



Please ask for Rachel Appleyard
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The Chair and Members of Cabinet

15 October 2018

Dear Councillor,

Please attend a meeting of the CABINET to be held on TUESDAY, 23 OCTOBER 2018 at 10.30 am in Committee Room 1, Town Hall, Rose Hill, Chesterfield, the agenda for which is set out below.

AGENDA

Part 1(Public Information)

1. Declarations of Members' and Officers' Interests relating to items on the Agenda
2. Apologies for Absence
3. Minutes (Pages 3 - 6)

To approve as a correct record the Minutes of the Cabinet meeting held on 2 October, 2018.

4. Forward Plan

Please follow the link below to view the latest Forward Plan.

[Forward Plan](#)

5. Delegation Report (Pages 7 - 10)

6. Consideration of the Overview and Performance Scrutiny Forum Report on HS2 (Pages 11 - 36)

Items Recommended to Cabinet via Cabinet Members

Deputy Leader

7. Quarter 2 Budget Monitoring 2018/19 & Updated Medium Term Financial Plan (To Follow)

Cabinet Member for Homes and Customers

8. Review of the Council's Allocations Policy - Feedback from Consultation (To Follow)

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Randy', written in a cursive style.

Local Government and Regulatory Law Manager and Monitoring Officer

CABINET

Tuesday, 2nd October, 2018

Present:-

Councillor P Gilby (Chair)

Councillors	Bagley Blank Brunt T Gilby	Councillors	T Gilby Huckle Ludlow
Non-voting members	Catt		J Innes

*Matters dealt with under the Delegation Scheme

35 DECLARATIONS OF MEMBERS' AND OFFICERS' INTERESTS RELATING TO ITEMS ON THE AGENDA

No declarations of interest were received.

36 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Dickinson, A Diouf and Serjeant.

37 MINUTES

RESOLVED –

That the minutes of the meeting of Cabinet held on 17 July, 2018 be approved as a correct record and signed by the Chair.

38 FORWARD PLAN

The Forward Plan for the four month period 1 November 2018 to 28 February 2019 was reported for information.

***RESOLVED –**

That the Forward Plan be noted.

39 DELEGATION REPORT

Decisions taken by Cabinet Members during July and August 2018 were reported.

***RESOLVED –**

That the Delegation Report be noted.

40 MINUTES OF THE SHEFFIELD CITY REGION COMBINED AUTHORITY

Minutes of the meetings of the Sheffield City Region Combined Authority held on 11 June and 30 July, 2018 were reported for information.

***RESOLVED –**

That the Minutes be noted.

41 LITTERING FROM VEHICLES OUTSIDE LONDON (KEEPERS: CIVIL PENALTIES) REGULATIONS 2018

The Senior Environmental Health Officer submitted a report to inform members of the new powers for littering that came into force on 1 April, 2018, and to seek approval for a revised level of fixed penalty including early payment discount.

The report outlined the changes which impacted local authorities as a result of the new legislation; these included giving local authorities the ability to raise fixed penalty notices to a new maximum level, with a reduction for early payment at the discretion of the local authority, and to issue civil penalty notices to the registered keeper of a vehicle from which litter has been thrown.

The report proposed to set the maximum level for fixed penalty notices at £150 to reflect the seriousness of the offence, however to offer a reduction to £60 if paid within 14 days to encourage early payment.

An equality impact assessment had been carried out by DEFRA with regards to the new regulations. Details of risks associated with the legislation were included in the report along with mitigating actions.

***RESOLVED –**

1. That the proposals to enable enforcement of the provisions of the *Littering from Vehicles outside London (Keepers: Civil Penalties) Regulations 2018* enacted under the *Environmental Offences (Fixed Penalties)(England) Regulations 2017*, as detailed in the officer's report, be approved.
2. That the new legal maximum FPN level of £150 for littering offences and the discount for early payment of £60, provided payment is made within 14 days of the date the FPN was issued, be adopted.
3. That the Council's constitution be amended to delegate authority to the Assistant Director for Health & Wellbeing to introduce and carry out the new powers, and to authorise the appropriate officers to issue FPNs, under the Environmental Protection Act 1990 and *The Littering from Vehicles outside London (Keepers: Civil Penalties) Regulations 2018*.
4. That the level of penalty be reviewed within 12 months of the date of this report.

REASONS FOR DECISIONS

1. Littering is a significant blight on local environments as a source of pollution, a potential danger to public health and a hazard to wildlife which imposes avoidable costs on the public purse and draws money away from other priorities.
2. The intention is that the level of the new fixed penalty will act as a deterrent to people littering in the streets and on open spaces; and that local authorities using them will see a decrease in the number of littering incidents.

