

East Midlands HS2 Strategic Board

29th May 2018
1.30pm – 3.30pm

Loxley House
Nottingham City Council

AGENDA

1. Introductions & Apologies
2. Minutes of last meeting & matters arising*
 - Members are asked to note that Cllr David Slater, who previously represented Charnwood Borough Council on the Strategic Board, has sadly passed away.
3. Implementation of the East Midlands HS2 Growth Strategy*
4. Review of Governance & Delivery Arrangements*
5. Chesterfield & Staveley Delivery Board*
 - Report from 17th May 2018 Meeting
6. Mitigation Update*
7. Updates from Government & Delivery Companies
 - DfT
 - DCLG
 - HS2 Ltd
 - Network Rail
 - Highways England
8. Any Other Business
9. Dates of Future meetings: All meetings held at Loxley House, Nottingham.

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|----------------------|-------------|-----------|
| Monday 23 July | 1.30 – 3.30 | Room LB41 |
| Tuesday 25 September | 1.30 – 3.30 | Room LB41 |
| Tuesday 27 November | 1.30 – 3.30 | Room LB41 |

*Papers attached

**EAST MIDLANDS HS2 STRATEGIC BOARD
MINUTES OF THE MEETING HELD ON MONDAY 26TH MARCH 2018
NOTTINGHAM CITY COUNCIL, LOXLEY HOUSE, NOTTINGHAM**

Present:

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| Councillor Jon Collins | Nottingham City Council/EMC |
| Councillor Simon Spencer | Derbyshire County Council |
| Councillor Kay Cutts | Nottinghamshire County Council |
| Councillor Reg Adair | Nottinghamshire County Council |
| Councillor Richard Jackson | Broxtowe Borough Council |
| Councillor Michael Powell | Erewash Borough Council |
| Councillor Martin Rawson | Derby City Council |
| Councillor Tricia Gilby | Chesterfield Borough Council |
| Peter Richardson | Chair of D2N2 |
| Christine Sarris | Ashfield District Council |
| Ian Smith | BEIS |
| Justin Homer | BEIS |
| Ruth Hyde | Broxtowe Borough Council |
| Jonathon Little | Chesterfield Borough Council |
| Chris Hobson | EM Chamber of Commerce |
| Matthew Wheatley | D2N2 |
| Mike Ashworth | Derbyshire County Council |
| Mark Bayley | DfT |
| Toby Macer | DfT |
| Jon Bottomley | EMA |
| Steve Birkinshaw | Erewash Borough Council |
| Natalie Gasson | FSB |
| Chris Pateman | HS2 Ltd |
| Liam Brooker | HS2 Ltd |
| Ken Harrison | HS2 Growth Partnership/Notts CC |
| William Kemp | ICE |
| Garry Scott | Leicester City Council |
| Sarah Spink | Midlands Connect |
| John Taylor | NET |
| Graham Heal | Toton & Chilwell Neighbourhood Forum |
| Clive Woods | Network Rail |
| James Arnold | NW Leicestershire District Council |
| David Bishop | Nottingham City Council |
| Fiona Anderson | Nottingham Trent University |
| Michael Henson | Turner & Townsend |
| Andrew Pritchard | East Midlands Councils |
| Stuart Young | East Midlands Councils |

Apologies:

| | |
|--------------------------|---------------------------------|
| Councillor Carol Hart | Erewash Borough Council |
| Councillor David Slater | Charnwood Borough Council |
| Councillor Ian Morris | Northamptonshire County Council |
| Councillor Cheryl Butler | Ashfield District Council |

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| Richard Hutchinson | Toton & Chilwell Neighbourhood Forum |
| Paul Eeles | EMFEC |
| Lorna Pimlott | HS2 Ltd |
| Molly Mackenzie | ICE |
| Rowena Limb | BIS |
| Christian Hoskins | Network Rail |
| Rob Fairy | Network Rail |
| Rob Johnston | TUC Midlands |
| Ian Morgan | Wellglade Group/EM Chamber |
| Paul Francis | Rail Forum East Midlands |

