



Ipsos MORI
Social Research Institute

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High Speed Two Phase 2b: Crewe to Manchester and West Midlands to Leeds

Design Refinement Consultation – Summary Report

Produced by Ipsos MORI for HS2 Ltd

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1. Introduction

1.1 Overview

The Design Refinement Consultation for HS2 Phase 2b (Crewe to Manchester and West Midlands to Leeds) ran for just over 13 weeks from 6 June 2019 to 23:45 on 6 September 2019¹. The purpose of the consultation was to provide the opportunity for comment to those likely to be affected by, or interested in, 11 proposed changes to the design of the route for Phase 2b. This report provides a summary of the responses received to the consultation.

1.2 Context

High Speed Two (HS2) is a proposed high speed railway that would connect major cities in Great Britain. New stations in London, Birmingham, Leeds, Manchester and the East Midlands would be served by high speed trains. High speed trains would also run on the existing network to serve destinations including Crewe, Preston, Liverpool, Sheffield, Newcastle, York, Glasgow and Edinburgh.

Phase 2b (the subject of this consultation) comprises the route from Crewe to Manchester with a connection onto the West Coast Main Line (WCML), referred to as the 'western leg; and from the West Midlands to Leeds via the East Midlands and South Yorkshire with a connection onto the Midland Main Line (MML) and the East Coast Main Line (ECML), referred to as 'the eastern leg'.

The powers to construct, operate and maintain Phase 2b will be sought through a hybrid Bill.

Consultation on the proposed changes to the design of the Phase 2b route is not a statutory requirement. However, The Secretary of State and HS2 Ltd recognises the importance of ensuring widespread engagement on the Proposed Scheme and decided to consult on 11 proposed changes.

Feedback provided as part of the consultation will be taken into consideration by the Secretary of State before instructing HS2 Ltd whether or not to change the design of the railway. Finalised proposals will subsequently be submitted to Parliament alongside the hybrid Bill.

1.3 Scope of the consultation

Between 6 June and 6 September 2019, the Government carried out a design refinement consultation on 11 proposed changes to the scheme that was published last year. These are substantial changes to the design or new infrastructure required for the construction and operation of the new railway.

¹ Due to an issue with the mailing of the leaflet used to publicise the consultation, a number of households in the Ashby area received subsequent letters from HS2 Ltd with specific arrangements to submit responses to the consultation after 6 September 2019. Those who received a letter were permitted to respond to the consultation up to 23:45 on 18 October 2019.

The Secretary of State will make a decision on whether to include any of the 11 proposed changes in the hybrid Bill design following consideration of the feedback received to this consultation.

The 11 proposed design refinements can be categorised into three groups: *relocations and realignments*; *new infrastructure* and *new scope*. Table 1.1 provides a summary of each of the proposed design refinements.