42 DRAFT GROWTH STRATEGY 2018-2021

The Senior Economic Development Officer presented a report outlining the draft Growth Strategy for 2019-2023 which set out the role of the

Council in supporting the growth and regeneration of Chesterfield borough.

The overall aim of the strategy was to secure the long term growth of the borough, support new job creation and ensure local people have the right skills to access future employment opportunities. The strategy, attached as an appendix to the officer's report, included a strategic framework which demonstrated how the delivery of a range of programmes and initiatives by the Council would contribute towards the achievement of the aim.

Consultation had already taken place with the Corporate Cabinet and approval was sought for wider consultation on the strategy. An analysis of the risks and an equalities impact assessment had been completed, details of this assessment were included in the officer's report.

***RESOLVED –**

That the draft Growth Strategy 2019 – 2023, as attached at appendix A to the officer's report, be approved for consultation.

REASON FOR DECISION

To progress the adoption of the Growth Strategy.

CABINET MEETING

23 October 2018

DELEGATION REPORT

DECISIONS TAKEN BY LEAD MEMBERS

Leader (Joint Board with NEDDC and Bolsover DC)

Decision Record No.	Subject	Delegation Reference	Date of Decision
6/18/19	Minutes	R080L	11 September 2018
<p>Decision</p> <p>That the notes and the Record of Decisions of the Joint Board meeting held on 8 March 2018 be noted.</p>			
<p>Reason for Decision</p> <p>To note progress on joint working.</p>			
7/18/19	Internal Audit Consortium - Annual Report 2017/18	R080L	11 September 2018
<p>Decision</p> <p>That the annual report of the Internal Audit Consortium be approved.</p>			
<p>Reason for Decision</p> <p>To enable the Joint Board to consider and approve the 2017/18 Annual Report of the Internal Audit Consortium.</p>			

Decision Record No.	Subject	Delegation Reference	Date of Decision
8/18/19	Update on the Derbyshire-wide Building Control Partnership	R080L	11 September 2018
<p>Decision</p> <p>That the update on the Derbyshire-wide Building Control Partnership be noted.</p>			
<p>Reason for Decision</p> <p>To effectively provide the building control service for Bolsover, Chesterfield and North East Derbyshire in accordance with legislation and the legal agreement for the joint working consortium.</p>			

Cabinet Member for Economic Growth

Decision Record No.	Subject	Delegation Reference	Date of Decision
9/18/19	Lease for Vicar Lane Development	EG550L	25 September 2018
<p>Decision</p> <p>(1) That the request for consent to assignment be approved, and any approval of the proposal be subject to appropriately worded legal documentation to sufficiently protect the Council's interests as freeholders.</p> <p>(2) That the decision be exempt from call-in due to the requirements for the Council not to unreasonably withhold or delay consent to assignment of the Lease.</p>			
<p>Reason for Decision</p> <p>To ensure that Vicar Lane continues to have a tenant who will work towards the vitality of the town centre and maintain a satisfactory rental stream for the Council.</p>			
10/18/19	Disposal of land to the rear of 73 Ashover Road, Inkersall	G260L	28 September 2018
<p>Decision</p> <p>That the disposal of the land to the rear of 73 Ashover Road, Inkersall be approved.</p>			
<p>Reason for Decision</p> <p>To relieve the Council of legal and financial liabilities and to uphold the Cabinet Member approval for the transfer already agreed in 2005.</p>			

Decision Record No.	Subject	Delegation Reference	Date of Decision
11/18/19	Five Year Lease of 3 and 3A The Pavements	EG550L	28 September 2018
<p>Decision</p> <p>That the lease of Units 3 and 3A The Pavements on the terms set out in the officer's report be granted.</p>			
<p>Reason for Decision</p> <p>To secure an income stream for five years at The Pavements.</p>			
12/18/19	Five Year Lease of 14 The Pavements	EG550L	28 September 2018
<p>Decision</p> <p>That the lease of Unit 14 The Pavements on the terms set out in the officer's report be granted.</p>			
<p>Reason for Decision</p> <p>To secure an income stream for five years at The Pavements.</p>			
13/18/19	Ten Year Lease of 9 The Pavements	EG550L	28 September 2018
<p>Decision</p> <p>That the lease of Unit 9 The Pavements on the terms set out in the officer's report be granted.</p>			
<p>Reason for Decision</p> <p>To secure an income stream for ten years at The Pavements.</p>			

For publication

Consideration of the Overview and Performance Scrutiny Forum report on the HS2

Meeting:	Cabinet
Date:	23 October, 2018
Cabinet portfolio:	Leader
Report by:	Democratic and Scrutiny Officer

For publication

1.0 Purpose of report

- 1.1 To present for consideration by Cabinet the report and recommendations of the Overview and Performance Scrutiny Forum on how the council is preparing for HS2 and ensuring that the development will maximise the benefits for the borough.
- 1.2 The report also provides the statutory written notice that must be given by the Overview and Performance Scrutiny Forum to Cabinet to take required action as at Section 3.4 below.