| | | ACTION |
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| 1. | Apologies and Introductions | |
| 1.1 | Cllr Jon Collins asked Members to introduce themselves. | |
| 1.2 | Apologies noted as above. | |
| 2. | Minutes of meeting held on 30th January 2018 and Matters Arising | |
| 2.1 | Peter Richardson was in attendance | |
| 2.2 | The Minutes of the previous meeting were agreed as amended | EMC |
| 3. | Government Response to the East Midlands HS2 Growth Strategy | |
| 3.1 | This paper sets out the hybrid Bill process and the priorities for the Phase 2b hybrid Bill necessary to deliver the East Midlands HS2 Growth Strategy. | |
| 3.2 | Although the Bill will not be introduced until 2019 much of the work necessary to inform it will have to be undertaken over the next 18 months, with a number of key decisions required by June 2018. | |
| 3.3 | The DfT has responded positively to the Growth Strategy, but requested further information from the Strategic Board by 23 rd April 2018 – a draft of which was summarised in the regional commentary set out in appendix 2. | |
| 3.4 | Members of the Board: <ul style="list-style-type: none"> Noted the Phase 2b hybrid Bill process and timescales Noted the Government response to the Growth Strategy Endorsed the regional commentary set out in appendix 2 as a basis for a response | D2N2/ EMC |
| 4. | Proposals for Delivery Bodies | |
| 4.1 | The Strategic Board asked for advice on the establishment of delivery vehicles to implement the agreed HS2 Growth Strategy, including the identification of a 'route map' of key steps required to deliver the favoured option or options. | |
| 4.2 | The Strategic Board considered separate papers on Toton and Chesterfield/Staveley. | |

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| 4.3 | <p>Toton</p> <p>There was general support for the establishment of a public/private Joint Venture Company (JVC) to take forward the Innovation Campus proposal. However, there was not a consensus about the timescales for establishment and implementation. As a result, officers were asked to undertake further work prior to the next meeting of the Strategic Board.</p> | EMC/ Place Directors |
| 4.4 | <p>Chesterfield & Staveley</p> <p>Cllr Gilby summarised the work of the Chesterfield & Staveley Delivery Board. Given the differing landowner arrangements and infrastructure challenges, the Delivery Board is working towards the establishment of separate JVCs for Chesterfield and Staveley.</p> | |
| 4.4 | The Strategic Board endorsed the approach to establishing delivery vehicles for Chesterfield and Staveley set out in the report. | CBC/DCC |
| 5. | Update from the Mitigation Officer Group | |
| 5.1 | Cllr Simon Spencer and Mike Ashworth introduced this report. The Strategic Board has previously considered reports on the work of the Officer Mitigation Group. The report provides a further update on activity on priority areas set out in Appendix 1. | DCC |
| 5.2 | Given the challenges presented by mitigation across the East Midlands and the concerns of many local communities, Cllr Spencer proposed the establishment of a member level Mitigation Board to oversee activity and provide strategic leadership and accountability. | |
| 5.3 | Draft Terms of Reference for a Mitigation Group were set out in Appendix 2 of the report | |
| 5.4 | The Strategic Board approved the establishment of a Mitigation Board and the draft Terms of Reference set out in Appendix 2. | |
| 6. | Update from Government & Delivery Companies | |
| 6.1 | Mark Bayley from DfT and Ian Smith representing DCLG provided an update on the Government's response to the East Midlands Growth Strategy, and confirmed the Government was actively considering a bid for additional funding to support implementation. | |
| 6.2 | HS2 Ltd: Liam Brooker confirmed that a number of information events would take place across the East Midlands over the summer months, prior to a public consultation on the Phase 2b Hybrid Bill draft Environmental Statement which would take place later in the year. | |
| 6.3 | Network Rail: Clive Woods updated the Strategic Board on the work Network Rail is undertaking to understand the infrastructure implications of proposals for classic rail services to the Hub Station at Toton. | |
| 6.4 | Highways England: There was no representative from Highway England present. Andrew Pritchard confirmed that TfEM had made representations to secure development funding in RIS2 for an integrated scheme covering the A52, M1 J25 and access to the Hub Station. | |

| | | ACTION |
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| 7. | Any Other Business | |
| | None | |
| 8. | Dates of Future Meetings : All meetings will be held at Loxley House | |
| | <u>Date of next meeting</u> : 29th May 2018: 1.30 – 3.30 pm, Room LB41, Loxley House 23rd July @ 1.30 – 3.30 pm – Room LB41 25th September @ 1.30 – 3.30 pm – Room LB41 27th November @ 1.30 – 3.30 pm – Room LB41 | |