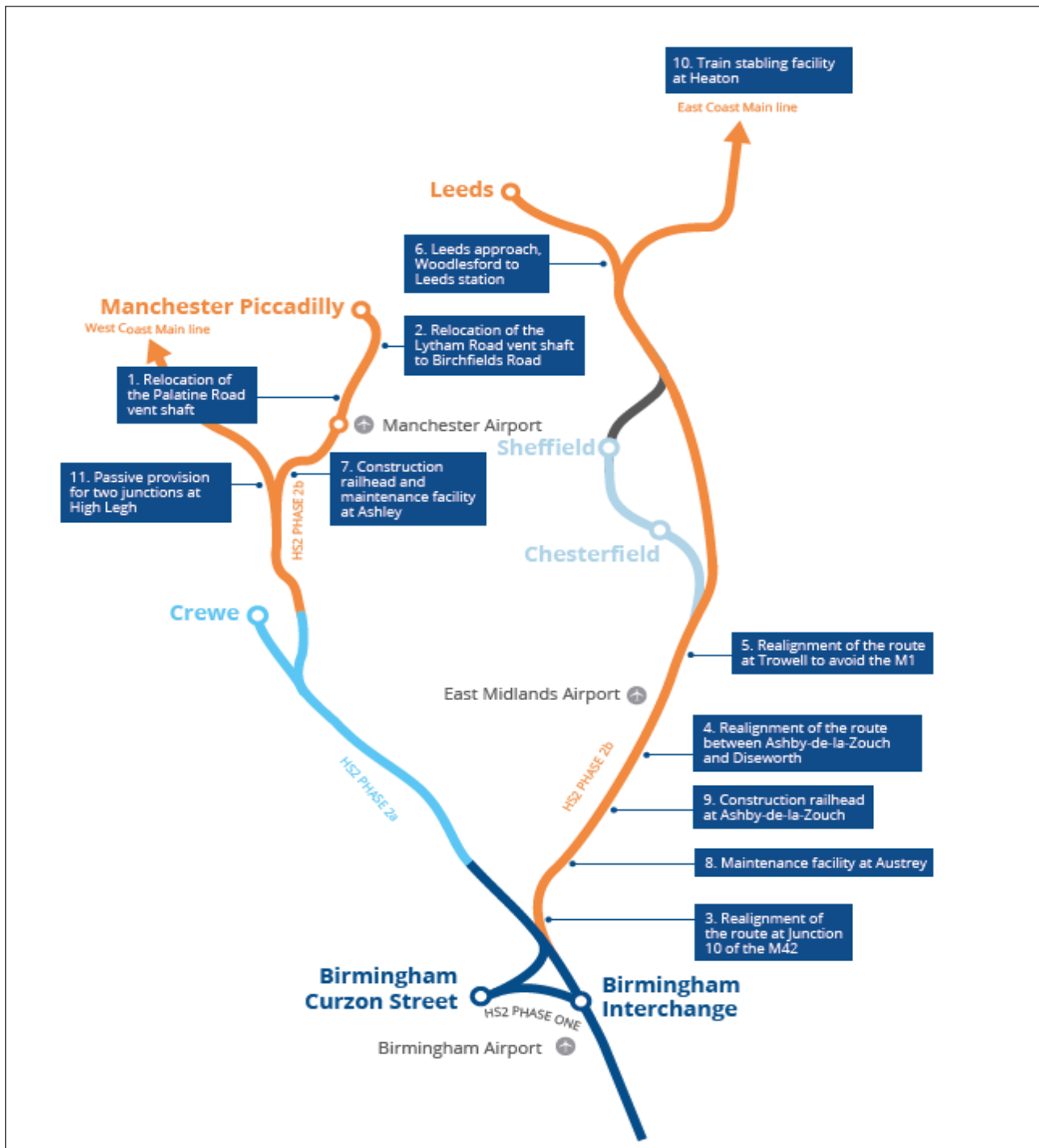
Table 1.1: Summary of the proposed design refinements

Proposed design refinement		Description of proposed change
Relocations and realignments		
1.	Relocation of the Palatine Road vent shaft, West Didsbury, Manchester	The Secretary of State is minded to relocate a vent shaft for the Manchester tunnel to an alternative site within Withington Golf Course to reduce the impact on flood storage capacity in the area.
2.	Relocation of the Lytham Road vent shaft to Birchfields Road, Fallowfield, Manchester	The Secretary of State is minded to relocate a vent shaft for the Manchester tunnel from the playing fields of Manchester Enterprise Academy on Lytham Road to the car park of Fallowfield Retail Park on Birchfields Road.
3.	Realignment of the route at junction 10 of the M42, North Warwickshire	The Secretary of State is minded to replace the currently proposed cut and cover tunnel under junction 10 of the M42 with a bored tunnel to reduce impacts on the junction. This change requires a minor realignment of the route through Kingsbury Water Park.
4.	Realignment of the route between Ashby-de-la-Zouch and Diseworth, Leicestershire	The Secretary of State is minded to realign approximately 13km of the current route by a maximum of 170m to the east between Ashby-de-la-Zouch and Diseworth. This is to reduce impacts associated with crossing former open-cast mines and historic landfills in the area between Ashby-de-la-Zouch and Diseworth.
5.	Realignment of the route at Trowell, Nottinghamshire	The Secretary of State is minded to realign the proposed route as it passes Trowell to avoid the need to permanently realign the M1.
6.	Leeds corridor, Woodlesford to Leeds station	The Secretary of State is minded to change the height of the route for 8km on the approach into Leeds station so the line runs predominantly on a viaduct, rather than a combination of at ground level, in cutting and on embankment.