2.0 Recommendations

That Cabinet consider the recommendations of the Overview and Performance Scrutiny Forum as set out below.

- 2.1 That a Skills Scrutiny Project Group be established.
 - 2.1.1 That the Skills Scrutiny Project Group examine how schools are proposing to work in partnership with the National Rail College and other education providers to better equip pupils to enter the work place.
 - 2.1.2 That the Enterprise and Wellbeing Scrutiny Committee obtain a report from the Skills Scrutiny Project Group regarding the impact of mental health issues affecting the employability of 18-24 year olds.
 - 2.1.3 That the number and impact of Local labour Agreements in maximising opportunities for growth of jobs connected with HS2 be monitored.
 - 2.1.4 That the Skills Scrutiny Project Group encourage the East Midlands Councils to lobby HS2 Ltd to include specific recommendations for the employment of Ex-Armed Forces personnel with relevant skills in their Local Labour Agreements.
- 2.2 That a report be brought to Overview and Performance Scrutiny Forum before and after the Hybrid Bill has passed and the report will include detail on delivery bodies and infrastructure plans.
- 2.3 That a report be brought to Overview and Performance Scrutiny Forum after the Hybrid Bill has passed to address how evolving effects on properties will be monitored and include plans for dealing the negative impacts of construction work on the Infrastructure Maintenance Depot spur, including traffic management.
- 2.4 That an annual report be brought to the Overview and Performance Scrutiny Forum about the progress of the cohesive approach between the Council and partners.

- 2.5 That coordinated and overarching Public Relations be put in place to minimise the negative impacts of HS2 and to ensure that residents are kept fully informed about the mitigating process taking place.
- 2.6 That the way social media and digital innovation is used to improve communications and reinforce the positive impacts of HS2 be monitored.
- 2.7 That a report be brought to the Enterprise and Wellbeing Scrutiny Committee on the plans and progress of the construction phase and remediation of the Infrastructure Maintenance Depot site to ensure scrutiny monitoring of the process.
- 2.8 That the HS2 Scrutiny Project Group support the development of a Visitor Economy Strategy.
- 2.9 That continuing Cabinet Member and Officer support for any future adhoc Scrutiny input relating to HS2 be provided.
- 2.10 That further consideration be given to the need to have new HS2 specific Scrutiny Project Groups after the Hybrid Bill and following further work up to 2022. It is considered essential that future reports on transport and highways, Local Enterprise Partnerships, housing, health and wellbeing and the Local Plan include HS2 as an integral part of all considerations.

3.0 Background information

- 3.1 As part of the 2017.18 scrutiny work programme, the Overview and Performance Scrutiny Forum appointed a Scrutiny Project Group to identify or establish plans regarding how the council is preparing for the impact of the HS2 development and ensuring that the development will benefit the area, the residents and visitors.

3.2 The Overview and Performance Scrutiny Forum approved the scope and the project start report for the project in June 2017. The project group was established with the aim of ensuring a joined-up cohesive approach to future changes and to contribute towards a shared vision for the opportunities that the development will bring to the borough, as well as the wider area.

3.3 Statutory Scrutiny Committees are required to provide written statutory notice to Cabinet requiring action in response to its scrutiny report and recommendations. These actions require Cabinet to:

- i. Consider the attached report and recommendations;
- ii. Indicate the actions it proposes to take if any; and
- iii. Publish its response within 2 months of the receipt of the report.

With regard to i and ii above, the Council’s Constitution provides for Cabinet to consider the report at the earliest practicable opportunity.

4.0 Scrutiny Project Group report

4.1 The report of the Scrutiny Project Group was considered and its recommendations approved by the Overview and Performance Scrutiny Forum on 11 September 2018. The report is attached at Appendix 1.

