

GROWTH SCRUTINY COMMITTEE

Minutes of a meeting of the Growth Scrutiny Committee of the Bolsover District Council held in the Council Chamber, the Arc, Clowne, on Wednesday 10th July 2019 at 1000 hours.

PRESENT:-

Members:-

Councillor Jenny Wilson in the Chair

Councillors Derek Adams, Jim Clifton, Tricia Clough, Chris Kane, Tom Kirkham, Tom Munro and Graham Parkin.

Officers:- Dan Swaine (Chief Executive Officer)(to Minute No 0129), Karen Hanson (Strategic Director – Place)(to Minute No 0129), Joanne Wilson (Scrutiny & Elections Officer) and Alison Bluff (Governance Officer).

Also in attendance at the meeting until Minute No 0129, were Marcus King and Victoria Young, Engagement Managers from HS2.

0123. APOLOGIES

Apologies for absence were received on behalf of Councillors David Dixon and James Watson.

0124. URGENT ITEMS OF BUSINESS

There were no urgent items of business to consider.

0125. DECLARATIONS OF INTEREST

In the interest of transparency, the following Members wished it to be noted that they were members of the National Trust; Councillors Graham Parkin, Tricia Clough and Tom Munro.

0126. MINUTES – 12TH JUNE 2019

Moved by Councillor Tom Munro and seconded by Councillor Graham Parkin
RESOLVED that the Minutes of a Growth Scrutiny Committee held on 12th June 2019 be approved as a true record.

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0127. LIST OF KEY DECISIONS AND ITEMS TO BE CONSIDERED IN PRIVATE

Committee considered the list of key decisions and items to be considered in private document.

Moved by Councillor Tom Munro and seconded by Councillor Graham Parkin.
RESOLVED that the List of Key Decisions and items to be considered in private document be noted.

0128. BRIEFING ON HS2

Marcus King and Victoria Young, Engagement Managers from HS2, provided a presentation to the meeting on HS2 proposals in the Bolsover District, including the impact in the District, timescales, how HS2 had been working with the Council so far, the parliamentary process and the hybrid bill submission.

Victoria and Marcus carried out the same job role with regard to HS2 but each covered different geographical areas in the District.

Strategic Objectives

HS2 was a complex, high profile project and the biggest infrastructure project ever in Europe. It was a Government project under the Department for Transport being paid for by the tax payer.

The benefits of the project were around connectivity, i.e., *getting to places quicker*. Victoria stated that the real benefits of HS2 was around capacity and the catalyst for spreading growth across the country from London and the south up to the northern cities.

A team of people were looking at the customer experience; the journeys, the stations, the approaches to the stations and how this looked and felt to customers. There was a massive programme around skills and employment and currently 9,000 people around the country were working or benefitting from the project from phases 1, 2A and 2B.

Included in the project was a sustainability agenda; working with engineering and environmental experts on green corridor initiatives and no net loss in biodiversity.

Timelines

HS2 was set up in 2009. The Government confirmed its HS2 Strategy in 2012 and the full route was confirmed in 2016. Changes made since 2016 included the Sheffield Spur.

Royal Assent was granted in 2017 for Phase 1; London to Birmingham, where currently workers were on around 250 sites building the railway.

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2017 also saw the deposit of the Phase 2A Hybrid Bill, which had been going through a detailed and very lengthy parliamentary process starting with a Select Committee, the House of Commons and the House of Lords. It was hoped to get Royal Assent for Phase 2A of the route (Birmingham to Crewe) at the end of this year for powers to build that part of the route.

It was hoped to get Royal Assent in 2023 for Phase 2B of the project (Birmingham to Leeds) which included the Bolsover District area. Phase 1; London to Birmingham would open in 2026, Phase 2A; Birmingham to Crewe, in 2027 and it was hoped to open Birmingham to Leeds and Crewe to Manchester in 2033.

The 3 E's approach (Engagement, Engineering and Environment)

Engagement continued to take place with anyone impacted by the scheme - local communities, businesses, District, Parish and Town Councils. Statutory consultees included Highways England and Utility Companies, National Interest Groups such as the National Trust and English Heritage, MPs and the general public.

What is being designed?

Railway embankments and cuttings, new stations, viaducts and bridges, landscaping and tree planting, ponds and wildlife habitats, culverts and flood defences, roads and new junctions, construction work sites, haulage routes, overhead electric cables, public rights of way and noise barriers. These were all being looked at by experts taking into consideration consultation feedback and engagement activities that had been carried out.