New infrastructure		
7.	Temporary construction railhead and permanent maintenance facility at Ashley, Cheshire	The Secretary of State is minded to introduce two pieces of new infrastructure near Ashley. One is a temporary railhead south of the route to support construction of the new railway. The second is a permanent infrastructure maintenance base – rail (IMB-R), for storage of overnight maintenance trains, at a separate site to the west of Ashley.
8.	Permanent maintenance facility at Austrey, North Warwickshire	The Secretary of State is minded to introduce a permanent infrastructure maintenance base for rail – (IMB-R) near Austrey in North Warwickshire.
9	Temporary construction railhead at Ashby-de-la-Zouch, Leicestershire	The Secretary of State is minded to introduce a temporary construction railhead near junction 13 of the A42 and the existing Leicester to Burton upon Trent rail line, to support the construction of the new railway.
10.	Permanent train stabling facility at Heaton, Newcastle-upon-Tyne	The Secretary of State is minded to include a stabling facility within an existing railway depot at Heaton, near Newcastle-upon-Tyne, to store high speed trains serving the north.
New scope		
11.	Passive provision for two junctions at High Legh, Cheshire	The Secretary of State is minded to include passive provision for two junctions to enable future use of the HS2 line into Manchester for potential Northern Powerhouse Rail (NPR) services between Manchester, Warrington and Liverpool; and a second to also allow HS2 services between London and Liverpool to use future NPR infrastructure.

Figure 1.1 shows the location of the proposed design refinements across phase 2b of the Proposed Scheme.

Figure 1.1: Location of the proposed design refinements



Please refer to the Government's consultation website² for further details about each of the proposed design refinements.

² <https://www.gov.uk/government/consultations/hs2-phase-2b-design-refinement-consultation>

1.4 Publicising the consultation

The consultation was publicised in a number of ways:

- a leaflet sent to all properties within 1km of the confirmed Phase 2b route and a letter to all properties in the vicinity of the proposed off-route depot at Heaton, on 6 June 2019³;
- adverts placed in local newspapers circulating in the vicinity of each of the 11 proposed changes;
- emails to key stakeholders (e.g. local authorities, statutory consultees and parish councils);
- posters displayed in venues holding events to support the consultation and in designated information points in the vicinity of each proposed change;
- via posts on the HS2 Facebook page and Twitter feed; and
- on the gov.uk and HS2.org.uk websites.

The consultation documents and response form were available to download from the gov.uk site and HS2.org.uk and hardcopies could be requested for free via the HS2 Helpdesk. In addition, copies of the consultation documents and response form were also made available at 33 information points in the vicinity of the proposed design refinements enabling access to physical copies of the proposals. These information points were all accessible public buildings and their addresses were publicised in the consultation leaflet. Copies of the consultation documents were also sent to the relevant local authorities and statutory consultees.

A number of response channels were set up so respondents could provide feedback on the proposed changes. These response channels were:

- a **response form** on the dedicated response platform setup for the consultation, which could be accessed via the consultation webpage (www.gov.uk/government/consultations/hs2-phase-2b-design-refinement-consultation);
- a **pdf version of the response form** that could be downloaded from the consultation webpage. This could be completed electronically and submitted via email, or it could be printed out and sent as a hard-copy response through the post. A freepost address (FREEPOST HS2 PHASE 2B DESIGN REFINEMENT) was provided with response forms to enable members of the public and organisations to post back their response;

³ An issue with the mailout of this leaflet meant that around 250 properties in the vicinity of the proposed introduction of a temporary construction railhead near Ashby-de-la-Zouch did not receive a copy in the post at the start of the consultation. As soon as this error was identified a follow-up letter was sent to all those affected extending the deadline for receipt of responses to 23:45 on 18 October 2019.