5.0 Risk considerations

5.1 Risks relating to the review and its recommendations, as well as mitigating actions are shown below:

Description of the Risk	Impact	Likelihood	Mitigating Action	Impact	Likelihood
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<p>The borough could lose out on important investment if a joined up approach is not taken. The report recommends that to achieve cohesive working, further reporting to scrutiny is required along with a joined up public relations approach which could add additional resourcing pressure.</p>	H	M	<p>Ensure representatives from Chesterfield Borough Council continue to attend HS2 strategic meetings to input into strategy development and maintain relationships with stakeholders. Continue engagement with partners such as Destination Chesterfield, National College of High Speed Rail, Chesterfield College and the Northern Gateway and Waterside project boards to ensure development opportunities in Chesterfield enhance the attraction of the borough to secure the development of the maintenance and construction hub, and confirm Chesterfield as a regular stop on the HS2 line.</p> <p>Scrutiny involves all councillors and senior officers in its annual work programming sessions, this allows an open discussion to take place on how scrutiny could receive updates on the cohesive approach. In the scheduling of programme items, scrutiny takes into account the work pressures of officers and is also able to invite external partners to provide information which will reduce the pressure on council officers.</p> <p>In terms of the public relations approach, the scrutiny project group has sought to emphasize the need for partnership working therefore resourcing pressures can be mitigated by working with other stakeholders, such as Destination Chesterfield, to help support a communications approach.</p>	L	L
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<p>Residents could miss out on employment opportunities, additional housing and improved transport links if the benefits are not maximised. The report recommends that future reports to scrutiny on these topics include consideration of HS2 to ensure that scrutiny is informed of the progress or any issues regarding these areas which could add additional resourcing pressure.</p>	<p>H</p>	<p>M</p>	<p>Representatives of Chesterfield Borough Council continue to work with stakeholders and partners to attain funding bids as well as to form and deliver strategic plans which would maximise the benefits for the borough relating to but not limited to employment opportunities, additional housing and improved transport links.</p> <p>Scrutiny involves all councillors and senior officers in its annual work programming sessions. In the scheduling of programme items, scrutiny takes into account the work pressures of officers and is also able to invite external partners to provide information which will reduce the pressure on council officers.</p>		
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6.0 Considerations

- 6.1 A preliminary equality impact assessment (EIA) has been carried out to understand any positive or negative impacts of implementing the recommendations. No negative impacts were identified and it is expected that the review will have a positive impact due to an increase in employment and skills opportunities, trains with improved accessibility and a wider offer of housing locations and types. More details can be found in the EIA attached at Appendix 2.
- 6.2 Officers from across the council have been consulted on the proposals and the recommendations have been aligned where possible to plans or strategies that are in their development stages.

- 6.3 The group has also been mindful to propose recommendations that support the council's current work on HS2 and promote partnership working and scrutiny involvement to mitigate further pressure on existing resources.

7.0 Recommendations

That Cabinet consider the recommendations of the Overview and Performance Scrutiny Forum as set out below.

- 7.1 That a Skills Scrutiny Project Group be established.
- 7.1.1 That the Skills Scrutiny Project Group examine how schools are proposing to work in partnership with the National Rail College and other education providers to better equip pupils to enter the work place.
- 7.1.2 That the Enterprise and Wellbeing Scrutiny Committee obtain a report from the Skills Scrutiny Project Group regarding the impact of mental health issues affecting the employability of 18-24 year olds.
- 7.1.3 That the number and impact of Local labour Agreements in maximising opportunities for growth of jobs connected with HS2 be monitored.
- 7.1.4 That the Skills Scrutiny Project Group encourage the East Midlands Councils to lobby HS2 Ltd to include specific recommendations for the employment of Ex-Armed Forces personnel with relevant skills in their Local Labour Agreements.
- 7.2 That a report be brought to Overview and Performance Scrutiny Forum before and after the Hybrid Bill has passed and the report will include detail on delivery bodies and infrastructure plans.

- 7.3 That a report be brought to Overview and Performance Scrutiny Forum after the Hybrid Bill has passed to address how evolving effects on properties will be monitored and include plans for dealing with the negative impacts of construction work on the Infrastructure Maintenance Depot spur, including traffic management.
- 7.4 That an annual report be brought to the Overview and Performance Scrutiny Forum about the progress of the cohesive approach between the Council and partners.
- 7.5 That coordinated and overarching Public Relations be put in place to minimise the negative impacts of HS2 and to ensure that residents are kept fully informed about the mitigation process taking place.
- 7.6 That the way social media and digital innovation is used to improve communications and reinforce the positive impacts of HS2 be monitored.
- 7.7 That a report be brought to the Enterprise and Wellbeing Scrutiny Committee on the plans and progress of the construction phase and remediation of the Infrastructure Maintenance Depot site to ensure scrutiny monitoring of the process.
- 7.8 That the HS2 Scrutiny Project Group support the development of a Visitor Economy Strategy.
- 7.9 That continuing Cabinet Member and Officer support for any future adhoc Scrutiny input relating to HS2 be provided.
- 7.10 That further consideration be given to the need to have new HS2 specific Scrutiny Project Groups after the Hybrid Bill and following further work up to 2022. It is considered essential that future reports on transport and highways, Local Enterprise

Partnerships, housing, health and wellbeing and the Local Plan include HS2 as an integral part of all considerations.

