

DERBYSHIRE COUNTY COUNCIL

CABINET MEETING

21 January 2014

Report of the Strategic Director – Economy, Transport and Environmental

**HS2 – RESPONSE TO THE GOVERNMENT’S CONSULTATION
ON HIGH SPEED RAIL**

(1) **Purpose of the Report** To agree the County Council’s response to the Government’s proposals for high-speed rail in Derbyshire.

(2) **Information and Analysis**

Background

Cabinet considered a report on the Government’s proposals for HS2 at its meeting on 16 July 2013 (Minute No 166/13). This described the proposed route and the timetable for the development of the scheme leading up to its planned opening in 2032. The report included a plan showing the Derbyshire section of the route and this is reproduced at Appendix A.

In its initial response, the County Council welcomed the economic opportunities arising from the proposed station at Toton and infrastructure maintenance depot at Staveley, but at the same time recognised that the route would have some adverse effects. Cabinet therefore requested officers to work with District and Borough Councils and other organisations to maximise the economic benefits whilst seeking to reduce the negative impacts of the scheme.

Public consultation on Phase 2 of the route (the sections of the route from Birmingham to Manchester and Birmingham to Leeds) was launched on 17 July 2013 and continues until 31 January 2014. This report outlines some of the issues associated with the scheme and seeks approval to submit a formal response to the Government’s proposals.

Consultation Arrangements

Individuals and organisations wishing to respond to the consultation need to send their comments direct to HS2 Ltd. To help with this, HS2 Ltd provided Information Events at various locations along the line of the route including Killamarsh, Long Eaton, Bolsover, Staveley and South Normanton. These

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were generally well attended with the event in Long Eaton attracting some 850 visitors over the two days.

The comments in this report do not seek to represent the detailed views of individuals or organisations as they are often better placed to make their own representations direct to HS2 Ltd. The proposed response instead concentrates on issues of a more 'strategic' nature, generally matters affecting a large number of people or which have far-reaching implications for the County. The project is still at a relatively early stage in its development and in order to protect and promote Derbyshire's interests, it will be important to maintain an effective dialogue with the scheme's promoters.

At the end of the consultation, HS2 Ltd will consider all the responses that it has received and make its recommendations to the Department for Transport. The Secretary of State will then make a decision about the route, probably in December 2014. This will determine its alignment and the location of stations and depots. It will not, however, deal with some of the more detailed design issues that have emerged during the consultation period. These will be addressed at a later stage in the design process.

County Council's Response to the Consultation

HS2 is not just about a new railway and the Authority's response has been shaped by the impact on the local economy, the health and well-being of Derbyshire residents, the implications for the urban and rural environments, and the need to develop a transport network to facilitate economic growth. Decisions about the future of the project as a whole will be taken at a national level and it is recommended that in making its response, the Authority should concentrate on what the scheme means for Derbyshire and its residents.

In establishing a response to the proposals, the County Council has sought specialist advice where necessary to get a full understanding of the implications of the proposals and the opportunities it presents. Where possible, this has been done in conjunction with other authorities. Specialist studies have included an economic assessment of the impact of the proposed station at Toton (in conjunction with Nottingham City Council and others); assessment of the economic, planning and highway implications of the proposed infrastructure maintenance depot at Staveley (in conjunction with Chesterfield Borough Council and the major landowner); an investigation of the scope for developing links between HS2 and the Midland Main Line (in conjunction with East Midlands Councils); and an initial feasibility study of extending the NET tram service west of the proposed station at Toton.

These studies, together with input from a multi-disciplinary team of officers, District and Borough Councils and other organisations, have enabled a detailed response to be brought together into a single document and it is recommended that this should be submitted to HS2 Ltd as the County

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Council's formal response to the consultation. The full response is a lengthy and detailed report. It is not reproduced here, but copies of the full response are available on request to the Economy, Transport and Environment Department.

