

REPORT TO:	Environmental and Development Services Committee	AGENDA ITEM: 8
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REPORT FROM:	Director of Operations	OPEN
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SUBJECT:	HS2 Phase 2 Route Consultation	REF:
WARD(S) AFFECTED:	All Wards	TERMS OF REFERENCE: EDS

1.0 Recommendations

1.1 That the proposed responses to the questions posed by HS2 Ltd, as set out in section 7 of this report, be accepted as the Council's response to the consultation exercise.

2.0 Purpose of Report

2.1 To obtain a Council response to the HS2 Ltd "HS2 Phase 2 Route Consultation" exercise. The consultation document may be viewed at <http://www.hs2.org.uk/phase-two/route-consultation/document-library> .

3.0 Executive Summary

3.1 The report describes the preferred route for the eastern leg of the HS2 phase scheme, connecting the West Midlands to Leeds via the East Midlands, including proposals for a station at Toton. It also describes the main alternative route that has been considered, which would pass through South Derbyshire, Derby and Amber Valley. It briefly refers to other aspects of the scheme, including the funding of the project and opportunities arising from the release of capacity in the established rail network. Finally, it proposes Council responses to specific questions posed by HS2 Ltd. as part of the consultation exercise.

4.0 Detail

4.1 The consultation document:

- explains the Government's proposals for Phase 2 of HS2, including the the routes from the West Midlands to Manchester and Leeds with stations at Manchester City Centre, Manchester Airport, Toton (to serve Derby and Nottingham), Sheffield and Leeds, connections to the existing railway at Crewe, south of Wigan and south of York, and supporting infrastructure such as depots;
- seeks views as to whether any additional stations are needed;
- explains the sustainability impacts of the proposed routes;
- asks for ideas on how the freed up capacity on existing rail routes could be used to spread the benefits of HS2 to other towns and cities; and
- asks how HS2 can be integrated with other utilities, such as water and electricity, alongside the line to maximise the benefits of investment.

4.2 HS2 Ltd, the company set up by the Department for Transport to oversee the planning and delivery of the project, delivered its advice for Phase 2 options to Government in

March 2012. The publication of the consultation document follows a period of informal engagement with MPs whose constituencies are affected, local authorities, Network Rail, the Highways Agency, potential station city stakeholders and key environment and heritage organisations. As a consequence of feedback from this exercise, changes have been made to the proposed route close to Castle Donington to reduce the impacts on the proposed Strategic Rail Freight Interchange to the north east of East Midlands Airport.

Proposed Eastern Leg Route and Stations

- 4.3 The eastern leg of the Phase 2 route would serve stations at Toton, South Yorkshire and Leeds. It would connect to the London – West Midlands leg to the east of Birmingham, near junction 4 of the M6, and then follow the M42 corridor north-east towards Derby and Nottingham. After the Toton station, the line would follow the M1 corridor towards South Yorkshire, which would be served by a station at Meadowhall. Further north, the line would connect with the East Coast Main Line, nine miles south west of York. Leeds would be served by a spur off the main line. A plan showing proposed national high speed network is included in the consultation document (page 35) as are plans showing the eastern leg of the phase 2 section (pages 64 and 65).
- 4.4 At its closest point to South Derbyshire, the alignment would pass some 2.3 km to the east of the District boundary, near Acresford. It would cross the River Mease Special Area of Conservation and continue along the east side of the A42 past Ashby de la Zouch. The route would leave the A42 corridor at Breedon on the Hill to pass under East Midlands Airport in a tunnel, 3 km in length, which would continue to the northern boundary of the proposed strategic rail freight interchange site. The route would pass over the M1 north of Junction 24 near Lockington, to cross the floodplain of the River Soar on a 3.4 km long viaduct. It then would then pass to the north of Ratcliffe on Soar power station and cross the River Trent on a 1.7 km long viaduct. From there it would pass through Long Eaton along the existing rail corridor towards the East Midlands Hub Station at Toton. The choice of this location for the station site dictated the route selection through the area. Details of the preferred route may be found at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/68981/options-for-phase-two-of-the-high-speed-rail-network-appraisal-of-sustainability.pdf , pages 245-284.
- 4.5 The Toton site would make use of existing disused railway land. It has good access to the M1 and could be served by a dedicated rail service to Derby, Nottingham, Leicester and other principal rail services as well as bus services and the Nottingham tram, which could be extended to connect to the station. The strong public transport connectivity would make it the best of the options for serving the East Midlands, generating an estimated £500 million over the next best performing option and, by attracting more passengers, could generate additional fare revenues of £190 million. HS2 Ltd.'s analysis suggests that the station would attract over three quarters of journeys from Derby and four fifths of journeys from Nottingham for journeys to London. In contrast, the main alternative put forward by HS2 Ltd, for a station at Derby Midland, would see a drop in passengers wishing to travel from Nottingham and the wider area.
- 4.6 The A52 and M1 would provide good car access to the site allowing access from areas not served by public transport. There would be on-site parking and a direct connection to the A52. The station would consist of four high speed platforms and four platforms for conventional services. There would also be two fast lines through the middle of the station for non-stopping services. The station could support an estimated 1500 -1600 jobs.