Item 3: Implementation of the East Midlands HS2 Growth Strategy

1. Introduction

- 1.1. The East Midlands HS2 Growth Strategy ‘World Class, Locally Led’ was published in September 2017. It has been warmly welcomed by Government and all regional and local partners remain fully committed to its delivery.
- 1.2. The Growth Strategy sets out proposals to use HS2 connectivity to generate an additional 74,000 jobs across the East Midlands by 2043. Much of this will be within existing settlements including Derby, Nottingham, and Leicester, East Midlands Airport and nearby towns and villages – which will require excellent regional and local connectivity to HS2 to be realised.
- 1.3. The Hub Station and multi-modal transport interchange at Toton will be the most connected HS2 station outside London, with seven HS2 services in each direction per hour, and the potential for an additional two HS2 classic compatible services linking Leicester with Northern Powerhouse Rail. This will give the Hub Station unrivalled UK connectivity; Birmingham Curzon Street (19 minutes); Birmingham Interchange (16); Leeds (28), York (39) and London Euston (51).
- 1.4. The site adjacent to the Hub Station has the potential to become a major destination in its own right and attract businesses and residents who will gain maximum benefit from the world class connectivity provided. Local Universities are collaborating with regional partners to develop a mixed use ‘Innovation Campus’ which will be driven by 180,000m² of commercial area that can generate over 11,000 jobs. An independent assessment indicates this proposition would generate a BCR of 3.37, representing high value for money.
- 1.5. In Northern Derbyshire, the Growth Strategy makes proposals to use HS2 connectivity secure the growth and redevelopment of Chesterfield and to use the proposed Infrastructure Maintenance Depot to kick start the regeneration of the Staveley corridor. An independent assessment has indicated that these proposals could generate £270 million GVA. Plans for NewRail’s base at Barrow Hill (the University of Newcastle rail research facility) are gathering pace and there has been interest from international investors in using Staveley as a location for rail related manufacturing activity.

2. A Strategic Approach to Implementation

- 2.1 The Growth Strategy is split into three main themes: People, Place and Connectivity, and focuses on two main ‘Growth Zones’: the East Midlands Hub Growth Zone and the Northern Derbyshire Growth Zone. Whilst the delivery mechanisms will vary depending on the issue and the location, for the full impact of the Growth Strategy to be realised all the elements will need to be taken forward in a co-ordinated way.

2.2 At the same time, it will be crucial to ensure that the negative impacts of HS2 investment on communities, the environment and in some cases businesses are avoided, reduced or mitigated. An Initial assessment commissioned through the Mitigation Officer Group has begun to scope out the scale and location of the key issues across the East Midlands, which will provide the basis for more detailed engagement with HS2 Ltd in priority areas such as Long Eaton.

3. Phase 2b Hybrid Bill and Environmental Statement

3.1 The key initial challenge will be to ensure that the Phase 2b Hybrid Bill and supporting Environmental Statement will at least enable the Growth Strategy to be delivered. The Hybrid Bill is in effect the 'outline planning permission' that will allow the railway to be built. HS2 Ltd and DfT have started work on preparing the Bill which is due to be submitted to Parliament in 2019, and given Royal Assent by Parliament in 2023 (after the next General Election). Whilst the Government is keen to support regional aspirations for growth, there is also an overriding pressure from the Treasury to keep within the existing cost envelope.

3.2 The Growth Strategy sets out a limited set of very clear requirements of the Hybrid Bill which have been subject to extensive and ongoing discussion with Government officials. The latest position on each ask is set out in Appendix 1. Whilst good progress has been made, there are a number of areas where changes to the Government's emerging proposition will still be needed. As a result the requirement to formally petition Parliament to make changes to the Bill at Committee stage cannot be ruled out - despite the inevitable expense that this would incur.

4. People (SME Growth, Skills and Training)

4.1 The Growth Strategy highlights the short and long term opportunities for both people and businesses of HS2 investment, particularly given our regional strengths in the rail and construction sectors and the potential to grow business services and the visitor economy. As a result:

- The East Midlands Chamber has begun a process of engagement with local businesses, developing a programme of well attended supply chain events with HS2 Ltd, and establishing an HS2 Business Advisory Group;
- Nottinghamshire County Council is working with D2N2 and a range of partners to take forward recommendations of earlier work commissioned for the Growth Strategy on employment and skills;
- Rail Forum East Midlands has made proposals to use the emerging 'Rail Sector Deal' to promote innovation in the local rail supply chain; and
- The Midlands Engine has started to promote the inward investment opportunities associated with the Growth Strategy.

4.2 Whilst progress has been made in number of key areas, there is a need to rapidly increase activity and establish more co-ordinated approach over the coming months to ensure the early economic benefits of HS2 investment are fully captured, and firm foundations laid for the future.