The detailed response includes proposed responses to a number of questions posed by HS2 Ltd as part of the consultation. Whilst HS2's primary interest is issues affecting the alignment of the route and the location of the stations and depots, the opportunity has been taken to highlight a number of issues that will need to be addressed if the scheme is to be taken forward.

The remainder of this report highlights some of the key issues included in the proposed response. It must be stressed that the issues identified below are included to provide an indication of the scope and general nature of the issues intended in the consultation response. They are not intended to act as a full list of the issues affecting Derbyshire.

(a) Economic Impact

The study of the economic impact of the HS2 station at Toton, undertaken by specialist consultant Volterra, confirmed the County Council's initial assessment that the project can be expected to result in significant local economic benefits. The results are high level but they do provide an indication of the potential scale of benefits. HS2 Ltd has developed new ways of quantifying the benefits of HS2 which go beyond traditional appraisal of major transport projects in an attempt to capture the wider benefits of the proposed investment. This work concludes that HS2 would support economic productivity uplifts of £15bn per annum nationally, of which £1.1bn-£2.2bn would accrue to the Derby/Nottingham area. This equates to a 2.2%-4.3% increase in local economic output, the largest percentage increase among the regions affected by HS2.

In June 2013, a study by Albion Economics (on behalf of Greengauge 21) estimated that HS2 would support around 89,000 full time equivalent (FTE) jobs nationally through planning and design, construction, rolling stock, operation and maintenance. Volterra estimates that around 15% of these would be in the East Midlands, equivalent to some 13,350 jobs.

One sector that will particularly benefit is the manufacture of rolling stock. Over half of national employment in this sector is in the East Midlands and two-thirds of this is within Derby. This suggests that around 2,500 workers in Derby could be involved in manufacturing rolling stock connected with HS2.

Volterra also looked closely at the potential impact of locating an infrastructure maintenance depot at Staveley. At the time of writing, this study is in the process being finalised, but the initial findings are that overall, the depot will have a positive impact on the area. It is estimated that the depot would create

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up to 580 jobs, comprising 70 during the construction phase of the depot, up to 250 jobs at the depot once it is operational, and a further 260 jobs during the construction phase of the wider HS2 project. The jobs at the depot itself would range from managers to plant and machine operatives, and the consultants conclude that the work would provide a good fit with local skills.

The current proposals, however, would displace some of the planned regeneration of this area and it will be important to ensure that the depot provides a good fit with any plans for the area. These may need to be adjusted to ensure compatibility. Studies currently being undertaken on behalf of the County Council, Chesterfield Borough Council, and the major landowner are investigating this issue.

The proposals offer opportunities for development around Toton and on other strategic sites nearby. There is potential for substantial housing development around Toton and for commercial development offering the potential for some 1,500 jobs. More widely, Volterra estimates that developments along the tram route, on the Stanton Regeneration Site and the proposed rail freight facility near East Midlands Airport could deliver, in total, some 4,000 new homes and over 10,000 jobs representing a significant boost to the East Midlands economy.

The consultants warn, however, that these benefits do not flow automatically from investment in high-speed rail. Evidence from continental Europe, where high-speed rail is now well established, suggests that co-ordinated action is needed to ensure the right conditions are provided to enable the local economy to flourish and take full advantage of the new investment. In particular, it will be important to ensure that workers are equipped with the relevant skills and that an effective master plan is developed to co-ordinate spatial and economic planning in the wider Toton area and secure provision of the necessary infrastructure to support economic growth.

It is recommended that the County Council's response to the consultation should reflect these potential economic benefits and that the Authority should work with D2N2 and partner organisations to develop a long term master plan for the wider Toton area and, linked with this, a capital programme of infrastructure investment.