8.0 Reasons for recommendations

- 8.1 To ensure a joined up approach is taken by the Council to ensure that the benefits of HS2 are maximised.
- 8.2 To contribute towards the delivery of the Council Plan objectives under the priorities “to make Chesterfield a thriving borough” and “to improve the quality of life for local people”.

Decision information

Key decision number	Non-key 93
Wards affected	All
Links to Council Plan priorities	To make Chesterfield a thriving borough and to improve the quality of life for local people.

Document information

Report author	Contact number/email
Charlotte Kearsy	01246 345236 charlotte.kearsey@chesterfield.gov.uk
Background documents	
These are unpublished works which have been relied on to a material extent when the report was prepared.	
<i>This must be made available to the public for up to 4 years.</i>	
Appendices to the report	
Appendix 1	Scrutiny Project Report on the Town Centre
Appendix 2	Preliminary EIA

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CHESTERFIELD
BOROUGH COUNCIL

*Overview and Performance Scrutiny
Forum*

Scrutiny Project Group

report on

HS2

Project Group Members:

Councillors:

Lead	Jenny Flood
Group Members	Howard Borrell Ray Catt John Dickinson Kate Caulfield Gordon Simmons Kate Sarvent Lisa-Marie Derbyshire
Project Group officer support was provided by Charlotte Kearsey, Democratic and Scrutiny Officer	

1.0 Introduction and Review Aims

1.1 HS2 was identified as a priority for scrutiny consideration during the development of the 2017/18 work programme. Approval was given by the Overview and Performance Scrutiny Forum on 9 May 2017 to identify or establish plans regarding how the council is preparing for the impact of the development and ensuring that the development will benefit the area, the residents and visitors.

1.2 The aims of the Project Group were established as:

- To ensure each area of responsibility within the Council works in partnership with others to ensure a joined-up cohesive approach to future changes.
- To contribute towards a shared vision for the opportunities that the development of the Infrastructure Maintenance Depot at Staveley and of HS2 trains services will bring to the borough as well as the wider area.

1.3 The Group's Project Start Report, including these aims, was approved by the Overview and Performance Scrutiny Forum on 27 June, 2017.

2.0 Reasons for Review and link to Council priorities

2.1 HS2 presents an opportunity to significantly increase economic growth in a wide range of areas including jobs, skills, homes, the visitor economy and inward investment for North Derbyshire and the wider region.

2.2 Significant work was already being carried out to help deliver growth in the local economy and HS2 has the potential to act as a catalyst to further other work due to the size of the project and the improved connectivity it will bring.

2.3 The East Midlands HS2 Growth Strategy; World Class – Locally Driven has been developed and submitted to Government to enable the benefits to be fully realised and maximised.

2.4 HS2 will deliver two major developments for Chesterfield, the Infrastructure Maintenance Depot at Staveley and HS2 trains stopping at the redeveloped Chesterfield Station. These developments have the potential to drive regeneration in these areas and the wider borough.

2.5 The scrutiny project group sought to ensure that a joined up approach would be taken by the council when it considered the positive and negative impacts of HS2.

2.6 The project supported the Council Plan priorities 'to make Chesterfield a thriving borough' and 'to improve the quality of life for local people'.

2.7 Within these priorities, the project will focus on the objectives "to make sure that local people benefit from growth in Chesterfield Borough", "to continue delivering regeneration projects that will

make Chesterfield Borough a better place” and “to improve the health and well-being of people in Chesterfield Borough”.

3.0 Review Approach

3.1 The review began with a meeting between the Lead Member and Democratic and Scrutiny Officer to discuss initial ideas and the project group membership. Then the project group and officer met with the Leader of the Council to gather information on the current position of HS2 and to discuss ideas and the topics of the review.

3.2 The project group began to meet in July 2017 to begin the research gathering process. This process involved meetings with Cabinet members and officers including:

- Councillor Steve Brunt, Cabinet Member for Town Centres and Visitor Economy;
- Alison Craig, Assistant Director – Housing
- Councillor Terry Gilby, Cabinet Member for Economic Growth;
- Councillor Tricia Gilby, Leader;
- Neil Johnson, Assistant Director – Economic Growth;
- Jonathon Little, HS2 Project Manager;
- Alan Morey, Strategic Planning and Key Sites Manager;
- Lynda Sharp, Economic Development Manager;
- Esther Thelwell, Senior Environmental Health Officer;
- Ian Waller, Assistant Director – Health and Wellbeing;
- Emily Williams, Senior Economic Development Officer.