5. Place: East Midlands Hub Growth Zone

5.1 The Growth Zone includes the Innovation Campus at Toton, as well as the proposed Garden Villages of Stanton and Chetwynd. The Government's decision to allow the East Midlands HS2 Housing Investment Fund (HIF) bid led by Nottinghamshire County Council to progress to full application stage will provide the mechanism through which the initial phases of development can be planned and delivered.

5.2 Also of key importance will the establishment of a clear land strategy for the Innovation Campus site, and embedding Growth Strategy development principles within the Broxtowe and Erewash Local Plans and the emerging Toton & Chilwell Neighbourhood Plan.

5.3 The development proposals in the Growth Strategy are complex and there is a widely held consensus for the establishment of dedicated delivery vehicles. While there are a range of options for establishing delivery vehicles, the most viable would appear to be some form of public/private joint venture company (JVC).

6. Connectivity: East Midlands Hub Growth Zone

6.1 Although the Innovation Campus and associated Garden Villages are crucial to the success of the Growth Strategy, the majority of the economic benefits associated with the Hub Station at Toton will arise within surrounding settlements. In particular, the city centres of Derby, Leicester and Nottingham, East Midlands Airport and nearby towns and villages.

6.2 Continuing to engage with the Hybrid bill to ensure that the Hub Station is designed and built in a way that enables multi-modal local and regional connectivity is therefore a 'mission critical' objective.

6.2 The Growth Strategy sets out a strategic approach to connectivity matching modes to different markets. Heavy rail will serve the primary UK market. Key to this will be continuing to work with Midlands Connect to progress the Midlands Connect Indicative Train Service Specification (ITSS) and making provision for a classic compatible link to enable direct services between Leicester and Northern Powerhouse Rail.

6.3 For local and regional connectivity, the evidence developed through the East Midlands Gateways Study will support a comprehensive package of mass transit, bus, and highway connectivity to complement attractive local pedestrian and cycle links – as well informing HS2 Ltd's Transport Assessment for the Hybrid Bill. In addition:

- TfEM and Midlands Connect have made a joint submission to DfT for RIS2 development funding for an integrated scheme to provide access to the Hub Station and address existing congestion issues on the A52 and M1J25; and
- Nottingham City Council is preparing to submit an initial EoI to the Transforming City Fund which will include provision for a NET from the Toton Lane Park & Ride to the Hub Station.

7. Place: Northern Derbyshire Growth Zone

- 7.1 In Chesterfield, further work (supported by Sheffield City Region) is about to start to progress the Chesterfield Town centre masterplan and to develop the economic assessment for both Chesterfield and Staveley to full SOBC standard by September 2018.
- 7.2 Further engagement will be required with DfT/HS2 Ltd to make the case for Staveley becoming a construction base for HS2 - but a dialogue has started.
- 7.3 As previously agreed by the Strategic Board, it is likely that separate JVCs will be established for Chesterfield and Staveley, given the different challenges and landowner interests.

8. Connectivity: Northern Derbyshire Growth Zone

- 8.1 The East Midlands HIF bid will provide the mechanism to progress the Chesterfield Station Link Road and the first phases of the Chesterfield – Staveley Regeneration Route, both critical infrastructure.
- 8.2 Further engagement with DfT/HS2 Ltd will be required to make the case for a second HS2 train per hour calling at Chesterfield, and how and when the electrification of the Midland Main Line between Clay Cross and Sheffield be delivered.

9. Conclusion

- 9.1 The Growth Strategy sets out a coherent and ambitious approach to maximising the benefits of HS2 for the East Midlands. It retains the full support of regional and local partners and has been warmly welcomed by Government.
- 9.2 Given that on the Government's timetable, HS2 Phase 2b will not open until 2033, good initial progress has been made on progressing key elements of the Growth Strategy. However, there is now a need to focus on:
- Further engagement with HS2 Ltd and DfT on key elements of the Phase 2b Hybrid Bill;
 - Further more detailed work on priority mitigation issues - in particular Long Eaton;
 - Accelerating and co-ordinating activity around SME growth, skills and training;
 - Progressing the East Midlands HS2 HIF bid (covering both Toton and Chesterfield/Staveley) to full submission;
 - Progressing the establishment of delivery vehicles for Toton and Chesterfield/Staveley;

- Progressing the East Midlands Gateway Connectivity Study and;
- Continuing work with TfEM and Midlands Connect to make the case for heavy rail services and a classic compatible link at the Hub Station, as well as early funding for a comprehensive M52/M1 J25 improvement.

10. Recommendation

- 10.1 Members for the Strategic Board are asked to welcome progress towards implementing the East Midlands HS2 Growth Strategy, and endorse the priority actions set out in Section 9 of this report.