A scheme of this scale inevitably results in considerable disruption during the construction phase, but it will also lead to the direct loss of some commercial premises, notably at Renishaw and Long Eaton. The scheme also affects a number of sites where there is potential for employment growth. The latter includes the Council's flagship development site at Markham Vale where the route impacts on two plots earmarked for commercial development both of which have Enterprise Zone status with the availability of Enhanced Capital Allowances (ECAs). The exact route boundary will not be fixed until HS2 Ltd

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has completed further stages of the detailed design and until such time, it is unlikely that these plots can be developed as originally envisaged. This initial delay (at least two years) severely impacts on the Council's programme of creating employment opportunities and therefore Officers have been working closely with other organisations to identify opportunities of mitigating the impacts on the Council's largest ever regeneration project. Actions to date include working with the Sheffield City Region Local Economic Partnership to identify replacement development plots where the displaced ECAs can be reallocated to; a decision by Central Government is expected early in 2014. An opportunity to accelerate the creation of further plots on Markham Vale North to ensure that no development opportunities are lost is also being pursued using funding specifically identified for Enterprise Zones; this was reported to Cabinet on 3 December 2013. A decision on this funding bid is expected to be received from Central Government in January 2014.

There are a range of other impacts on the Markham Vale site and these are reported in more detail in the Technical appendices. Two major concerns relate to the loss of employment opportunities and the impacts on new and planned infrastructure. An initial assessment of the route's impacts on development land has identified that between 200 and 400 employment opportunities will be lost as a direct consequence of not being able to release land for new businesses to invest. Officers have discussed these concerns with HS2 Ltd and some preliminary engineering and alignment ideas developed to explore solutions but there can be no guarantee that mutually acceptable solutions can be found. Similar discussions have been held to discuss concerns about impacts on newly created infrastructure and environmental improvements which have been implemented by the Council to aid the economic regeneration of the area. The County Council needs to press for effective design changes to minimise these adverse impacts both during the design stages over the next few years but also during the construction stages.

Similarly, there is concern about the threat to planned employment opportunities in the Staveley area and on expansion plans for the East Midlands Designer Outlet (McArthur Glen) in Ashfield District just east of Junction 28 on the M1. In all these cases, it is recommended that HS2 Ltd should investigate all possible means to reduce the risk of losing existing or future job opportunities. If necessary, lower train operating speeds should be accepted in this area if this allows a more flexible design with less impact on existing or possible future businesses.

A particular concern is the impact of the proposals on plans for the restoration of the Chesterfield Canal. Cabinet will be aware that the County Council is the owner and navigation authority for the Canal and that its restoration forms a key part of the plans to attract development and to regenerate the area. It is

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vital that an engineering solution is found that enables the railway to be constructed and the Canal to be restored.

County Council officers and representatives of the Chesterfield Canal Trust have discussed their concerns with HS2 Ltd and some preliminary discussions have taken place to explore potential solutions. Whilst it is to be hoped that a mutually acceptable solution can be found, at this stage there can be no guarantee that this will be the case. It is recommended that, in making its response, the County Council should emphasise the importance of finding a satisfactory solution and addressing the current uncertainty as quickly as possible.

Much of the route passes through rural areas and HS2 Ltd needs to take into account the impact of the scheme on the rural economy. The scheme affects the Trans Pennine Trail, and severs other recreational paths and trails. It will also affect agricultural holdings and the setting of Bolsover Castle, Hardwick Hall and Sutton Scarsdale. Whilst these changes could be viewed as harmful to the rural economy, the increased capacity and faster journey times offered by HS2 can be expected to increase Derbyshire's attractiveness as a visitor and tourist destination. The County Council needs to press for effective design changes and mitigation measures to minimise these adverse impacts.

Construction of the route is not due to start until about 2025. At this stage, little is known about the construction plans and the impact that this will have on local communities. However, the investment will provide opportunities for local businesses and the prospect of new jobs in the construction industry. This is likely to have a beneficial impact on the local economy but, at the same time, it will be important to ensure that steps are taken to minimise any disruption to local businesses or to people using the road or public transport network. The level of noise, dust and dirt will also need to be carefully controlled, particularly where the route passes close to workplaces or other sensitive locations.