3.3 We wish to place on record our thanks to all Officers, Cabinet Members and HS2 Ltd staff for their assistance with our aim of identifying the work already underway along with the future work required to deliver HS2 with maximum benefits for Chesterfield. In particular we wish to thank Charlotte Kearsey, who provided our administrative and organisational support.

4.0 Review Findings and Conclusions

4.1 In order to understand the far reaching impacts and opportunities of HS2 on the borough the project group agreed to consider the various topics within the scope separately. An overview of the findings from each topic is detailed in this section.

5.0 Environmental Impacts

5.1 The issues around health and wellbeing are important to HS2 Ltd and mitigation would feature heavily in the Environmental Statement. Environmental Health Officers from all along the Phase 2b line have been involved in multiple meetings with HS2 Ltd to discuss the plans and raise any concerns.

5.2 The Council's Environmental Services team are aiming to achieve minimal impacts on residents. There is an understanding that the development process and operation of HS2 will lead to an increase in pollution levels as would be expected from a new train line. In particular, there would be significant environmental impacts during the construction phase due to works vehicles and remediation. Due to the environmental impacts of the construction phase and remediation this process needs to be monitored. It was noted that the environmental impacts of the Infrastructure Maintenance Depot would be very different to the rest of the line. This was because there would be a separate design of train in use to serve the depot, these trains would function on a contrasting operating schedule and function of the depot would lead to varied noises.

5.3 The Government decision to cancel the Electrification of the Midland Main Line was a serious blow to reducing the environmental impact. This has been mitigated somewhat by a recent commitment to electrify up to Kettering and Clay Cross to Sheffield. Any section of the track without electrification would have to use a less environmentally friendly alternative, such as diesel or bi-modal trains. Current diesel trains will not be compliant with air quality standards by 2020-22. The Government favour the use of bi-modal trains but they are less fuel efficient

and environmentally friendly. Furthermore bi-modal trains will not be available until 2022 and there is also a need to look at the use of Hydrogen cells and batteries. It is hoped that these matters will be addressed in the Hybrid Bill or the desired advantages will not be maximised.

- 5.4 There is also the issue of the traffic congestion on roads around Chesterfield and how the growth in housing will cause further congestion and environmental health issues.
- 5.5 During the conversations around mitigating disruptions the importance of a full range of effective and proactive public relations and communications was emphasised. This was vital to ensure the negative consequences of HS2, in advance of and during the project, are minimised to the utmost degree possible while emphasising the positive impacts.
- 5.6 Chesterfield Borough Council will need to prepare a detailed response to the draft Environmental Statement in Autumn 2018 to ensure it's concerns are included and addressed.
- 5.7 Concerns were raised regarding the resourcing of the Environmental Services team to carry out the large amounts of work which will be created by HS2.

6.0 Transport to and from Chesterfield Station

- 6.1 Some initial masterplanning work for the station, which built upon the Town Centre Masterplan, was undertaken by AECOM. A more detailed plan is currently being produced by Cushman & Wakefield with the support of Whittam Cox. These masterplans have considered connectivity to the town centre onward links as a priority.
- 6.2 Derbyshire County Council have a large role to play regarding transport planning. Priorities for transport planning include delivering the Hollis Lane proposals, reviewing bus routes,

investigating park and ride and other potential solutions. It is very important that this work is carried out now to enable it to be included in the Hybrid Bill and access funding the Bill will provide.

7.0 Delivery Bodies for Chesterfield Station and the Infrastructure Maintenance Depot

7.1 The situation regarding delivery bodies for the Station and the Infrastructure Maintenance Depot is not as complicated as the Southern part of Phase 2b line. This means that delivery bodies have not been arranged at this time but they would need to be kept under review and considered in the forthcoming months.

7.2 Any future delivery body arrangements would need to be strategic and specialised to the needs of Chesterfield and North Derbyshire. It is likely that the Station and the Infrastructure Maintenance Depot will need different delivery bodies to meet the very different aspects of each site.

8.0 Tourism and the Visitor Economy

8.1 There are 1.7-3.2 million “day” visits to Chesterfield and 153k “night” visits a year. There is £100 million total spend from the visitor economy into the Chesterfield economy. In addition, HS2 Ltd believes that 50% of passengers will use the train for leisure purposes.