Bolsover District

HS2 would run close to the M1 crossing it three times under Junctions 28, 29 and 30 and parallel to the M1 and Staveley. The Sheffield Spur would connect with the Erewash Valley Line near Clay Cross so would split just after Junction 28 of the M1 and then split off into the quiet villages of Blackwell and Newton (it would also connect at Clay Cross on the Midland Main Line to serve Sheffield and Chesterfield). HS2 were fully aware of the sensitive issue of the people and businesses impacted; Sawpit Lane Industrial Estate, Hardwick Hall, Mill Lane and Blackwell and Newton.

Project and Programme timescales

Marcus advised Members that the Hybrid Bill would be submitted in the summer of this year.

A consultation on the working draft environmental statement was carried out earlier last year, which Ipsos Mori had just published a technical report on. A further consultation would be carried out on the design refinements.

There were no design refinements within Bolsover, however, there were 11 major changes within the route towards Manchester and towards Leeds, which would have a significant effect on the environmental statement and different communities.

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Control Point 3 (CP3) was a milestone for HS2. It was the end of the design which would go into the Hybrid Bill submission. If Royal Assent was given in 2023 there would be elements of the design that would require planning permission via local authorities. HS2 had put together a Planning Forum to help guide local authorities through the process as it also moved through the parliamentary process.

Technical engagement had also been taking place with the National Trust to discuss the railway design which would go past Hardwick Hall and a presentation would be given to Derbyshire County Council Highways on how access would be served to HS2 construction compounds.

HS2 would deliver a more detailed consultation report at the point of the Hybrid Bill submission and also a formal environmental statement which would start to show Parliament what land HS2 would need. The design work and engagement would continue throughout and then the petitioning stage would begin.

Why HS2?

Over the last 22 years, the average daily passenger journeys had increased to just under a billion. In 1994 there was an average of 735,000 daily passenger journeys; in 2016 it was 1.6 billion daily passenger journeys. Railway capacity was needed to increase seat capacity. HS2 trains would directly connect Britain's largest cities and serve more than 25 stations.

There were currently 3 main lines between London and the north; East Coast Main Line, Midland Main Line and West Coast Main Line. There were 4 types of traffic on those lines; freight, long distant fast services, inter-regional (Manchester/Sheffield) and the commuter services. The long distance fast services required too much space on the railway but the rest went at a similar speed. HS2 would release space on existing lines and provide options for new local, cross city commute and freight services and more than double the seats. For example, in 2017, the East Coast Main Line (Doncaster/Leeds corridor), had 1,720 seats per hour. With HS2, in 2033, there would be 4,860 seats per hour.

How this future capacity would fit in to the local economy would be down to local businesses, local authorities and local enterprise partnerships to produce a plan which recognised opportunities. The Government had already given local enterprise partnerships the opportunity to produce a HS2 Growth Strategy.

As previously stated, submission of the Hybrid Bill would include a detailed and very lengthy parliamentary process starting with a Select Committee of MPs not affected by HS2 in their constituency. The Select Committee would consider submissions from anyone impacted or who would benefit from HS2 and had the right to be heard at the petition stage. However, the only changes that could be considered would relate to HS2 changes to mitigation proposals in the formal environmental statement as the route was fixed.

After Royal Assent in 2023, the enabling works would start around 2024 and construction work around 2025.

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<u>Questions/Observations from Members</u>	<u>Replies from HS2</u>
<p>Would the Sheffield Spur line connecting to the Midland Main Line open up to passenger services to Sheffield and Chesterfield?</p>	<p>Currently, there was a plan for a train service specification, modelled for HS2 that 4 trains per hour would split at Toton, (the new station at Long Eaton), with 200 metres of a train to go to Leeds or York and 200 metres of it to go to Sheffield. However, the challenge was to build HS2 and electrify the Midland Main Line. There was also Midlands Connect and Transport for the North who had aspirations to join it altogether. HS2 was originally going to be a stand-alone railway but as the scheme had moved forward the Government had realised that it would be sensible if it were all linked up which took time due to transport legislation. So, although the current provision was for 4 trains per hour, only 2 trains would serve per hour as there was no north exit from Sheffield. It was hoped that Transport for the North would come up with a plan to have a north exit, therefore, there could be 4 trains per hour but for now they would terminate at Sheffield and come back down.</p>
<p>Ashfield District Council have talked about having a link opened up to passengers on the Robin Hood Line to go to Toton, via Pinxton, which is in Bolsover District, would HS2 give any money to make that happen or did Councillors have to lobby Government?</p>	<p>Although HS2 were aware of Ashfield's proposal, unfortunately, it was outside of the HS2 remit. As referred to earlier in the presentation, local enterprise partnerships had been asked by the Government to produce a HS2 Growth Strategy which recognised opportunities such as this.</p>
<p>Does the Growth Strategy include procuring people from the Bolsover District area to carry out any building and are there any plans to establish training at any local colleges etc?</p>	<p>We have a supply chain team up and down the country. Over 300 companies in the East Midlands are already benefitting from HS2 and that would grow. If Members knew any companies who would be interested in applying for work, they could signpost them to the HS2 website 'Compete For'. With regard to colleges, there were 2 HS2 colleges that opened about 2 years ago, the nearest one to this area was Doncaster and the other one was in Birmingham. If Members wanted a tour of the Doncaster college, this could be arranged by HS2. Both colleges had state of the art campuses</p>