(b) Environmental Impact

A scheme of this scale, currently the largest infrastructure project in Europe, will inevitably have a significant impact on the local environment. As the plans are developed it will be important to adopt the highest possible standards of design so as to reduce, or preferably remove entirely, any adverse impacts in both the construction and operational phases. Where this is not possible mitigation measures will be needed to reduce any adverse effects on peoples' homes, the urban and rural environment, leisure opportunities and Derbyshire's cultural heritage.

Some of the key points outlined in the proposed submission include (south to north):

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Trent Valley - From the south, HS2 would enter Derbyshire on a long viaduct over the River Soar. The accompanying commentary in HS2's Sustainability Statement suggests that this area is viewed as having a low quality landscape because of the presence of the power station, pylons and major roads. This assessment fails to recognise that this is a landscape in flux and it is suggested that HS2 Ltd should recognise the potential future value of this area. Proposals should therefore seek to contribute to, rather than detract from, the quality of the landscape in this area.

Long Eaton - The route passes through Long Eaton on the existing 'low level' railway west of the town centre. The existing level crossings at Station Road and Meadow Lane will be closed and the freight traffic using the current low level route will need to transfer to the parallel 'high level' route some 300m to the east. The need to accommodate additional freight and passenger services is likely to require the provision of four tracks on the 'high level' route. This may mean that the existing embankment will need to be replaced by a structure with vertical retaining walls. This is likely to be visually intrusive and could increase noise levels.

This area of Long Eaton is already dominated by two railways and the introduction of HS2 train services will add to the pressures on this community. HS2 Ltd should be requested to do everything possible to minimise the impact on this area. The closure of the level crossings risks severing the community from Long Eaton town centre and the options for maintaining access for vehicles, pedestrians and cyclists need to be identified at an early date. These should be developed in consultation with the highway authority and the local community.

Hardwick Hall, Bolsover Castle and Sutton Scarsdale Hall – An important design principle of the East Midlands section of HS2 is that it follows the existing motorway corridors. The County Council supports this general approach but a consequence of this is that the proposed railway affects the setting of historic buildings considered to be of international importance. English Heritage view this area as being the most important historic site along the whole length of HS2 and will press for this to be reflected in the detailed design and treatment of this section of the route. The presence of the M1 in this corridor is already damaging and it is suggested that the construction of HS2 provides an opportunity to bring about some environmental enhancement in this area. The promoter's documentation indicates that HS2 Ltd is keen to promote some 'exemplar' environmental projects and it is suggested that the quality of the historic heritage in this area warrants a very thorough exploration of all the available options.

Renishaw and Killamarsh - The proposed high speed line crosses the A6135 on a bridge some 7m above the level of the road necessitating demolition of around nine properties including a hotel. The impact of the line in

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this area is severe. It is recommended that HS2 Ltd should be asked to consider if there are alternative alignments in this corridor or other measures that could be taken to reduce the impact of the scheme. There may also be an opportunity to develop a green corridor to the north and south of Renishaw, based on the Trans Pennine Trail and a naturalised channel for the restored Chesterfield Canal. This would help to compensate for the damaging ecological impact of HS2 in this important corridor. If necessary, consideration should be given to reducing the speed of trains on this section of the route if this allows the adoption of a more flexible and less damaging design.

Similarly, there is concern about the impact of the route on residential amenity in the Station Road area of Killamarsh. The route passes close to a number of houses in this area and HS2 Ltd should be asked to investigate and pursue opportunities to reduce the adverse impacts of the line in this area.

Recreational Routes - The proposed route affects the network of Greenways that has been developed over a number of years, notably in the north-east of the County. These are important local facilities, for example, in 2012 the Trans Pennine Trail in the vicinity of Renishaw was used by some 47,000 walkers and 21,000 cyclists. In places, the high speed line impacts directly on the Trail and the visual and noise effects of the new line can be expected to detract from peoples' enjoyment of the Trail as well as other local facilities, such as the Rother Valley Country Park. These issues will need to be addressed as the scheme is developed but it will be important that HS2 Ltd provides for the continuity of routes, adopts a presumption of betterment in seeking to mitigate the adverse impacts, and preserves the natural and built heritage of the local environment.

