

**Note of meeting:** High Speed 2 – Environment Round Table

**Date:** 10<sup>th</sup> February 2015 - 13:30 – 15:45

**Location:** Department for Transport

**Attendees:**

<b>Name</b>	<b>Organisation</b>
Ralph Smyth	Campaign to Protect Rural England (CPRE)
Victoria Bankes Price	Woodland Trust
Ben Middlemiss	National Trust
Eugene Suggett	Ramblers Organisation
Peter Birch	Canal & River Trust
Cllr Nick Rose	Local Government Association (LGA)
Cllr James Lewis	Local Government Association (LGA)
Tom Harlow	Country Land and Business Association (CLA)
Henry Russell	The Heritage Alliance
Kate Russell	Central Association of Agricultural Valuers (CAAV)
Louise Staples	National Farmers Union (NFU)
Paul Wilkinson	Wildlife Trusts
James MacColl	Campaign for Better Transport (CBT)
Robert Goodwill MP (RG)	DfT
Martin Capstick (MC)	DfT
Amanda John	DfT
Kirsty Austin (KA)	DfT
Hinna Jawaid (HJ)	DfT
Fergus Horkan (FH)	DfT
Sarah Tyler	DEFRA
Mark Bailey (MB)	HS2 Ltd
Tony Burton (TB)	HS2 Ltd
Louise Portelly	HS2 Ltd
Davinder Hothi	HS2 Ltd
Richard Hill (RH)	HS2 Ltd
David Kester (DK)	David Kester & Associates

**Key Action Summary:**

**Action:** **HS2 Ltd** to pursue amendments to the presentation of the Register as soon as practicable to improve its user friendliness. They should keep everyone informed of progress recognising the interest in developments on this issue.

**Action: HS2 Ltd** to look into appointing the Design Panel chair and other members as quickly as possible.

**Action: HS2 Ltd & DfT** to provide an update on what progress has been made on the Community & Business Funds, and if possible provide this by March 2015.

**Action: HS2 Ltd** to consider if there are ways to make on-line material easier to find on the GOV.UK website.

Martin Capstick (MC) chaired the meeting and welcomed the attendees.

### Review of Actions from Last Meeting

MC reported that all of the actions from the last meeting had been completed.

### Agenda Items

MC continued with the following agenda items:

#### **Hybrid Bill Update (petition process and AP1 consultation)**

Fergus Horkan (FH) of DfT provided an update. He said that an Additional Provision to the Hybrid Bill was approved by the House of Commons in September 2014. It contained about 50 small changes arising from petitioner requests and design changes. About 40 petitions were received, and about 20 responses to the consultation on the Environmental Statement that was published alongside it. The amendments are now before the Select Committee, who will decide whether or not to recommend them for inclusion in the Bill.

The Select Committee has progressed through almost all of the West Midlands, Staffordshire and Warwickshire. It will start on Oxfordshire and Northamptonshire shortly, and will hear some route-wide NGOs before the dissolution for the election. About 200 petitioners have been heard, and around 100 have withdrawn. Additional Provisions (APs) were deposited in September 2014, and those petitioners are starting to be heard. A further additional provision will be deposited after the general election.

#### **Publication of Assurances and Undertakings**

FH mentioned that the draft Register of Undertakings and Assurances was first published in mid-December 2014, recording all Undertakings and Assurances given before recess of Parliament in November. There is a time lag to allow the latest commitments to be checked and entered. HS2 Ltd will update and publish online the Register approximately every three months while Parliament is in session. The Register is currently published as a spreadsheet but at the request of the NGOs, we are working on options to make it easier to use for the next release.

Ralph Smyth of CPRE said that the current process is welcomed but cumbersome, and that timing is a concern with regards to the quarterly release of updates for people appearing in Select Committee.

The attendees thought that there wasn't enough detail within the spreadsheet and there should be a column added which shows 'status to date' with regards to whether or not the stakeholders have accepted the Undertakings and Assurances offered. FH said that some assurances haven't been published yet.

FH mentioned that a workshop had taken place in the morning. Some of the NGOs had attended, and this was run by Samantha Hernandez of HS2 Ltd. Comments from this session, and proposals that have been emailed will be taken on board as the development is finalised. MC asked when feedback will be provided. FH said that HS2 Ltd were working with the IT team to update the content, the changes will go live somewhere between recess and the summer. CPRE asked when AP2 would be published. MC said it is likely to be in July. MC noted that there was an appetite for early progress from NGO representatives.