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	and all types of levels of qualifications including apprenticeships.
<p>The spur line will be having a direct impact on our residents in Newton and Blackwell and a college in Doncaster is far away. Also, no money to build potential links into the line etc - there seems to be nothing directly in Bolsover District and it's a hard sell for Members, especially for the people in that area.</p> <p>Members feel powerless in the whole situation. We are looking to mitigate any impact which needs to be done through actions not words. HS2 are not putting this area and the residents in this area as a priority for the things that they need.</p>	<p>We understand that it is peoples' lives and we are talking to the people who are directly impacted, going into their homes etc. It doesn't matter how reasonable the compensation schemes are when they have sentimental reasons for not moving. We understand it is having a detrimental impact on them - that is why it is so important that we go out and talk to people and support them. We have noticed though that we have not been especially good at selling the benefits of HS2.</p> <p>We urge Members to talk to us and we will deliver the best design and mitigation for the people in your communities. I presented at Blackwell Parish Council last week, it is a very sensitive area – it is really hard to see any benefit for the people there but some do want to see opportunities for their children and grandchildren – more choice and more options. We need to support them over the next few years and make sure they have access to the compensation schemes as well.</p>
<p>I live in Whitwell on the edge of the Robin Hood Line and I have just planned a train journey to Pulborough, south of London and I have to take the journey by going to Whitwell to Worksop, Worksop to Retford, Retford to Kings Cross and so on – this emphasises an important point that it would be a nonsense if HS2 was to be delivered (2B) and there wasn't a direct link to Toton but it was in the pipeline, it needs to be there before you deliver HS2. The Midlands Engine will have an impact on the LEPs, so at least go back to the Midlands Engine and ask if they are really sorting out all the connectivity to the Toton site and the other key sites. For example, you can't go from this</p>	

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<p>side of Derbyshire to Chesterfield by train because there is no link. The Robin Hood Line is a link and may benefit the District and it is worth pushing for.</p>	
<p>Where do the local Wildlife Trusts sit in your list of Statutory Consultees?</p>	<p>They are a statutory consultee, so pretty high. They don't always fall into the Engagement Teams' because it is very technical. The three E's – the Environment Team and Senior Environment Team are very much in touch with all of the local Wildlife Trusts and National Trust – they are probably the two biggest stakeholders.</p>
<p>What design brief have the designers of the physical trains been given in terms of the accessibility to the rolling stock to speed up station halts as this would be one of the big slow downs against the purpose of HS2?</p>	<p>The design brief re rolling stock and stations go hand in hand and a HS2 design team have been working on both for the last 5 years. A lot of consultation and work has gone into this including equality impact assessments with people and charities etc, to put forward how it would affect people with disabilities etc, and these have been taken into account and fed into the design, for example, the step onto the trains will be at low level so customers can to walk onto the trains rather than step up onto the train.</p>
<p>I was always led to believe that the trains would go over and not under Junction 29 on an 11 metre high viaduct.</p>	<p>The plan is to extend the roundabout at J29 and improve the junctions onto the roundabout and also to build 2 car overbridges which help us extend the roundabout and the car overbridges will go over HS2.</p> <p><i>CEO – I have a map which shows where it goes under and over the motorway and the length of the viaducts was part of our</i></p>