(c) Transport Issues

The response outlines a number of transport issues that should be drawn to the attention of HS2. In due course, the scheme's promoters will need to draw up a detailed timetable for the new high speed service and this will provide confirmation of the level of service to be provided at Toton (assumptions about service patterns have been made for evaluation and planning purposes only). At this stage, the issues of more interest to the County Council are the impact of the proposals on conventional ('classic') rail services, the opportunities for integrating network rail and high speed rail services using 'classic compatible' trains, the arrangements for accessing the new station at Toton, and access issues at the proposed Infrastructure Maintenance Depot at Staveley.

An underlying theme of the proposed response to the consultation is that, in developing proposals for the new services, the infrastructure should be designed to be as flexible and adaptable as possible to meet changing needs. It is likely that if the scheme is built, it may be in use for 100 years or more (in the same way that the rail network, originally built in the Victorian era, is still being used). While it is not possible to anticipate all the future needs that may

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arise, it is suggested that, as far as possible, the line should be 'future proofed'. This may mean either making immediate provision for potential future needs or at least making 'passive provision' so that some future extension could be provided at a lower cost than might otherwise be the case and with minimum disruption to existing services.

Some of the key points are outlined below.

Impact on conventional rail services - Network Rail has undertaken a study of the opportunities offered by HS2 to increase capacity and improve connectivity (Better Connections – Options for the Integration of High Speed 2, July 2013). This identified a number of options for integrating high speed and conventional rail services. An important conclusion, however, is that whilst some passengers will transfer from the Midland Main Line to the new high speed services, the growth in demand will be such that any released capacity will be in the form of on-train capacity and that it is unlikely that any train paths will be released. The implication is that the existing level of service on the Midland Main Line could be retained, albeit that there is likely to be some change in the pattern of service.

The closer integration in planning the development of conventional ('classic') and high speed services is to be welcomed and officers will continue to liaise with Network Rail to explore the available options. The priorities are to ensure that passengers travelling to and from Derbyshire stations can gain the maximum benefit from the investment in high speed rail and that those using existing services are not disadvantaged.

Links between HS2 and the Midland Main Line - The study commissioned by East Midlands Councils has identified options for providing direct connections between the 'classic' network and the high speed line. These include the identification of potential links to the northern section of HS2 at Toton (for trains to/from Derby, Nottingham and Leicester) and the provision of a new chord at Trowell junction (for trains running to/from Nottingham on the southern section of HS2). The consultants also suggested that a relatively simple connection with the Chesterfield – Rotherham railway may be possible where the line runs parallel to HS2, north of Killamarsh (for trains to/from Chesterfield, Derby and Nottingham). In practice, a grade-separated (two level) junction would be needed. If this idea was to be pursued, it would require much more detailed investigation, including a proper assessment of its impact in the local area. It is suggested that all these options should be fully evaluated by HS2 Ltd, together with the possibility of a link between HS2 and the Midland Main Line south of Trent Junction (referred to by the consultants as the Sutton Bonington Chord).

Future Development of HS2 Network – The proposed station at Toton will provide fast and frequent access to Birmingham and London to the south and

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to Sheffield (Meadowhall) and Leeds to the north. It is considered, however, that consideration should be given to the provision of a triangular junction where the two arms of the 'Y' network meet near Lichfield. This would provide opportunities for journeys to be made on the high speed network between, say Toton and Manchester or Manchester Airport. If provision is not made for this at the outset, it is suggested that passive provision should be made to allow the addition of such a facility at a later date.