8.2 It is very important that the packaging of the Chesterfield offer is improved to encourage extended and overnight visits. The town centre is vital but needs improvements. The current situation in the town centre regarding the lack of Wi-Fi, the reconfiguration of the market having not yet taken place, the poor transport links and the decline of coach visits all need to be addressed to encourage longer visits.

8.3 A key issue is to strengthen Chesterfield’s role as a visitor hub to Chatsworth House and the Peak District. The development of the

international visitor offer is an important piece of work for the Chesterfield and Staveley Delivery Board. Challenges will involve:

- Reinforcing the local identity;
- New high quality, residential housing in the town centre;
- Provision of excellent events;
- A balance between offering experience and retail;
- Bringing the organisation and delivery of events into one team.

8.4 There is currently no finalised visitor economy strategy or action plan but this would help to improve the visitor economy for Chesterfield Station.

9.0 Skills and Economic Development/Growth

9.1 It is vital that businesses are ready to access the HS2 supply chain and that a large number of employment opportunities and apprenticeships are established throughout the project.

9.2 Business engagement needs to be carried out with a focus on HS2 as early as possible. Businesses need to be very closely supported because awareness of HS2 is low. We were pleased to note that the Council has already engaged with Destination Chesterfield but we also need to learn from the experiences of the London to Birmingham phase.

9.3 The group supports the aim of two HS2 trains calling at Chesterfield Station per hour and the added economic benefits this will bring to the borough.

9.4 The process to link skills and jobs into plans for major developments is being improved. The Council has been working hard to encourage schools, colleges and universities to engage with businesses and the National College of High Speed Rail. This work aims to address the skills requirements arising from HS2 and produce more meaningful apprenticeships which will deliver and fulfil the potential of young people in Chesterfield.

9.5 We were concerned to note that despite improving GCSE exam results for 18 -24 year olds this has not translated into employability. The council needs to work closely with schools and the Local Enterprise Partnership to ensure a greater emphasis on relevant skills development from an early age. Universities and Colleges need to improve their engagement efforts with local and regional skills agendas.

10.0 Housing Implications

10.1 Several Officers across the Council are responsible for housing growth. They are considering new ways of funding housing which will assist with housing needs for HS2. The Local Plan and Five Year Housing supply will assist with ensuring that there is a sufficient supply.

10.2 The Group were pleased to note that action has already been taken to lease properties to Housing Charities to help those that cannot afford to rent. HS2 is expected to put pressure on house prices and see an increase in "Buy to Let" properties pushing rents out of many families' reach.

10.3 The East Midlands HS2 Growth Strategy; World Class – Locally Driven demonstrated the initial thoughts regarding housing around the station. The Waterside and Northern Gateway projects would contribute to the housing needs for the area and assist with funding the station improvements.

10.4 Work with developers post planning permission approval is being improved to enable the delivery of more projects.

11.0 Planning Implications

11.1 Accessibility to platforms 2 and 3 at Chesterfield Station would need to be improved to accommodate the increased footfall from

the HS2 trains but major alterations to the area around the station are needed to draw in the maximum economic benefits.

- 11.2 Concerns have been expressed by the project group members about Chesterfield becoming a commuter town and planning will have a role to play with this through monitoring and overseeing the implementation of the Local Plan. The Local Plan would play a vital role in protecting land required for the developments around the station.

12.0 The Impact of HS2 on Properties

- 12.1 The group members considered the potential impact of the main and spur line on nearby properties, as well as the how soon the impact would affect some Chesterfield residents.
- 12.2 The Project Group were pleased that Consultation has already taken place regarding the preparation for the Infrastructure Maintenance Depot spur. A small number of properties which will be compromised have been identified. The line and trains will not affect other properties as freight already moves at night and the maintenance depot trains will run in a cutting to lessen the noise and visual impact.

13.0 Recommendations

- 13.1 That a Skills Scrutiny Project Group be established.
- 13.1.1 That the Skills Scrutiny Project Group examine how schools are proposing to work in partnership with the National Rail College and other education providers to better equip pupils to enter the work place.
- 13.1.2 That the Enterprise and Wellbeing Scrutiny Committee obtain a report from the Skills Scrutiny Project Group regarding the impact of mental health issues affecting the employability of 18-24 year olds.