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<u>Questions/Observations from Members</u>	<u>Replies from HS2</u>
	<p><i>consultation response. There are quite a few viaducts.</i></p> <p>The working draft Environmental Statement design was frozen in early 2018 as a design but design continued. The design refinement consultation that we are going through now are just the design refinements that affect the Environmental Statement – there are still design refinements throughout the route including Bolsover, which do not affect the Environmental Statement but we’ve tried to refine the design so it makes it easier to construct. The CEO referred earlier to a lot of viaducts and they may increase as part of the next design – that is because the embankments in this area (re the coal history) means you can only build rail embankments on one type of soil called Cadeb which will have to be shipped in to this area and the mudstone taken out. This will have an effect on the mass haul and the strategic road network – we have to find a way around that – some of that way might be to reduce the embankments and increase the viaducts so we don’t have to move the soil. It’s always a balancing act during construction. It will continue through the parliamentary process as well.</p>
<p>Looking at mitigation measures in our District re the 2 parts impacted on - Sawpit Lane and Hardwick Hall – what mitigation measures are you putting in?</p>	<p>At the moment we cannot save all of Sawpit Lane but we’ve managed at the next design stage to put in a new road round the side which saves the businesses on the east side and keeps the access open. At the moment it’s still an embankment which would take Wanzl and the other 3 businesses to the north – we can’t get away from that because we are going underneath the M1 north of Sawpit Lane; it’s difficult to move it east or west so we’re still working through the design process. I believe the best case scenario will be a package where we work with BDC to find another location within Bolsover for those businesses. The smaller businesses want to stay and we’ve had good engagement with them – they have a local workforce, some who walk or cycle to work –</p>

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<u>Questions/Observations from Members</u>	<u>Replies from HS2</u>
	it is in our interest to keep that – how we get there is a different scenario.
So the businesses that need to relocate – are HS2 going to fund that relocation?	No, the funding from HS2 is to compensate for loss of business but we will work together with BDC though to find a solution.
So we will have loss of businesses, loss of employment, loss of business rates – plus the impact on Hardwick Hall re loss of tourism income - we don't know what the Revenue Support Grant will be in 2020 and we're trying to plug the gap with business rates and New Homes Bonus but the compensation will only be for the businesses to stop in the District and that's a mitigation measure?!	<p><i>CEO – this has been raised with HS2 in the consultation response where we urged HS2 to provide an alternative location and offer financial assistance above the statutory compensation payments which only cover the land values. This may be an area later on where we look at petitioning. We have tried to look at alternative sites and get the LEP involved. We don't want to lose local jobs.</i></p> <p>It's worth looking at the phase 2A committee report to see if there are any similar scenarios.</p>
I live at Glapwell and am aware of the impact - when you build the new roundabout, traffic will have to come down into Doe Lea and I know how difficult it is when the traffic backs up when we have one small set of traffic lights on there – a lot of traffic from Shirebrook goes that way also and I can see the impact on our local businesses – could that be looked at again?	You mean at the construction stage rather than the operational stage. We have a code of construction practice which has been through 3 rounds of consultation now and has been accepted on Phase 1 and Phase 2A, that is regarding all the traffic movement etc. In the next round of design we are trying to build in haul routes to move the haul traffic route to alongside the trace of the railway but we have to at some point meet the local highway, however, we are trying to reduce it as much as possible as part of consolidated construction boundaries. We haven't got all of the answers yet but traffic and transport is one of the biggest impacts during construction and we'll continue to work through it.

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<u>Questions/Observations from Members</u>	<u>Replies from HS2</u>
<p>How long are we expected to have that impact?</p>	<p>Within the working draft Environmental Statement and the formal Environmental Statement there is a programme and depending on where you are in the District it could be around 4/5 years for construction but it's not all at the same time – it will be in stages. At the Planning Forum there will be planning agreement with the Highways Authority on how we use the roads and that will be written into the Hybrid Bill and it will be legislation.</p>
<p>All issues of highways is fundamentally important and will have a big impact on our area during construction. What sort of feedback are you getting from Highways to improve the infrastructure in the District, for example, Glapwell could do with a bypass and this would be an opportunity to do one during HS2 construction? Could you suggest this to them?</p>	<p>We have a dedicated Traffic and Transport Team who have good engagement with all of the Highways authorities. Their challenge, however, is money – they have plans for future proofing where they can't prioritise something right now but might be able to do in the future. They do challenge us on a lot of things like this and we are having those conversations with them regarding their future proofing aspirations.</p>
<p>I believe HS2 will only make the journey 20 minutes shorter? How many stops have you got between Leeds and London – it can't be very many if it's making the journey only 20 minutes quicker? Also, I think people may move out of London when HS2 is here if the journey is quicker and move up to this area for the cheaper properties which will have an impact on housing for local people.</p>	<p>It is about high speed so between London and Birmingham there are no stops whatsoever – it is about connecting the big cities – it goes from London Euston to London Old Oak Common then straight to Birmingham Airport and then Birmingham City Centre before it splits off to go to Birmingham to Crewe and Birmingham to Leeds. Between Birmingham and Leeds there is one stop at Toton, the new hub station – it will be a new community, a new village, new business opportunities, housing, potentially a new college etc., it's about getting the city to city commuters off the conventional rail and on to HS2.</p> <p>HS2 will allow the other railways to work more effectively – that's where the Government has given the opportunity for the Growth Strategy bids for local authorities to take advantage in that investment in national infrastructure. The point of it all is to balance the economy. London cannot take any more people and we need to expand the</p>