Access to Toton Station - Public transport services to the site of the proposed HS2 station at Toton are currently restricted to an express bus service on the A52 Derby - Nottingham route. There are no passenger train services currently serving Toton. If the site is to be developed as an effective interchange, major investment will be needed. In responding to the consultation key concerns include:

- The provision of an effective shuttle and feeder train services from Chesterfield, Derby and Nottingham to the proposed station at Toton as well as good connectivity with Alfreton, Langley Mill and the proposed station at Ilkeston on the Erewash Valley Line. The station is closer to Nottingham City Centre than Derby City Centre and there are plans to extend the NET tram service as far as the new station (see below). Particular attention therefore needs to be given to providing Derby with a fast, frequent and reliable link to Toton. In seeking to provide an effective train service, care should be taken to avoid disadvantaging existing rail passengers by adding to their journey time.
- The need to make provision for the extension of the NET tram service west of the proposed station at Toton. The current proposals envisage that the tram would be extended as far as the station from the west (Nottingham) side, but it is considered that there is a case for making provision to extend the network to the west of the station.
- The provision of access to the station from Long Eaton. The high speed line will have a significant impact where it passes through Long Eaton and it is considered that residents in this area should have the benefit of convenient access to the station. However, it will be important to avoid adding to parking and congestion problems in Long Eaton so it is suggested that access should be limited to pedestrians, cyclists, buses and taxis. Car access for drop-off/pick-up should be considered, but it is suggested that there should be no car parking provision. Such arrangements are likely to require provision of a pedestrian access from the western side of the station.

Access to proposed Infrastructure Maintenance Depot – The County Council is currently working with Chesterfield Borough Council and the principal landowner to investigate adjustments that could be made to HS2's current proposals for a maintenance depot at Staveley. Key concerns are that the plans should make provision for the A619 Regeneration Route and the

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associated development of land identified in the Area Action Plan site. It is also considered that highway access to the depot site should be from the eastern side providing suitable access for HGVs to Junction 29a on the M1.

Regulation and Accountability – If the potential benefits of HS2 are to be maximised, it will be important to ensure that high speed and conventional rail services are effectively integrated. There will also need to be careful management of service patterns, timetables and fares policy. The Government has not yet explained in any detail how it expects to manage the new railway and ensure public accountability. It is suggested that public ownership or, in the absence of that, effective regulation will be needed to achieve the maximum benefit for the travelling public and the wider economy.

(d) Health, Well-being and Equalities

An initial assessment or 'screening' of the HS2 proposals indicated that they had the potential to have direct and indirect impacts on health, that there was a degree of community concern about the proposals and that by identifying health impacts at an early stage there may be opportunities to influence the final outcome. The County Council's new responsibilities for public health also meant that it had the resources and expertise to assess the likely health impacts of the scheme.

All of this suggested that there was a strong case for undertaking a Health Impact Assessment (HIA). Accordingly, an assessment has been made of the potential effects of the scheme on the health of the population and on the distribution of those effects within the population. Particular emphasis was placed on identifying inequalities with specific capture of mental health and well-being issues. Given the timescales, the methodology followed the accepted procedures for a 'rapid' type assessment.

HS2 Ltd's own understanding of the health impact of the project is not yet fully developed and it is thought that few, if any, other local authorities will have undertaken an HIA of the scheme. It is thought, however, that there are considerable benefits in having completed this assessment. In particular, it provides a basis for an on-going dialogue with HS2 Ltd as the scheme is developed, the aim being to enhance the positive health impacts and mitigate the negative impacts.

The evidence to support the assessment was drawn from a combination of community profiling, a review of the available literature and informal consultation with the affected communities.

The report makes a wide range of recommendations. These are set out in full in the draft response document with additional supporting information in the HIA itself, which is included as an Appendix to the main report.