- a **freepost address** (FREEPOST HS2 PHASE 2B DESIGN REFINEMENT) was provided in the consultation documents to enable members of the public and organisations to post their response; and
- a dedicated **consultation email address** (designrefinement2b@ipsos-mori.com) was set up to enable people to respond via this method if they preferred.

These response channels were all managed by Ipsos MORI on behalf of HS2 Ltd. All responses dated and received within the consultation period were analysed and are summarised in this report. In addition, to make allowance for any potential delays with the post or misdirection of emails, paper responses, letters and emails received up until 11 September 2019 were reviewed to check the date and time at which they were sent. If they were sent before the closing deadline, they were accepted. All responses with a postmark on or before 6 September 2019, or other verifiable proof of postage before the deadline, were included in the analysis.

In addition, some responses to the consultation were sent to HS2 Ltd through other channels. Where such correspondence was received during the advertised consultation period, it was forwarded to Ipsos MORI by HS2 Ltd. Any such correspondence received by HS2 Ltd within the consultation period was processed and included within the consultation analysis where relevant.

Some responses were received after the closing date of the consultation. Ipsos MORI refrained from coding and analysing these responses until coding had been completed on responses received on time. In the interests of fairness to those who had responded within the consultation period, late responses have been analysed separately, with a short summary included in Chapter 18 of this report⁴.

In order to support the consultation, HS2 Ltd held 11 information events in locations close to each of the proposed changes to the Phase 2b design. These events ran between 21 June and 13 July 2019, with over 2,000 people attending. An additional event was held on 4 September 2019 for residents local to the proposed design refinement near Ashby-de-la-Zouch, who had not received the original HS2 mailing in June 2019. The information events provided an opportunity for members of the public to view the consultation documents (including large versions of the associated maps and visualisations illustrating the proposed changes) and speak with the project team about how the consultation proposals might affect them. Details of the events, (including the dates and number of attendees) is included in Table 1.2.

⁴ Those residents who hadn't received the HS2 Ltd mailing in, June 2019 were permitted an extension until 23:45 on 18 October 2019. Such responses received up to and including this date were considered as being on time responses and are included in the main chapters of this report, as relevant.

Table 1.2: Public information events

Venue	Date	Attendance
Trowell Parish Hall, Stapleford Road, Trowell NG9 3QA	21 June 2019	491
Hunslet Club, Hillidge Road, Hunslet, Leeds LS10 1BP	22 June 2019	84
Britannia Country House Hotel, Palatine Road, Didsbury, Manchester M20 2WG	25 June 2019	166
Mere Court Hotel, Warrington Road, Mere, Knutsford WA16 0RW	26 June 2019	422
Ivanhoe College, North Street, Ashby-de-la-Zouch, Leicestershire LE65 1HX	29 June 2019	277
The Tithe Barn, Bridge St, Polesworth, Nr. Tamworth B78 1DT	2 July 2019	208
Austrey Village Hall, Main Road, Austrey, Warwickshire CV9 3EB	4 July 2019	218
Hunslet Carr Primary School, Woodhouse Hill Road, Hunslet, Leeds LS10 2DN	6 July 2019	84
St Peter's Assembly Rooms, 136 Cecil Road, Hale WA15 9NU	12 July 2019	97
MEA Central, Lytham Road, Manchester M14 6PL	13 July 2019	32
Heartwood Conference Centre, Rothley House, Coalville Business Park, Coalville LE67 3NR	4 September 2019	43

1.5 Number of responses to the consultation

In total, 1,307 respondents submitted a response to the consultation. The responses were received through a number of channels, as set out in Table 1.3.

Table 1.3 Responses received to the consultation by response channel

Response channel	Count
Online response form	414
Paper response form	71
Email	333
Whitemail ⁵	489
Total	1,307

Categories of respondent

Of those who responded to the consultation, 186 were from organisations and 1,121 were from individual members of the public. Organisational responses are responses sent on behalf of wider groups rather than individual members of the public. Such organisations included businesses, local government organisations, and environmental, heritage and amenity groups. For the purpose of this analysis, Members of Parliament and Councillors were also treated as *organisations* and categorised under *elected representatives*. The responses classified under *other* included a variety of organisations, including Langley Priority Estate. A full list of the organisations that responded (excluding those that requested confidentiality) is found in Appendix A in this report.