**Action: HS2 Ltd** to pursue amendments to the presentation of the Register as soon as practicable to improve its user friendliness. They should keep everyone informed of progress recognising the interest in developments on this issue.

### **Review of Rebalancing Britain (Higgins Report)**

Davinder Hothi of HS2 Ltd gave a short presentation. He said that the latest report builds on Sir David Higgins' Report "HS2 Plus" (March 2014). It was launched in October 2014 in Leeds by Sir David Higgins, Prime Minister and Chancellor. It gives a series of recommendations to maximise the positive impact of HS2.

The key recommendations are:

- The strategic proposal for Phase Two is right.
- East Midlands and South Yorkshire hubs are best solutions for the regions, but need some modifications.
- The proposed North West hub should be at Crewe.
- Fundamental review of the best solution for Leeds considering future rail growth, potential new east-west services and HS2.
- Substantial improvements to East-West connectivity in the North are desirable and possible and that there should be a new body: "Transport for the North" to lead this work.
- Use time to learn lessons.

Strategic Alternatives & Connectivity

HS2 reviewed a range of strategic alternatives to the proposed Phase Two route involving combinations of high speed and classic routes.

Phase Two remains the best solution to delivering additional capacity, and faster journey times in an equitable way.

HS2 investment should be supported by developing East-West road and rail connectivity across the North.

A “Transport for the North” organisation representing the five city regions should be set up to develop a coherent approach to transport issues.

#### Recommendations for Phase Two

##### Western Leg:

- Considered that Crewe remains the right location for a new North-West hub. Seek ways to accelerate benefits to the north sooner.
- A route via Manchester Airport is the right answer.
- Golborne WCML link and depot should be reviewed but a link will be necessary “sooner rather than later”.

##### Eastern Leg:

- East Midlands Hub is the right solution but a location West of Toton may offer better connectivity.
- Leeds Station configuration should be reviewed with partners including Network Rail and Leeds City Council to ensure we maximise the opportunity.

At this point, The Minister arrived and was welcomed everyone.

MC added that the Northern Strategy was on track for March 2015.

Louise Staples of NFU asked what is happening about the route being put forward by Stoke. MC said it was still part of the review process and that no decisions had yet been taken on the route – Ministers will be looking at later this year and that HS2 Ltd and DfT were in dialogue with Stoke in reviewing their proposals.

CPRE asked when Phase Two route decisions will be published and also for Scotland. MC said that it was not expected that there would be decisions on these issues before the Election. It was not practicable to make firm commitments beyond that date at this stage for obvious reasons.

#### **Design Vision/Panel**

Tony Burton of HS2 Ltd gave a brief update on how things have been progressing since the last meeting, and that HS2 Ltd were in the process of recruiting a chair and secretariat. He introduced David Kester (DK) from David Kester and Associates, and Richard Hill (RH) from HS2 Ltd who is Design

Manager for HS2 Ltd leading on the Design Vision and Design Panel development.

DK went through a short presentation on the Design Vision. The key points were:

- The Design Vision must be a consistently evolving idea and a system for design at HS2.
- It must set out our aspiration and holds us to account.
- Provide everyone who will work on the project with a shared design language and ethos.
- Focus on those things that will lift us beyond the ordinary.
- Support all the designed elements coming together.
- Be developed by HS2 with UK designers.

The Design Vision itself has been developed over the period March to November 2014. Over the next six months the Design Vision will be piloted and embedded across HS2 and key partners in readiness for the next phase of development. As part of the wider process HS2 is also:

- Recruiting a Head of Design and setting up the Design Department.
- Recruiting the Design Panel Chair, Secretariat and Panel Members.

**Action: HS2 Ltd** to look into appointing the Design Panel chair and other members as quickly as possible.

There was a Q & A session after the presentation:

Henry Russell of Heritage Alliance said that he was delighted that this was in production. He expressed concern that we were slightly behind schedule with appointing the chair, and that it was important to get this up and running as soon as possible. DK said that the HS2 Team were working on this.