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It is not practical in this overview to list all of the recommendations emerging from the assessment, but they include:

- The need for HS2 and the Government to develop strategies for mitigating adverse impacts on health and well-being. There are established procedures and practices for mitigating impacts, such as visual intrusion but more weight should be given to identifying, understanding and responding to potential health impacts.
- There is potential for HS2 to reduce commuting-related stress (e.g, over-crowding), but this should not be achieved through exclusive ticket prices. The fares need to be affordable for the wider community.
- HS2 Ltd should work with local authorities and other agencies to develop traffic management strategies that seek to reduce disruption and the risk of injury to road users. Specific consideration should be given to plans to provide alternatives to the existing level crossings in Long Eaton.
- There is a need to develop plans and measures that encourage physical activity, for example, linking cheaper but more distant parking to the station by attractive foot or cycle paths and, more generally, by seeking to extend or enhance the existing network of greenways and rights of way.
- Compensate local communities for the loss of amenities on a 'like-with-better', rather than a 'like-for-like' basis and ensure the local community is involved in decision-making about the allocation of any funding that may be available.
- Ensure that the environmental impact assessment takes full account of the wider effects of the scheme including the generation of electricity, shifts of freight traffic from air and road to rail, and emissions from road traffic travelling to and from the station.
- Work with local housing authorities and developers to examine the feasibility of linking the provision of suitable accommodation for the construction workforce to longer term affordable housing projects.
- Planning for the new station needs to make good provision for walking, cycling and public transport so that people without a car can access jobs at or via the proposed transport hub at Toton.
- Mitigate the severance of farm land and disruption to farms to support and facilitate food production.
- Work with local contractors, schools, colleges and other stakeholders to facilitate apprenticeships or similar schemes to maximise the value of training opportunities for local people.
- Work closely with local planning authorities to ensure that preparation for the HS2 station is integrated with local planning policies that seek to promote a health promoting urban environment.

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(3) **Financial Considerations** Government will be responsible for meeting the capital costs of the scheme, estimated to be around £42.6bn, plus a further £7bn for rolling stock. At present, while the scheme is still at the planning stage, the costs incurred by the County Council will be limited to the costs of staff time, the provision of specialist or other professional support and other incidental items, all of which can be met from existing approved budgets. In the longer term, additional resources may be required to make complementary provision, for example, to support the development of new skills or to provide supporting infrastructure.

(4) **Environmental, Health and Transport Considerations** The project would provide more sustainable travel opportunities for some people who might otherwise use a private car. There are, however, some significant adverse environmental impacts, including demolition, visual intrusion, severance and noise. The proposals also have significant health and transport implications. These are discussed in more detail in the proposed response to the consultation. Discussions with HS2 Ltd and the Department for Transport (DfT) will need to focus on removing or mitigating any adverse impacts and maximising any opportunities for enhancing existing facilities or bringing about environmental improvements.

(5) **Equality of Opportunity** The HIA noted that the proposed route of HS2 affected a number of deprived areas. Whilst the scheme would have some beneficial impacts in terms of offering the potential for more jobs and providing a boost to the local economy, there is also a concern that some communities may be adversely affected. The investigations that form part of this response provide some insight and understanding of the potentially adverse impacts and in developing its plans for HS2 the Government should be requested to develop effective strategies to mitigate the adverse health and wider social impacts of the proposals.

In preparing this report the relevance of the following factors has been considered: legal, prevention of crime and disorder, human resources and property considerations.

(6) **Key Decision** Yes.

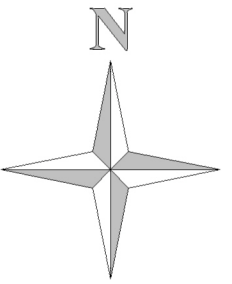
(7) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(8) **Background Papers** Report to Cabinet dated 16 July 2013. Technical appendices to the proposed consultation response. Information on high speed rail proposals available on HS2 Ltd and DfT websites. Officer contact details - Steve Cannon, extension 38148.