Key Contacts

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East Midlands HS2 Strategic Board

29th May 2018

Item 4: Review of Governance & Delivery Arrangements

1. Introduction

- 1.1 The East Midlands HS2 Growth Strategy 'World Class, Locally Led' was published in September 2017. It was warmly welcomed by Government and all regional and local partners remain fully committed to its delivery.
- 1.2 The HS2 Strategic Board has been in place for four years. During this time, the region has made significant progress on HS2 and the Board has provided the consultative and decision-making framework for the key decisions including station location and line of route, and overseen the development and agreement of the East Midlands HS2 Growth Strategy; acknowledged by DfT as an exemplar strategy.
- 1.3 This report, its proposals for a governance review and deliver arrangements, supersedes all other reports on these matters.

2. The HS2 Growth Strategy

- 2.1 The Growth Strategy continues to provide the agreed basis for moving from strategy development to delivery. Any revisions to governance should be seen as an endorsement of the strategy and a means of facilitating its successful delivery.

3. Summary of Existing Governance

- 3.1 The HS2 Strategic Board was established and its terms of reference agreed in July 2014, with accountability to both the D2N2 Board and the EMC Executive. At this time, the Staveley Delivery Board and East Midlands Hub Station Delivery Board were also established, and their respective terms of reference agreed.
- 3.2 In November 2016, the Staveley Delivery Board became the Chesterfield and Staveley Delivery Board, and revised terms of reference agreed, in order to reflect the announcement of the HS2 route through Chesterfield.
- 3.3 In March 2018, it was agreed to establish a HS2 Mitigation Board.

4. Proposed Review - Key Principles

- 4.1 As the focus of the region's HS2 partnership now moves from strategy *development* to strategy *delivery*, it is suggested that it is an appropriate time for the Strategic Board to review existing East Midlands HS2 governance arrangements to ensure they remain fit for purpose and able to meet the region's delivery responsibilities.

- 4.2 The HS2 Growth Strategy was agreed in September 2017. The priorities agreed by the Strategic Board include:
- Government investment in the delivery of the HS2 Growth Strategy specifically the East Midlands Hub (Toton) Growth Zone and the East Midlands Northern Derbyshire Growth Zone.
 - Establishing legally constituted delivery vehicles to take forward the Toton & Chesterfield/Staveley propositions.
 - Providing leadership and oversight on the immediate Hybrid Bill, infrastructure planning and land challenges.

4.3 To ensure the Strategic Board and its constituent delivery boards have appropriate structures, governance and mandates, it is proposed that a review is undertaken to confirm future arrangements. It is proposed that the following structure provides the basis for this review and informs the subsequent development of respective terms of reference:

a) Strategic Board

4.4 The region has successfully ensured inclusivity on HS2 matters. There remains a need for an over-arching Strategic Board that should meet at least on a quarterly basis to provide wider regional accountability and stakeholder engagement on the delivery of the East Midlands HS2 Growth Strategy.

4.5 As currently constituted, its membership should continue to include local authority and business representatives, community and neighbourhood representative bodies, Government and Delivery Companies.

b) Executive Board

4.6 In support of the delivery phase, it is proposed that a decision-making Executive is established below the Strategic Board to direct and co-ordinate delivery across the breadth of the Growth Strategy agenda.

4.7 To ensure robust accountability, it is proposed that this Board sits within the auspices of East Midlands Councils, is chaired by the Strategic Board Chair and includes the chairs of each Delivery Board, along with a small number of other key local and national partners with roles in the delivery of the Growth Strategy.

c) Delivery Boards

4.8 To drive delivery of the two growth zones, to address mitigation concerns and to take advantage of the supply-chain and employment benefits, it is proposed that the delivery boards are re-purposed and placed on a formal footing within the governance structure.

(i) Hub Station Delivery Board

- 4.9 The Hub Station Delivery Board would continue to draw its initial membership from Nottinghamshire, Nottingham, Derbyshire, Derby, Leicestershire, Erewash, North West Leicestershire and Broxtowe Councils with D2N2 LEP, Nottingham Trent University, East Midlands Councils, and HS2 Growth Partnership.
- 4.10 The scope for the Board would continue to focus on the Toton Innovation Campus and related development & local infrastructure including:
- Chetwynd Barracks and Stanton
 - Hub Station and associated local infrastructure

(ii) Chesterfield and Staveley Delivery Board

- 4.11 The Chesterfield and Staveley Delivery Board will continue to provide a focus for wider partnership engagement in the development of:
- Staveley Infrastructure Maintenance Depot
 - Maximising the economic potential of HS2 connectivity for Chesterfield
- 4.12 There will also be a focus in the short term on the skills and employment to maximise the opportunities arising from rail research and innovation proposals being put forward by partners, including the National College for High Speed Rail and Newrail (the University of Newcastle rail research facility currently located near Staveley).