Cllr Nick Rose (NR) of LGA asked if Local Community Reps will be on the Panel. DK said that this was not planned, but there will be a group of experts drawn from a wide range of disciplines on the Panel – breadth of knowledge is key. RH said there will be a design management strategy. NR said that he would like to see something more positive. DK said that clarity on the different ways in which communities can engage outside the consent process would be important.

Robert Goodwill (RG) said for the design of the stations – involvement is key.

Ben Middlemiss of National Trust emphasised the importance of the project standing the test of time. He also expressed concern that Phase One might be less well served by the Design Strategy than Phase Two due to timing in relation to the two phases.

CPRE raised two issues:

1) Delivery – how HS2 Ltd can ensure local authorities are in a position to offer an appropriate challenge to emerging proposals given resource constraints. CPRE emphasised that the best design often comes out of constraints.

2) Value and cost – CPRE stressed the importance of recognising the value of good design when pressures emerge to reduce costs.

These issues were agreed and HS2 Ltd would be supporting local authorities to contribute effectively to the development of the project.

Paul Wilkinson of Wildlife Trusts highlighted the ambition in the Design Vision compared to the kick-back from petitioning for something more than no net loss. Mark Bailey (MB) of HS2 Ltd said that HS2 are currently calculating where the project stands in terms of seeking no net loss and this calculation needs to consider on-going changes that are developing through the Parliamentary process. MB pointed out that there are difficulties in balancing approaches to mitigation with the often conflicting interests of other existing land uses/landowners.

Victoria Bankes Price of Woodland Trust enquired about the likely time period of monitoring that will be applied to areas for woodland creation. MB said that monitoring plans will be applied to environmental assets and these will vary according to the type of asset. The project will be providing more detail on its proposals for monitoring of assets and such information will be made available and will be a requirement of the Select Committee process. RG said that the monitoring programme will take account of the fact that some habitats would take time to establish, he had heard suggestions of up to 100 years for this.

DK said that the Design Vision team welcome engagement from the NGOs, and would welcome feedback as the Vision develops.

The NGOs asked for a copy of the presentation. RH said it was still being finalised and it would be more appropriate to circulate the public version as soon as it was available.

NFU asked if the Panel members will come from the UK. DK indicated this was most likely while it was important not to exclude other options if specific expertise was required.

Woodland Trust asked when Panel members will be recruited. RH said this will be after the Chair is in place.

National Trust asked DK where he thought the greatest risk of failure to the Design Strategy was. DK said that it was crucial that design is embedded into the culture of the organisation. He felt that HS2 Ltd have showed willing in this regard by commissioning work on the Design Vision.

## **Presentation by Central Association of Agricultural Valuers**

Kate Russell gave a short presentation on the role of the CAAV.

The CAAV is a professional body which briefs, represents and qualifies agricultural valuers in England, Wales and Scotland. The members advise on a very wide range of matters relating to rural land and property. The organisation has approximately 2,700 members, each of which belongs to one of 28 member-led Local Associations. The oldest Local Association, Suffolk, was formed in 1848. The Central Association celebrated its centenary in 2010.

The Secretariat consists of 4 professional and 4 support staff who:

- Brief – through published texts, website, conferences and a helpline
- Represent – Stakeholder engagement with DEFRA, RPA, EA, HS2, HMRC etc
- Qualify – running our own 2 day examinations for Fellowship of the CAAV

What do the members do?

The Agricultural Valuer's core skills are in rural land and property. Work includes:

- Sales and lettings
- Valuations
- Compulsory purchase & compensation
- Advice on grants and subsidies
- Estate management
- Conservation and environment
- Planning and development

Who do our members work for?

- Private practice
- Central government e.g. MoD
- Local government e.g. County Councils
- NGOs e.g. Environment Agency
- Charities e.g. National Trust, RSPB
- Representative bodies e.g. NFU, CLA
- Utility companies e.g. Severn Trent Water

What the members do in relation to HS2:

- Some advise HS2 Ltd, working for firms which have contracts to deal with property acquisition, management and disposal
- More act for land and property owners and occupiers who are affected by the scheme

- Those acting for affected parties will:
  - Advise on how the process works
  - Assist in preparing consultation responses, objections or petitions
  - Discuss ways to minimise the impact of the scheme on the property
  - Negotiate a compensation claim
  - Liaise with other professional advisers, (solicitors, accountants and tax advisers)

MC thanked Kate Russell for the presentation. He said that from a DfT perspective, it was welcome to have such expertise engaged in HS2 issues; and the more DfT was aware of the skills of different bodies, the more effective we could be in working with them and keeping in touch.

