

Bolsover District Council

Executive

27th February, 2017

High Speed 2 Phase 2b; Crewe to Manchester, West Midlands to Leeds
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Report of the Chief Executive Officer

This report is public

Purpose of the Report

- The report provides details of the High Speed Two Phase 2b route refinement consultation and the property consultation. It also sets out proposals for a response to the consultation.

1 Report Details

- 1.1 In November 2016 the Government published its preferred route for Phase 2b of HS2. Alongside this announcement consultation was launched in the form of Route Refinement Consultation and Property Consultation. Whilst the proposed route refinement varies the previous route of HS2 through the district there remains a significant impact on property, businesses and local communities.
- 1.2 Since the announcement of the proposed changes to the route there has been ongoing dialogue with HS2 with the Leader of the Council writing directly to Sir David Higgins to express concern about the impact. Additionally the Chief Executive and the Leader have met with the HS2 Consultation Team and Sir David Higgins to talk through the impact of the route, how best the Council can influence Government's proposals and what opportunities are available to mitigate the significant impact on communities and businesses.
- 1.3 Details of the Route Refinement Consultation and Property Consultation documents are available at the following link. The consultation ends on 9th March and for each element of the consultation a response form has been provided. Copies of the response form are also available from the link.

<https://www.gov.uk/government/consultations/hs2-crewe-to-manchester-west-midlands-to-leeds-route-refinement-consultation-2016>

- 1.4 Following the announcement of the proposed route refinement work has been undertaken to determine the level and nature of the impact on the district from a property, land and business rate perspective. This information was used as part of the ongoing dialogue with HS2 and Sir David Higgins in order to demonstrate the significant impact on the district and the need to mitigate this. The initial assessments of the impact has also informed the ongoing dialogue with the County Council and other Local Authorities from the area that are affected by the proposals. It is intended that this dialogue will continue in order that it can form part of the Council's formal response to the consultation.
- 1.5 The consultation document as previously referred to is available to the public and businesses in order that they can respond. Details of the consultation have been published on the District Council's website since the Government announced the proposed new route. During the consultation period so far the District Council has received eight letters regarding the HS2 proposals and a summary of these letters is provided in the table at Appendix 1. A response has been provided to each of these letters indicating that the District Council will consider the representations made when it determines its response to the consultation. The response also advised the individuals that they should respond directly to the Government using the published consultation process.
- 1.6 In addition to the dialogue with HS2 the Council's Leader has also made representations regarding the potential Staveley Depot for HS2. This dialogue has focused on the need to ensure that the opportunities for the district are maximised through the provision of a college for local people to enable access to employment opportunities arising from HS2. This dialogue is ongoing and the Leader of the Council and the Chief Executive continue to attend the HS2 Staveley Depot Board which is a group comprising of appropriate agencies focussing on the dialogue with HS2 on the proposals for the Staveley Depot.
- 1.7 In summary the route refinement consultation document sets out details of the changes to the route as a result of the feedback from the 2013 consultation and ongoing engagement with local communities and stakeholders. The document sets out the consultation on seven substantial changes which introduce new or different impacts on people, the environment or property. Of these seven route refinements outlined the one most relevant to this area is the Derbyshire to West Yorkshire (M18/Eastern Route). These proposals move the alignment of the route from Derbyshire to West Yorkshire over seventy kilometres to reflect a change in the proposals for serving Sheffield. In summary the consultation document states that the new proposed route follows the M1 and then the M18.
- 1.8 Additionally, the consultation document also sets out how the proposed route can serve Sheffield City Centre and Chesterfield with a spur line. This would

link into the existing rail network south of Chesterfield by joining the existing line near Clay Cross. It is proposed that this spur line will cross the M1 from east to west just after Junction 28 of the M1 and will then travel through Blackwell and Newton meeting the existing line near Stonebroom where it will then travel on into Chesterfield. A copy of the map setting out the spur route and the main route and the proposals for the line to the Staveley Depot can be viewed at the following link:

<https://www.gov.uk/government/publications/hs2-staveley-infrastructure-maintenance-depot>

- 1.9 As previously indicated the route refinement consultation document provides a response form with nine set questions. The property consultation document also sets out a response form which provides set questions regarding the plans to provide assistance to affected communities and businesses. Details of the assistance schemes are summarised in the property consultation document which sets out the property compensation and discretionary assistance schemes in line with a properties proximity to the line of route.

2 Conclusions and Reasons for Recommendation

- 2.1 As the consultation closes on the 9th March 2017 this report sets out proposals for the Executive to respond. Executive is asked to consider the information contained within the report and also any representations made during the consultation period to the Council. Executive are also asked to note that the consultation process enables the public and businesses to submit responses directly to HS2 in order that all views are considered.

3 Consultation and Equality Impact

- 3.1 As Executive is asked to consider the process for determining a response to the consultation there are no direct equality implications arising from this report.