(iii) The Mitigation Board

- 4.13 Mitigation work across the whole line in the East Midlands is a significant priority. As a result, it has already been agreed to establish a Mitigation Board, constituted to include the relevant local planning authorities, transport authorities and stakeholders. Key priorities will include:
- Identification of priority areas for mitigation;
 - Identification of key measures for priority areas; and
 - Sharing best practice and innovation.

(iv) The Skills and Supply Chain Delivery Board

- 4.14 There are many potential supply chain and employment benefits to be generated by the development of HS2. Initial work has taken place to articulate the packages of activity required to support regional businesses to benefit from these supply chain opportunities, and to offer opportunities for local residents to gain the skills necessary to access the jobs that will be created as a result.

- 4.15 Given the importance of these opportunities, it is proposed that a formal Skills and Supply Chain Board, (chaired by the D2N2 LEP chair) is created to bring the business, HE and FE voice more prominently into this workstream. Key priorities will include:
- Business engagement and awareness;
 - Maximising local supply train opportunities; and
 - Aligning skills and training activity to support HS2 readiness

5. The Delivery Teams

- 5.1 A great deal of progress has been made by the current 'virtual team' of officers and consultants, including those seconded to the HS2 East Midlands programme. As we move forward, dedicated capacity needs to be in place for the delivery phase for each of the key strands of the HS2 Growth Strategy. Following agreement of governance arrangements it is proposed that the current officer arrangements are reviewed, to align them with the revised governance.
- 5.2 Officers will be expected to work for the wider partnership in the East Midlands, to deliver the HS2 Growth Strategy and maximise the benefits for all partners in the region. Reflecting the agreed governance proposals, officers will confirm proposals for support to:
- The Strategic Board and Executive Board
 - The Hub Station Delivery Board
 - The Chesterfield & Staveley Delivery Board
 - The Mitigation Board
 - Skills and Supply Chain Delivery Board
- 5.3 Officer capacity will be drawn from local authorities, D2N2 LEP and East Midlands Councils. Officers will need to engage in flood risk, urban design, development management and project management as well as highways and planning.
- 5.4 Capacity across the programme will also need to grow for lobbying, to sell the benefits of the HS2 Growth Strategy and press Government in Whitehall for support and investment; this will be especially important during the Hybrid Bill phase and if any petitioning is required.
- 5.5 Officer capacity should be funded by Growth Funding via the D2N2 LEP with relevant local authorities also to each make a contribution.

6. A Route to Delivery Vehicles

- 6.1 The development proposals in the Growth Strategy are complex and there is a widely held consensus for the establishment of dedicated delivery vehicles. While there are a range of options for establishing delivery vehicles, the most viable would appear to be some form of public/private joint venture company (JVC).

- 6.2 It is proposed that Hub Station and Chesterfield and Staveley Delivery Boards bring forward preferred options for respective joint venture delivery vehicles by 2018/2019 for agreement by the Executive Board, with a view to implementation by the spring of 2020.

7. Recommendations

Strategic Board members are invited to:

- 7.1 Consider and endorse proposals to evolve existing governance and delivery arrangements as detailed in this report.
- 7.2 Agree that that officers develop and implement proposals to ensure effective support arrangements are in place across the programme.

Key Contacts:

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Andrew Pritchard, East Midlands Councils: andrew.pritchard@emcouncils.gov.uk

Item 5: Chesterfield and Staveley Delivery Board Update

1. Chesterfield Station

- 1.1 As previously reported to the Board, HS2 growth strategy funding is being drawn down via the Sheffield City Region to support the next phase of work required to bring forward the ambitious growth plans for the station and surrounding area. Cushman and Wakefield has been appointed to build on the high-level work carried out by Aecom in 2017 as part of the East Midlands Growth Strategy. A funding strategy, development framework and outline business cases are all required as key outputs and the work will also feed directly into current live funding processes (see below).
- 1.2 In order to move on at pace, a workshop facilitated by Cushman and Wakefield is being held on 24th May, bringing together key public sector landowners (including Network Rail) and stakeholders. An update on this can be provided at the Board meeting as required. Following this, there will be an intensive first phase of work in order to meet the timetable for producing the final Sheffield City Region HS2 Growth Strategy. Draft outputs will be taken to the Chesterfield and Staveley Delivery Board, starting with its next meeting in July.
- 1.3 In the section on funding below, an outline is given of the current opportunities being pursued in order to enable development at and around the station. This includes key infrastructure to improve access and unlock further development parcels, as well as funding to secure key sites through the emerging land strategy. This work is continuing in parallel with the Cushman and Wakefield study in order to maintain momentum, though clearly it will be refined and updated in light of the findings of the consultants.
- 1.4 Complementary to the work underway around the station, the next phase of residential development at Chesterfield Waterside will get underway later this year, with a £50m+ investment in over 300 Build to Rent units, together with office and commercial space. Planning matters are now largely resolved and the launch of the scheme is likely to further increase investor interest in remaining phases of Waterside and development opportunities around the station.