Alternative Route Options

- 4.7 An “Appraisal of Sustainability” of the various alternative options looks at the anticipated impact of the proposals on job generation; housing delivery; noise and visual impacts; landscape and cultural heritage; wildlife and ecology; water resources; brownfield and agricultural land take; potential contamination issues and climate change. The appraisal has been instrumental in the development of route and station proposals. It includes a number of variations on the preferred route, broadly following the A42 corridor and including a station at Toton. The only major alternative to this that was considered is a route to the west, passing through South Derbyshire, Derby and Amber Valley, with a station adjacent to the existing Derby Midland station. A full description, including plans showing the detailed alignment of the section that would pass through South Derbyshire, may be viewed at:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/68981/options-for-phase-two-of-the-high-speed-rail-network-appraisal-of-sustainability.pdf , (pages 226 – 244).
- 4.8 The alternative route would leave the M42 corridor at Birchmoor and head toward South Derbyshire, crossing the River Mease on a viaduct. It would then continue along various cuttings and embankments, passing to the west of Netherseal and Linton, before crossing the South Derbyshire Green Belt to the west of Newhall and continuing through a short tunnel close to Bretby. From here it would head northwards, passing to the west of Repton before crossing the Trent Valley on a viaduct. The viaduct would pass to the east of Willington across part of the former power station site and crossing the Trent and Mersey Canal to the west of Stenson Bubble. At this point the viaduct would end and the route would follow the established Birmingham – Derby railway alignment toward the Derby Midland Station, where a new HS2 station would be located. From here, the route would continue northwards through Derbyshire before meeting the current preferred alignment at Killamarsh.
- 4.9 The appraisal of sustainability indicates that preferred route has advantages over the main alternative route, passing through South Derbyshire, in the following areas:
- fewer community properties would be demolished (1, rather than 3)
 - fewer properties would be isolated (25, rather than 36)
 - fewer properties would be affected by severance (0, rather than 21)
 - fewer people would be annoyed by noise (2207, rather than 2923)
 - fewer dwellings would qualify for noise insulation (539, rather than 1056)
 - fewer jobs would be displaced (600, rather than 1500)
 - no impact on World Heritage Sites (Derwent Valley Mills WHS affected by main alternative)
 - fewer minor rivers diverted (6, rather than 11)
 - fewer landfill sites directly impacted (3, rather than 7)
 - crosses less Grade 2 (good quality) agricultural land
- 4.10 Conversely, the alternative route, passing through South Derbyshire, has the following advantages over the preferred route:
- shorter overall length (81.3 km, rather than 94.7 km)
 - fewer dwellings demolished (98, rather than 109)
 - lower impact on aquifers of good quality and good yield (crosses 3.4 km of such sites, rather than 15.2 km)
 - involves less development in Flood Zone 3 (crosses 8.6 km, rather than 9.89 km plus development of land measuring 5 – 7 ha)

- involves less development within the Green Belt (crosses 20.8 km, rather than 25.5km, plus redevelopment of Green Belt land measuring 33 ha)
- supports more jobs (3600, rather than 1500)
- supports the development of more new homes (500, rather than 150)
- fewer scheduled ancient monuments affected (1, rather than 6)
- fewer major rivers diverted (0, rather than 2)
- fewer Biological Action Plan habitats affected (0, rather than 6)
- less impact on Sites of Special Scientific Interest (0, rather than 2 high impact and 12 low impact)
- would use less steel (26700, rather than 42600 tonnes)

4.11 Aside from the impact of the World Heritage Site, referred to in para. 4.9, each alternative route impacts a number of conservation areas and heritage features, the overall effects of which are difficult to quantify for comparison purposes. However, from this Council's point of view, it should be noted that a viaduct crossing the Trent floodplain to the south of Willington would have a severe detrimental impact on the setting of Repton Conservation Area.

River Mease SAC

4.12 The River Mease Special Area of Conservation (SAC) is a protected European site of importance because of its valued species. HS2 Ltd undertook a Screening Opinion and Draft Appropriate Assessment, the provisional conclusion of the latter being that the River Mease crossing would not have an adverse impact on the SAC. However, the potential for significant effects cannot be discounted at this stage and there is a need for more detailed analysis.

Released Capacity

4.13 A "Released Capacity Study" looks at existing sections of the rail network to see how rail capacity released by HS2 could be beneficially used to increase commuter capacity, develop new local and regional passenger rail services and increase rail freight. Among the potential benefits identified are conventional rail connections to HS2 stations with integrated timetables to maximise the benefits of high speed rail, capacity to absorb forecast growth in passengers and freight on the Midland Main Line, West Coast Main Line and East Coast Main Line.