### **HS2 Growth and Regeneration**

Kirsty Austin (KA) and Hinna Jawaid (HJ) of DfT gave a short presentation.

- HS2 will create 24,600 construction jobs, at least 5,500 supply chain jobs and 3,100 permanent operation and maintenance jobs
- HS2 will support up to **100,000 jobs** around the stations
- Over **70 per cent of jobs** supported by HS2 are expected to be **outside London**
- The Core Cities group predict HS2 could underpin 400,000 jobs
- HS2 will create up to **2,000 apprentices** during the lifetime of construction
- HS2 is expected to lead to contracts worth over £10bn in civil engineering; around £4bn in station and depot works; £4bn in railway systems; and around £7bn in rolling stock
- The Growth and Regen team work with local areas to align HS2 with local plans for growth
- This work has been informed by the recommendations of the HS2 Growth Taskforce, created to recommend additional action to help unlock the full economic potential of HS2. Their report outlined 19 recommendations to unlock the greatest growth and regeneration potential from HS2 including:
  - **HS2 Growth Strategies** to be developed for all HS2 stations. London, Birmingham and Solihull are well underway with developing their 'Growth Strategies', outlining their visions for maximising growth and regeneration opportunities around Old Oak Common, Curzon Street and Interchange Station at Solihull. This work will be completed by end of March (2015). It will inform local plans and help align existing Government Spending (i.e. Growth Deals).
  - **Supporting local delivery-** to deliver growth strategies, expertise from HS2 Ltd, London Continental Railways and other delivery bodies such as Regeneration Investment Organisation and the Homes and Communities Agency, will be harnessed. This will ensure local



authorities can deliver high quality regeneration and development around the new HS2 stations.

- **A National College for High Speed Rail.** Plans were confirmed in September 2014 with the announcement of plans for a dual college location in Birmingham and Doncaster that will train the next generation of engineers to work on the construction of HS2. It will be developed along a 'hub and spoke' model, with links to a range of skills providers, forming a network across the UK. It is the intention for the College hub to open its doors to students in time for the start of the 2017-18 academic year.

There was a Q & A session after the presentation.

CPRE asked why there was no mention of environmental – issues in the presentation given that the meeting was an environmental roundtable. Getting growth and regeneration right was critical to the protection of Green Belt and regeneration of brownfield, which CLG is pushing further on. The current proposals for HS2 would eat into the Green Belt but it appeared there was no overarching strategy to use HS2 unlock brownfield sites. MC said that we are working closely with CLG to obtain maximum benefits.

KA said that evidence shows there will be jobs, housing – some numbers have been published. Old Oak Common, when re-developed will sustain 55,000 jobs creating huge opportunities. We accelerated a lot of projects last year – environmental benefits and working with Local Authorities.

Heritage Alliance mentioned Heritage Assets. KA said that HS2 Ltd are looking at this. MB said that a sub-group for heritage that underpins the Planning Forums are already in place to deal with heritage matters.

National Trust wanted to know if there was a connection with the Community and Environment Fund (CEF) and particularly the Business and Local Economy Fund (BLEF) and the Growth Strategy. MC said that the BLEF was not intended to be aimed specifically at new developments but was intended to be targeted on supporting business to minimise factors such as disruption caused by construction. This was, of course, compatible with longer term economic success of those businesses but had a different initial focus.

### AOB

National Trust wanted some clarity on timescales for the Community and Business Funds as there hadn't been an update since the workshop in December 2014. MB said that HS2 Ltd were going through the process on clarifying the results. **Action: HS2 Ltd & DfT** to provide an update on what progress has been made on the Community & Business Funds, and if possible provide this by March 2015.

It was mentioned that it is not always easy to find material on HS2 on the GOV UK website. **Action: HS2 Ltd** to consider if there are ways to make on-line material easier to find on the GOV.UK website.

### Next Meeting

The next meeting will be held on Tuesday 23<sup>rd</sup> June 2015 between 13.30hrs and 15.30hrs. This date was emailed to all NGO members after the meeting.