconfiguration. Its construction will also affect main arterial roads requiring realignment of the M1 in two locations and on modifications to Junctions 29 and 30.
- 5.1.3 Furthermore uncertainty regarding the route and associated disruption could lead to a reduction in income for the Council from a loss of Council Tax and Business Rates. It could also affect developer confidence and inward investment in the area. Whilst at this time this impact cannot be effectively measured these areas of concerns could be highlighted within the consultation response.

5.2 Legal Implications including Data Protection

- 5.2.1 There are no legal issues or Data Protection implications arising from this report.

5.3 Human Resources Implications

- 5.3.1 There are no Human Resource implications arising directly from this report however going forward the Council will need to consider if there are sufficient resources and expertise to deal with the ongoing dialogue with HS2, particularly as the process moves towards the Parliamentary stage and the petitioning process. If necessary further reports will be provided to set out areas where additional resources would

assist with this process in order to strengthen the Councils case and its dialogue with HS2 going forward.

6 Recommendations

- 6.1 That Cabinet consider the information set out in the report and the extent of the HS2 Phase 2b consultation and authorises the Chief Executive Officer in consultation with the Leader to provide a response.

7 Decision Information

<p>Is the decision a Key Decision? A Key Decision is an executive decision which has a significant impact on two or more District wards or which results in income or expenditure to the Council above the following thresholds: <i>BDC: Revenue - £75,000</i> <input type="checkbox"/> <i>Capital - £150,000</i> <input type="checkbox"/> <i>NEDDC: Revenue - £100,000</i> <input type="checkbox"/> <i>Capital - £250,000</i> <input type="checkbox"/> <input checked="" type="checkbox"/> <i>Please indicate which threshold applies</i></p>	No
<p>Is the decision subject to Call-In? (Only Key Decisions are subject to Call-In)</p>	No
<p>Has the relevant Portfolio Holder been informed</p>	Yes
<p>District Wards Affected</p>	All
<p>Links to Corporate Plan priorities or Policy Framework</p>	All

8 Document Information

Appendix No	Title
<p>Background Papers (These are unpublished works which have been relied on to a material extent when preparing the report. They must be listed in the section below. If the report is going to Cabinet (NEDDC) or Executive (BDC) you must provide copies of the background papers)</p>	
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