4 Alternative Options and Reasons for Rejection

- 4.1 The District Council could chose not to respond to the consultation however this would limit its ability to influence the proposals and ensure that Government were aware of the impact and opportunities HS2 presented for our local communities and businesses.

5 Implications

5.1 Finance and Risk Implications

- 5.1.1 Financial implications for the District Council have been discussed directly with HS2 and Sir David Higgins. The proposed route refinement will impact on the Council if it affects income through the loss of business rates and council tax within the District. As the route refinement is at this stage a

proposal, it is difficult to gauge the true financial impact. This difficulty is compounded by the fact that it is not yet clear what choices residents or businesses may make as a consequence of the impact and how this will equate to the actual loss of income.

5.1.2 In addition to the direct financial consequences to the Council representations have been made to HS2 about the effect of the proposals on the ability to manage development. Uncertainty on the route and its impact does not assist with strategic spatial planning for the area. Consequently this impacts on developer and community confidence and has a negative effect on the Council's ability to shape and influence future development.

5.1.3 The ongoing dialogue with HS2 is being used to determine a more accurate assessment of financial impact. Additionally the Chief Executive has highlighted the need for Government to consider how the impact on local businesses and communities could be mitigated through the provision of additional resources particularly in relation to economic growth. This dialogue will continue so that opportunities arising as a consequence of the proposed route are maximised to offset the negative impact should the proposed new route remain unchanged. It is important that this dialogue forms part of the ongoing delivery of the Council's growth agenda in order that the best case is made to Government to demonstrate the need to maximise the economic benefits of the proposals.

5.2 Legal Implications including Data Protection

5.2.1 None arising directly from this report.

5.3 Human Resources Implications

5.3.1 None arising directly from this report.

6 Recommendation

6.1 That Executive requests that the Chief Executive in consultation with the Leader finalise the Councils response to the HS2 consultation in order that it may be submitted by 9th March 2017.

7 Decision Information

<p>Is the decision a Key Decision? (A Key Decision is an executive decision which results in income or expenditure to the Council of £50,000 or more or which has a significant impact on two or more District wards)</p>	<p>No</p>
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Is the decision subject to Call-In? (Only Key Decisions are subject to Call-In)	No
District Wards Affected	
Links to Corporate Plan priorities or Policy Framework	

8 Document Information

Appendix No	Title
1	Summary of letters received
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)	
Report Author	Contact Number
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SUMMARY OF LETTERS RECEIVED – BOLSOVER DISTRICT COUNCIL

Area	Nature of Concern
Newton	<ul style="list-style-type: none"> • Ruin countryside • House prices drop hugely • Personal stress/value • Question the authorities • Prefer link to go to Meadow hall
Blackwell Old Blackwell	<ul style="list-style-type: none"> • No improvements will be made – modernise what exists • Effect on the surrounding community • House prices already dropping (30% drop) • Questioning the fixed compensation sum • Questioning the overall benefit • Prefer link to go to Meadow hall
Blackwell Old Blackwell	<ul style="list-style-type: none"> • House prices to drop more • Compensation doesn't reflect the drop in property value • Personal value • Other means of travel to be affected • Invest in our current network
Newton	<ul style="list-style-type: none"> • Changes to existing train line would be cheaper • Meadowhall route much more affective • Higher costs due to more trains, rolling stock and staff • Limited parking at Sheffield Station • Devastating effect on conservation areas • More expensive route/option and less efficient • Compensation payments are inadequate
Blackwell	<ul style="list-style-type: none"> • Effect property prices and sales • Affect the lives of local residents and the surrounding area • Motorway junctions will also be affected • Original plan far more superior in serving needs (North Derbyshire and South Yorkshire)

Blackwell	<ul style="list-style-type: none"> • Meadowhall route more effective • Detrimental effect on surrounding area and house prices • Increased journey time for the majority of people • Impact on heritage assets and irreversible damage to natural habitat • Irreversible ecological damage • Restricted access for South Yorkshire residents • Disruption to local services • Destruction of farm/farmland and several homes
Blackwell	<ul style="list-style-type: none"> • Original Phase 2b route featuring a station at Meadowhall would be more effective • M1 corridor – communities suffer from construction noise/ traffic and lower house prices • The proposed new route does not offer anything to communities in North Derbyshire and South Yorkshire • The new route benefits less people • Sheffield and Chesterfield urban areas are Victorian townships that were not designed for the demands of modern day traffic • Realistically it is only the residents of the actual city and town centres that benefit • The new route offers slower journey times for Sheffield residents • Investment should be made in high speed rail • The new route is unlikely to offer claimed economic savings
Tibshelf	<ul style="list-style-type: none"> • The new route passes directly through a business which has been the focus of strategic investment over the past 10 years due to location and access to infrastructure • The site is pivotal to business expansion plans • 600 UK employees at risk • Significant contributor to the Bolsover District economy