- 13.1.3 That the number and impact of Local labour Agreements in maximising opportunities for growth of jobs connected with HS2 be monitored.
- 13.1.4 That the Skills Scrutiny Project Group encourage the East Midlands Councils to lobby HS2 Ltd to include specific recommendations for the employment of Ex-Armed Forces personnel with relevant skills in their Local Labour Agreements.
- 13.2 That a report be brought to Overview and Performance Scrutiny Forum before and after the Hybrid Bill has passed and the report will include detail on delivery bodies and infrastructure plans.
- 13.3 That a report be brought to Overview and Performance Scrutiny Forum after the Hybrid Bill has passed to address how evolving effects on properties will be monitored and include plans for dealing with the negative impacts of construction work on the Infrastructure Maintenance Depot spur, including traffic management.
- 13.4 That an annual report be brought to the Overview and Performance Scrutiny Forum about the progress of the cohesive approach between the Council and partners.
- 13.5 That coordinated and overarching Public Relations be put in place to minimise the negative impacts of HS2 and to ensure that residents are kept fully informed about the mitigating process taking place.
- 13.6 That the way social media and digital innovation is used to improve communications and reinforce the positive impacts of HS2 be monitored.
- 13.7 That a report be brought to the Enterprise and Wellbeing Scrutiny Committee on the plans and progress of the construction phase

and remediation of the Infrastructure Maintenance Depot site to ensure scrutiny monitoring of the process.

- 13.8 That the HS2 Scrutiny Project Group support the development of a Visitor Economy Strategy.
- 13.9 That continuing Cabinet Member and Officer support for any future adhoc Scrutiny input relating to HS2 be provided.
- 13.10 That further consideration be given to the need to have new HS2 specific Scrutiny Project Groups after the Hybrid Bill and following further work up to 2022. It is considered essential that future reports on transport and highways, Local Enterprise Partnerships, housing, health and wellbeing and the Local Plan include HS2 as an integral part of all considerations.

Contacts:

Project Group Lead – Councillor Jenny Flood

Democratic and Scrutiny Officer – Charlotte Kearsey

Chesterfield Borough Council Equality Impact Assessment - Full Assessment Form

<i>Title of the policy, project, service, function or strategy:</i>	Scrutiny Project Group Report on HS2	
<i>Service Area:</i>	Policy and Communications	
<i>Section:</i>	Democratic Services	
<i>Lead Officer:</i>	Charlotte Kearsey	
<i>Date of assessment:</i>	09/18	
<i>Is the policy, project, service, function or strategy:</i>		
<i>Existing</i>	<input checked="" type="checkbox"/>	
<i>Changed</i>	<input type="checkbox"/>	
<i>New / Proposed</i>	<input type="checkbox"/>	

Page 33

Section 1 – Clear aims and objectives

1. What is the aim of the policy, project, service, function or strategy?

The review has two aims; the first is to ensure each area of responsibility within the Council works in partnership with others to ensure a joined-up cohesive approach to future changes around the development of HS2. The second aim is to contribute towards a shared vision for the opportunities that the development of the Infrastructure Maintenance Depot at Staveley and of HS2 trains services will bring to the borough as well as the wider area.

2. Who is intended to benefit from the policy and how?

This review will benefit the borough along with residents, visitors and people who work in Chesterfield because HS2 presents an opportunity to significantly increase economic growth in a wide range of areas including jobs, skills, homes, the visitor economy and inward investment for North Derbyshire and the wider region.

3. What outcomes do you want to achieve?

The review seeks to achieve maximum benefits for the borough and the wider area from the development of HS2 including the Infrastructure Maintenance Depot at Staveley and to ensure that there are minimal negative impacts on residents.

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Section 2 – What is the impact?

4. Summary of anticipated impacts.			
	Potentially positive impact	Potentially negative impact	No disproportionate impact
Age	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disability and long term conditions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gender and gender reassignment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Marriage and civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Pregnant women and people on parental leave	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Ethnicity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Religion and belief	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Section 3 – Recommendations and monitoring

If you have answered that the policy, project, service, function or strategy could potentially have a negative impact on any of the above characteristics then a full EIA will be required.

5. Should a full EIA be completed for this policy, project, service, function or strategy?		
<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
There will be no negative impact on any group with protected characteristics and there will potentially be positive impacts on three groups due to an increase in employment, skills and training opportunities, trains with improved accessibility and an increased number of available homes including affordable options.		

Section 6 – Knowledge management and publication

Please note the draft EIA should be reviewed by the appropriate Service Manager and the Policy Service **before** WBR, Lead Member, Cabinet, Council reports are produced.

Reviewed by Head of Service/Service Manager	Name:	Donna Reddish
	Date:	04/10/18
Reviewed by Policy Service	Name:	Allison Potter
	Date:	26/09/18
Final version of the EIA sent to Policy Service	<input type="checkbox"/>	
Decision information sent to Policy Service	<input type="checkbox"/>	

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