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<u>Questions/Observations from Members</u>	<u>Replies from HS2</u>
<p>The Master Cutler does the same to London and costs around £200 for a day ticket – what will be the cost for HS2?</p>	<p>opportunities out to the cities. You walk around Birmingham now and you just know they're preparing for HS2 – they understand the opportunities.</p> <p>It is great to see the investment in Birmingham because of HS2 and also the knock on effect to other cities.</p> <p>The route from Leeds to London – 1 route but hopefully 2. When Transport for the North comes up with a plan to serve Sheffield from the north then there can be a route from Leeds to Sheffield to Chesterfield to Toton to Birmingham to London. Alternatively, if that doesn't happen, there is still Leeds, Toton, Birmingham – London. Part of the project is to have a spur north from Leeds to the East Coast Main Line so the idea is to serve York, Newcastle, potentially Scotland, potentially Edinburgh.</p> <p>There isn't a pricing strategy yet for HS2 but it has to be a reasonable price.</p> <p><i>CEO – I have copies of the response we provided to the working draft Environmental Statement for Members.</i></p> <p><i>We feel that there is an understated value of the impact of HS2 for the District in many ways. We don't have any direct benefit from a particular site – we don't have a parkway station. We're on the periphery of other peoples' benefits and it's about maximising that. We haven't been working in isolation though. There is a HS2 Growth Strategy with a number of elements based around themes of People, so local communities and businesses get the benefit from the economic opportunities. Regarding Place - it is about complementing the growth around Toton and Chesterfield and Staveley and on Connectivity it's making sure that those stations and the rural communities and the smaller towns that people can actually get to them. A lot of work has been done around Chesterfield's Master Plan. Chesterfield got</i></p>

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<u>Questions/Observations from Members</u>	<u>Replies from HS2</u>
	<p><i>money from the LEPs to purchase a hotel and there are good plans there so that is a positive re jobs etc. The Chamber are doing a lot of work with the schools to get the skills for HS2 at an early stage in the curriculum. We tried to get a satellite rail college from Doncaster to come to Staveley but the Doncaster rail college said no. There is the Talgo potential at Barrow Hill re the Spanish train operator to get some form of local college re rail technology and engineering which Chesterfield are pushing and we are working with them. There is likelihood of a development co-operation further south, in dialogue with Government but looking at the opportunities around Toton and Chetwind Barracks and around Radcliffe on Soar power station which is decommissioned and East Midlands airport – all of which are out of area so no benefit to us.</i></p> <p><i>The reverse side is the negative impact and how we manage that. We sit on the Staveley Board, we will get involved in the East Midlands Board, we also sit on the Officer Mitigation Board and the County Member Mitigation Board, which we were instrumental in getting set up. We have got Sharpe-Pritchard's to help us out with potential petitioning in due course. We're looking at the areas which we think we are going to have to petition. So we have done an awful lot of work behind the scenes. We will provide regular updates to Members and suggest that HS2 come back at a later stage and get Members more involved.</i></p>

Members looked at the map in more detail and discussed the specific mitigation proposals and options currently dismissed for core sites affected, including:

- Hardwick Hall access and impact on view points
- Impact on view points from Bolsover Castle/Sutton Scarsdale.
- Sawpit Lane Industrial Estate
- East Midlands Designer Outlet – impacts on access and expansion
- Heath Church (just beyond boundary of District in North East Derbyshire)
- M1 crossing points – use of viaducts and fly-overs, changes to J29 and J30
- Sheffield Spur and the links to existing infrastructure/impact on communities

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Members thanked Victoria and Marcus for attending the meeting and providing Committee with an informative presentation and candid responses to Members questions.

Members were advised that if they had any further questions they could put these to Victoria and Marcus through the Strategic Director – Place or get in touch direct.

Victoria, Marcus, the Chief Executive Officer and the Strategic Director – Place left the meeting.

0129. SCRUTINY COMMITTEE WORK PROGRAMME 2019/20

Committee considered their work programme for 2019/20.

The Scrutiny & Elections Officer noted that the Growth Strategy would soon be refreshed and once a timetable had been devised, Members would be able to feed into and help shape the new document.

Moved by Councillor Tom Munro and seconded by Councillor Tricia Clough
RESOLVED that the Work Programme be noted.

The meeting concluded at 1240 hours.