

Report of the Chief Executive

EMDEVCO LTD

1. Purpose of Report

To update Members of the Sub Committee on activities of the EMDevco Ltd board since the last meeting.

2. Recommendation

The Committee is asked to NOTE the report.

3. Detail

(a) The Government allocated funding through EM Devco Ltd for the creation of a “design code” pilot scheme. The Government encourages all local authorities to produce these [design codes](#) which are documents which would guide the form and nature of new development in our area, including the area of Toton – the major site in the Devco area. A presentation is due to be given on Tuesday 10 January to which all Councillors have been invited regarding the design code work which is being done in order to invite the input of Councillors.

(b) a summary of the work ongoing to deliver the government funded package of work through the Devco on the post IRP Economics and business case development for the areas of development including Toton; transport planning and traffic modelling in the new reality of changed HS2 proposals and station integration planning is set out in the appendix.

(c) The Company remains on target to meet its revised budget and carry forward a modest balance of approximately £350k in order to meet commitments for 2023/24. Year-end accounts were agreed at the last board meeting. Discussions continue with Leicestershire County Council and North West Leicestershire district Council regarding their future relationship with the company. The issue currently remains unresolved.

(d) The work of Areli in developing the approach to marketing the sites to ensure they are investable propositions which attract private sector investors continues. A presentation is due to be made to lead Councillors of the individual shareholder authorities in the next month or two.

4. Financial Implications

The Borough Council’s commitment to the company is £162,000 in each of three years, the current year being year two.

5. Background Papers

None

APPENDIX

At the last meeting of the East Midlands HS2 Executive Board in October 2022, on which this Council was represented by Councillor M Radulovic MBE, a work programme and approach were agreed to the delivery of work through the EMDevco Ltd which has been funded by government.

Two key technical working groups have been formed. Firstly, a Commissioning Group involving the key strategic economic growth and regeneration leads from each authority and statutory agency. Secondly, a transport working group (TWG) involves the transport planning leads from the local highway authorities and relevant agencies including Midlands Connect. The TWG is primarily responsible for overseeing the technical content of the transport planning and traffic modelling aspects of the work. In all instances this involves officials from government departments.

The review involves a two-year programme of work, with funding from Department for Transport expected to be provided in two equal tranches of £1m per annum. It is broadly envisaged that the first year will focus on the baseline assessment and concept build with the second year focussing on further development and testing the proposals.

There are three core workstreams with progress on each outlined further below.

Economics and Business Case Development – the primary objective of this workstream is:

“to frame the strategic and economic case for the growth strategy through an update of some of the macro and more localised economic indicators. It will quantify the scale of opportunity in terms of jobs, GVA and other relevant indicators of growth based on high level appraisals of the transport and growth plans to emerge from other workstreams and specific the transport planning and station integration planning processes in addition to macro regional dynamics.”

Initially, the work will look to assess the baseline economic conditions and growth assumptions.

Transport Planning and Traffic Modelling – the primary objectives of these workstreams are:

*“**Transport Planning** - to develop transport concepts, plans and proposals that can complement HS2 and the potential for growth. This will be achieved through a refresh of the East Midlands Gateway Study and in the new context presented by the IRP.*

*“**Traffic Modelling** - to create robust multi-modal model and a platform to test the transport concepts, plans and proposals emerging from the transport planning workstream. This will be achieved through a refresh of the East Midlands Gateway Study Multi-Modal Model and in the new context presented by the IRP.”*

Initial stages will involve checking and testing the working assumptions whilst preparing concept transport schemes. With a more settled set of assumptions, the second year involves a review of the traffic model alongside the development and testing of specific proposals. The lead contractor for this work is Arup with Systra as modelling sub-contractor. This provides essential continuity as Systra led on the East Midlands Gateway Multi-Modal model.

Station Integration Planning – the primary objective of this workstream is:

“to explore the specific growth potential of sites in the vicinity of the new HS2 station locations at Nottingham, Derby, East Midlands Parkway, and a reassessment of that potential at Toton and Chetwynd i.e., the capacity, scale and mix of uses. This will need to align with the transport planning workstream.”

This involves developing a scope for each location and establishing a clear vision and capacity assessment for each station location. Areli Developments are already working with EM DevCo to develop proposals for East Midlands Parkway and Toton. As mentioned above, positive conversations are on-going with Nottingham, Derby, and Chesterfield about the potential for efficiencies in retaining Areli to provide consistent levels of support.

Work on the economic and business case analysis with Amion Consulting will progress in line with the approach set out, as will work on transport planning and modelling. Meanwhile, the scope for station integration planning work will continue to be developed and an update brought back to the HS2 Executive Board in the New Year. All of the teams will be working together and engaging continuously with respective local authorities and agencies both together through the established working group arrangements in addition to more focussed bilateral sessions and site visits as required.