2. Infrastructure Maintenance Depot at Staveley

- 2.1 HS2 continues to meet with local authorities, landowners and other interested parties to discuss the ongoing design work relating to the depot. The dialogue has become more detailed following several more parties entering into non-disclosure agreements. This has allowed some initial sharing of plans for the land likely to be required during the construction phase of the depot, ahead of the formal revision to the safeguarded route later in the year. HS2 has been on site again on Monday 21st May in order to review the options for site remediation with the current leaseholder.
- 2.2 As noted at the previous Board, delivery arrangements for the depot site will potentially differ from those at the station given that land ownership of the former is largely in private sector hands. A further meeting has taken place with landowners since the last Board with discussion on bringing forward the whole former works corridor at Staveley. Whilst there remain different approaches from respective landowners, it has been agreed that Chatsworth Settlement Trust will represent landowner interests on the Chesterfield and Staveley Delivery Board, which is positive

news. Recent inward investment interest in a site along the Staveley corridor has generated greater engagement from landowners and raised ambition for the area as a whole.

- 2.3 The key infrastructure requirement for enabling development along the corridor as envisaged in the EM Growth Strategy is the Chesterfield and Staveley Regeneration Route. This is a key part of the Housing Infrastructure Fund bid put forward for the D2N2 area and work has now been commissioned through Derbyshire County Council to prepare a detailed design and costing for the route. This work will inform the next stage of the Housing Infrastructure Fund case and will be critical for further funding opportunities that arise. It will also strengthen the engagement with HS2 as work on the depot moves into more detailed design, enabling local partners to more confidently state the land requirements for the road as it runs alongside the depot site.

3. Skills and employment

- 3.1 This is the number one priority for the Chesterfield and Staveley Delivery Board and it remains committed to playing an active role in developing and delivering a plan to achieve the objectives set out in the East Midlands skills and supply chain strategy last year.
- 3.2 To this end, further development has taken place for a campaign in schools across the area. An 'HS2 and You' commission has gone out seeking a designer for information to be sent into schools, recognising the long lead in time and need for early intervention. A second phase of fuller engagement making use of material developed for CrossRail is planned subject to funding and permission to use the material (currently on hold from HS2).
- 3.3 In terms of the supply chain, a #Fit4HS2 event has been organised by the East Midlands Chamber in partnership with HS2. Taking place at the Proact stadium on 14th June 2018, the event follows on from the very successful event in Nottingham on 9th May 2018.

4. Bids and funding

- 4.1 Much of the activity in recent weeks has been focused on funding bids and moving these to the next stage in the relevant process. As noted at the recent Chesterfield and Staveley Delivery Board, delivery of the joined-up growth strategy now relies on bidding through disjointed and opportunistic funding opportunities.
- 4.2 As a result, officers have been working on:
 - The East Midlands HS2 Housing Infrastructure Fund bid following the welcome news it has progressed beyond the Expression of Interest stage;
 - Two bids for the Sheffield City Region housing fund, aimed at securing and unlocking land close to the station;
 - A bid to D2N2 to support the land strategy at the station;
 - A bid to D2N2's A61 growth corridor project in order to support infrastructure and access to the station;
 - The SCR's Infrastructure Fund to support design and delivery of the regeneration route;
 - Midlands Connect to support improvements to east-west access to key visitor attractions; and;
 - The Derbyshire-wide business rate retention pilot growth fund to support the feasibility and design work for the regeneration route. With summer recess approaching, officers are anticipating further calls and yet more time spent on the bidding treadmill.