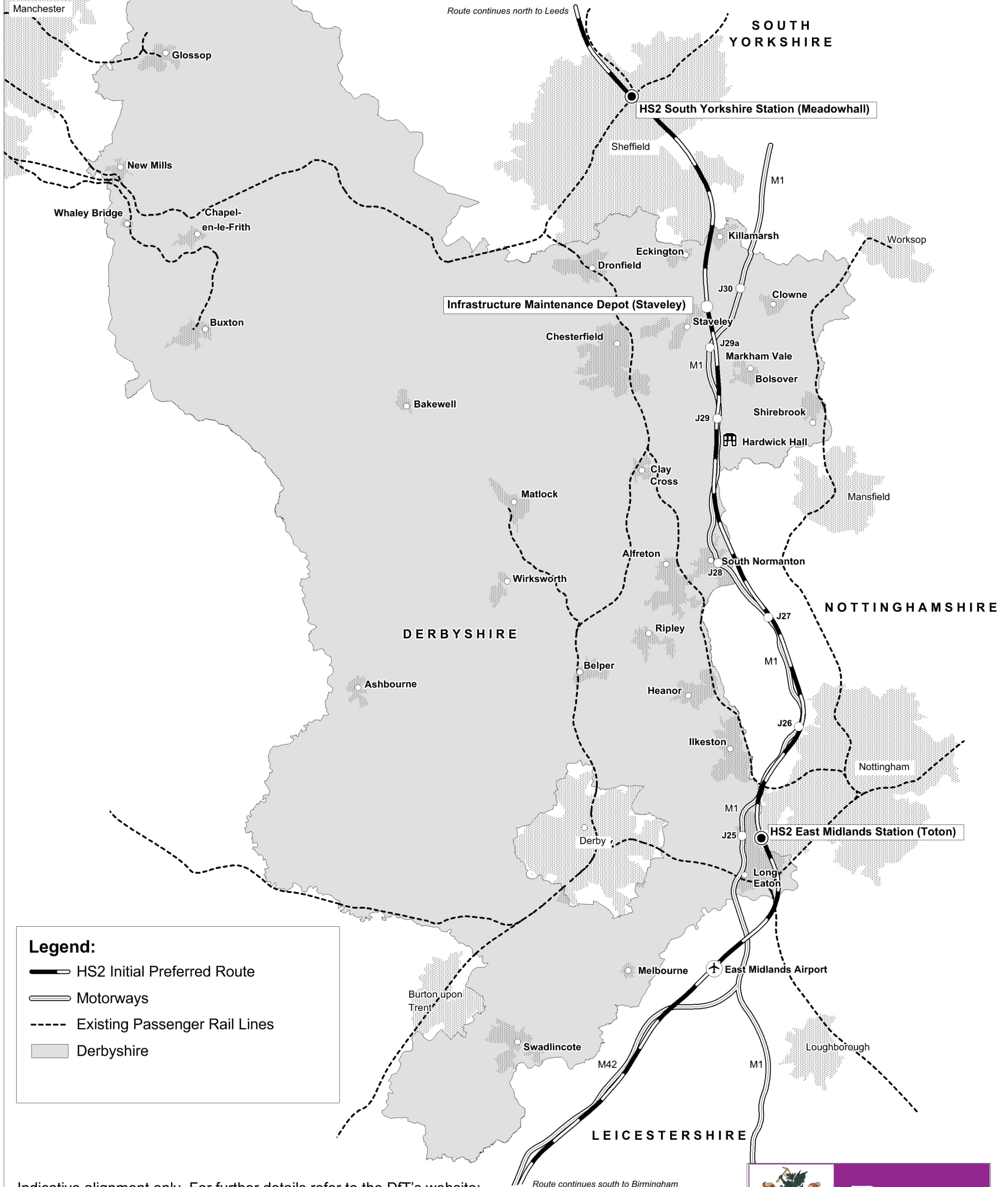
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(9) **OFFICER'S RECOMMENDATION** That Cabinet agrees the response to the Government's HS2 proposals as detailed in this report and in the supporting documents.

Mike Ashworth
Strategic Director – Economy, Transport and Environment



HS2 Initial Preferred Route



Indicative alignment only. For further details refer to the DfT's website:
<https://www.gov.uk/hs2-phase-two-initial-preferred-route-plan-and-profile-maps>