Combined Infrastructure Enhancements

4.14 Consideration has been given to the savings that could be made in combining other necessary infrastructure enhancements with the HS2 proposals by sharing engineering costs. Potential examples include water supply, electricity and integrated flood management schemes.

Funding

4.15 The funding and financing of the scheme will be provided, in large part, by central Government. However, contributions will also be sought from businesses, local authorities, Local Enterprise Partnerships and others who stand to benefit from HS2. The Government has set a funding envelope of £21.2 million for the Phase Two scheme (at 2011 prices, excluding VAT) in the 2013 Spending Round. The cost is higher than earlier anticipated due, in part, to changes in the unit cost of particular items, the proposal to include a station at Manchester Airport and amendments to the scheme introduced since January this year. The cost estimate is expected to continue to change as design work develops.

Next stages

4.16 Following consideration of responses to the consultation exercise, the Government will announce a final decision on the proposed route, station and depot options by the end

of 2014. A hybrid Bill, seeking powers to construct Phase 2, would be brought forward in the next Parliament, following the May 2015 General Election. The route would be expected to open in 2032/33.

5.0 Financial Implications

5.1 There are no financial implications for the District Council.

6.0 Corporate Implications

6.1 The proposals have implications for the “Sustainable growth and opportunity” theme of the South Derbyshire Corporate Plan 2009-2014, in that the proposals could affect economic growth and employment generation in this part of the region, with potential benefits to South Derbyshire. However any visual and noise intrusion from the alternative alignment passing through South Derbyshire would detract from the environmental quality of the district, to the likely detriment of the local tourism sector, although potential growth in visitors to the area as a consequence of increased accessibility could counterbalance this to some degree.

7.0 Community Implications

7.1 The proposals have implications for the following themes of the South Derbyshire Sustainable Community Strategy 2009-2014:

- “Vibrant Communities” in that the alternative alignment passing through South Derbyshire would detract from the environmental quality of the district, particularly in terms of noise, visual intrusion and impact on landscape and heritage assets.
- “Sustainable Development” in that the presence of a HS2 station in the region is likely to influence long distance travel patterns to and from South Derbyshire and could potentially increase housing demand in the district, particularly if a station were to be located at the established Derby Midland station site. The presence of a station would also be likely support overall economic growth and job creation in the surrounding area, potentially including South Derbyshire. However, the alternative alignment passing through South Derbyshire would detract from the environmental quality of the district, to the likely detriment of the local tourism sector, although potential growth in visitors to the area as a consequence of increased accessibility could counterbalance this to some degree.

8.0 Conclusions

8.1 Whilst the main alternative to the preferred route would be slightly shorter, being 81.3 km rather than 94.7 km long, it represents a less attractive option for a range of different reasons. These are identified in proposed responses to the following questions posed by HS2 Ltd. which are of particular relevance to South Derbyshire:

- Do you agree or disagree with the Government’s proposed route between West Midlands and Leeds?

Agree.

- Do you agree with the Government’s proposals for an East Midlands Station to be located at Toton?

Yes. Locating the station at Toton will maximise economic benefits to the Derby and Nottingham area and attract a greater level of patronage than would a station at Derby Midland. It would also put a substantial area of previously developed land to beneficial use.

- Do you think there should be any additional stations in the eastern leg between the West Midlands and Leeds?

No. Additional stations would detract from the objective of providing a means of high speed travel.

- Let us know your comments on the “Appraisal of Sustainability”, including alternatives to the proposed route.

The alternative route through South Derbyshire and Derby would generate substantially fewer economic benefits and less patronage and therefore lower revenues for HS2; it would involve the demolition of more community properties; noise annoyance to a greater number of people; more dwellings qualifying for noise insulation compensation; the displacement of more jobs; cross more Grade 2 agricultural land; cause significant harm to the setting of conservation areas and heritage features at Repton and Derby; involve the diversion of more minor rivers; infringe the Derwent Valley Mills World Heritage Site and cause severe detrimental landscape impacts, particularly in the Trent Valley. It would also create pressure for further housing growth in an area where meeting currently projected needs in a sustainable manner is already an enormous challenge.

- Let us know your comments on how capacity that could be freed up on the existing rail network by the introduction of the proposed Phase 2 route could be used

Freed up capacity should be used to provide integrated conventional rail services to HS2 stations to maximise the benefits of high speed rail travel. It should also be used and to help meet forecast growth in demand for passenger and rail freight services.

9.0 Background Papers

“High Speed Rail – Investing in Britain’s Future” , July 2013

“Options for Phase 2 of the High Speed Rail Network Appraisal of Sustainability”, March 2012

“Better Connections: Options for Integration of High Speed 2”, July 2013