5. HS2 and Hybrid Bill

- 5.1 As noted above, engagement with HS2 continues and local partners are supplying information as requested to support the Bill process and associated Environmental Impact Assessment. Public information events will begin in the area from June and local partners will support HS2 in promoting these, as well as in managing expectations given that the designs shown will already be some months behind the latest thinking due to the nature of the processes involved.
- 5.2 HS2 noted at the recent Chesterfield and Staveley Delivery Board the high likelihood of taking responsibility for work on electrification of the existing Midland Mainline route insofar as it is required to allow HS2 trains to come off the new mainline and run through Chesterfield into Sheffield. Should this be confirmed, the most likely approach would be to include this work within the scope of the Hybrid Bill now being prepared. This would be welcome for local partners, who have consistently asked the question of HS2 regarding this work, and will need to be looked at closely both in terms of mitigation (see below) and the emerging thinking around the use of land at Chesterfield station.

6. Mitigation

- 6.2 Whilst a separate report is being provided covering mitigation, it is worth noting that the Chesterfield and Staveley Delivery Board took an early draft of the SNC-Lavalin study at its recent meeting on 17th May. The Board were grateful of the opportunity to review the emerging work and supported the concept of providing a collective focus on a limited number of key issues where a combined effort is likely to be more effective.
- 6.3 As well as some detailed comments, the Board is keen to see the report reflect the challenges at and around Junction 28 of the M1, as it was concerned the issues there are not being picked up within the existing programme. There is a broader issue around business re-location and seeking to turn this into new opportunities that has also been raised previously and on which the local delivery Board would welcome further discussion with the Mitigation Board once this is established.

7. Recommendation

- 7.1 Members of the Strategic Board are asked to welcome the progress made by the Chesterfield & Staveley Delivery Board.

Key Contacts

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Item 6: Mitigation Update

1. Background

- 1.1 The Strategic Board has previously considered updates on the work of the Officer Mitigation Group and specifically, has noted the recent commission undertaken by SNC Lavalin to *“examine the potential to reduce or remove the adverse impact of the new HS2 eastern route on residential and commercial properties at specified locations....”*
- 1.2 This report provides a brief update on the work of the Mitigation Officer Group, the pending Mitigation Board, and progress of the Lavalin report.

2. Progress Update

- 2.1 It is widely acknowledged that the likely impacts of HS2 in the East Midlands cover a range of thematic issues - economic development, connectivity, environment, planning, highways, ecology and heritage - as well as geographical impacts where the integrity of ‘place’ needs to be scrutinised. SNC Lavalin was commissioned to examine these impacts and has now issued a draft report.
- 2.2 In summary, the Lavalin work has focused on the following geographical areas: Measham; Packington; Kegworth; Trent Valley; Long Eaton; Newton and Blackwell; Sandiacre and Trowell; Annesley, Hardwick and Sutton Scarsdale halls; Bolsover Castle; various SSSI sites; Chesterfield Canal (at Norwood and Staveley); Westminister and Saw Pit industrial estates.
- 2.3 From initial assessment, it is clear that much more work is required to better understand the findings of the draft report and identify gaps or areas of further action. These discussions will be taking place at the Officer Mitigation Group on 23rd May and a verbal update on the outputs of this debate will be provided to the HS2 Strategic Board at its meeting on 29th May.
- 2.4 The resulting issues will then be discussed in more depth at the newly-established Mitigation Board at its first meeting on 12th June 2018.
- 2.5 The role of district authorities in discussing and driving forward required actions will be critical to the success of the Board. On this basis, membership of the proposed Mitigation Board was considered and agreed at the previous HS2 Strategic Board (i.e. all those authorities on the line of the route, including those affected by the proposed spur lines to the Erewash Valley Line and to the Infrastructure Maintenance Depot) but for ease of reference, is listed below:

District/Borough Councils

Ashfield DC
Bolsover DC
Broxtowe BC
Chesterfield BC
Erewash BC
North East Derbyshire DC
North West Leicestershire DC

County Councils

Derbyshire CC
Leicestershire CC

Nottinghamshire CC

NB: Very short lengths of the HS2 route lie within the administrative boundaries of Nottingham City (0.6 kms) and Rushcliffe BC (1.9 kms) and these councils have been invited to consider if they wish to be represented at the Board.

- 2.5 In addition, representatives of East Midlands Councils, D2N2 and HS2 Ltd will be invited to attend Board meetings in an advisory capacity and provision is also being made to co-opt representatives of key organisations most directly affected by the proposals.

3 Recommendations

- 3.1 The Strategic Board notes the receipt of the draft Lavalin report and the on-going discussions taking place through the Mitigation Officer Group and pending Mitigation Board.
- 3.2 The Strategic Board receives a more detailed update on the implications and recommended actions regarding mitigation proposals at the next meeting.

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