

APPENDIX

HS2 UPDATE

The Phase 2b Hybrid Bill and Environmental Statement

The Hybrid Bill is the legislative mechanism by which the government secures the legal powers necessary to build large infrastructure projects such as HS2. It is a combination of public measures which impact on general powers or rights, and private measures which impact on particular pieces of land as defined on a map-based plan. In broad terms, it is comparable to an outline planning permission issued by a local planning authority.

Once a Hybrid Bill has been introduced to Parliament, there is a period whereby parties with a legitimate interest in the Bill can 'petition' Parliament to make amendments. This can result in some significant (and positive) changes but it can also be a difficult, time consuming and expensive process.

A Hybrid Bill is supported by an Environmental Statement which describes the environmental impacts of the development proposed by the Bill and how those impacts will be mitigated. The Environmental Statement must be consistent with the provisions of the Hybrid Bill but will describe the proposed development. As a result, it tends to require a more detailed design at an earlier stage than would otherwise be necessary from a purely project management perspective. This can be a positive, as it will highlight issues at an early stage of the development process. However, the time pressures can sometimes result in a consent being given to an obviously 'sub-optimal' design which then has to be amended in a way that remains consistent with the legislation, which is now what is happening with the Birmingham Interchange Station (UK Central) in the West Midlands.

The government plans to introduce the Phase 2b Hybrid Bill that will give consent to the Eastern Leg of HS2 through the East Midlands in late 2019, with Royal Assent expected in late 2022. Even if the current Parliament runs its five year course, this means the Bill is unlikely to become law before the next General Election.

Growth Strategy

The HS2 hub station at Toton will be the most connected station on the high speed network outside London.

The [HS2 Growth Strategy](#) is an important document which sets out requirements to achieve the economic potential of the HS2 project in the East Midlands, including an additional £4bn of GVA by 2043 and an additional 74,000 jobs for the East Midlands. It is hoped that the government will respond by allocating significant resources which will enable the ambition of the plan to be realised. There are three themes within the document: People, Place and Connectivity

Under the **People Theme** reference is made to the need help SME businesses benefit from the HS2 supply chain; development of a rail industry innovation group

and a campaign aimed at raising awareness and ambition of local people about the opportunities the HS2 project affords.

In the **Place Theme**, the main reference is to the intention to create a high quality 'innovation campus' to sit within a network of garden villages including a choice of housing developments on key sites including Stanton and Chetwynd barracks

Under the **Connectivity theme** the Growth Strategy refers to important connectivity requirements which include:

- New Toton Lane and links to the A52 East of Bardills roundabout
- New junctions on A52 to the west of the M1
- Grade separated junction off the A52 offering access to the hub station
- Local access linkages to/from the station including to and from Stapleford
- Park and ride at J25 of the M1
- Internal connectivity in connection with the 'innovation village'
- Classic compatible and rail connectivity via improvement to Trent junction

Mention is made in the document of the desirability of creating a powerful delivery body to work at scale to drive forward the growth vision for the network of garden villages.

Delivery vehicle

Discussions are currently taking place concerning the exact form of the delivery vehicle for the area of strategic growth. Options range from a 'collaboration' of interested stakeholders; to a 'new town development company' with an urban development company or a joint venture company in between. The chosen vehicle will impact on issues such as whether planning powers remain with Broxtowe or vest in the new structure, and the financial resources which will be available to the area to be developed.

Key asks

There are a number of 'key asks' which are considered to be of critical importance to the success of the HS2 project:

1. Provision for a Classic Compatible Link between the MML and HS2 at the Hub Station.
2. Capacity improvements at Trent Junctions sufficient to enable the Midlands Connect ITSS for the Hub Station to be delivered.
3. Relocation of NR/DB Cargo Depot to another location within the East Midlands.
4. Provision of a confirmed route for tram extension from Toton Park and Ride to the Hub Station.

5. Provision of public transport overbridge to allow for tram extensions and bus connectivity across the Hub Station, and further multi-modal and pedestrian bridges to the north of the Hub Station.
6. Provision for a fully integrated Transport Interchange within the Hub Station.
7. Provision from cycling and walking routes to the Hub Station from surrounding Communities.
8. Provision for local road connectivity from Long Eaton and Stapleford/Sandiacre.
9. Provision for direct connectivity from the A52 to the Hub Station consistent with 'Three Phase Access Strategy' set out in the Growth Strategy.
10. Provision for decked car park at the Hub Station as part of a wider strategic car parking strategy the Innovation Campus proposal.
11. DfT/HS2 Ltd to designate Staveley as construction base for Phase 2b.
12. DfT/HS2 Ltd to amend HS2 ITSS to ensure that both Sheffield Classic Compatible services stop at Chesterfield.
13. DfT/HS2 Ltd to partially open Hub Station by 2030.