Of all responses received, 480 were considered to be campaign responses, and there were also two petitions received. The petitions were counted as two responses (of which there were 304 signatures in total – such signatures were not counted as individual responses to the consultation).

Number of respondents who provided comments on each proposed design refinement

Those who completed an online or paper response form were able to identify the refinement or refinements they wished to comment on. For those who provided their response via email or letter, Ipsos MORI read the responses and categorised them as accurately as possible with the information that had been provided. In most cases it was clear from the responses which refinement or refinements were being commented on. However, in some cases it was not clear on which refinement respondents

⁵ Responses submitted by post not using the response form structure (letters, reports etc).

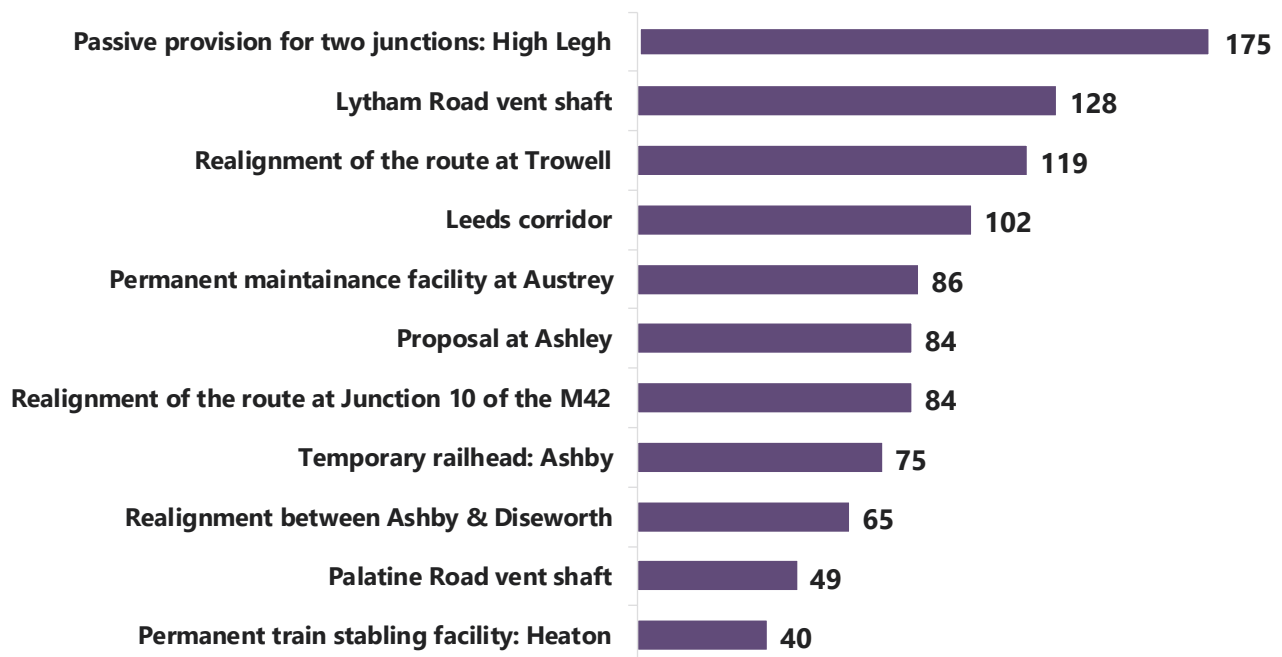
intended to provide comment. In such cases, Ipsos MORI forwarded the responses to HS2 Ltd to see if the consultation team could identify the refinement or refinements being commented on.

Most of those who provided comments tended to base their comments on the refinement or refinements in their local area, although this was not always the case. Others made more general comments about HS2 as a whole. Such comments were considered to be outside the scope of this consultation and are therefore summarised in the out-of-scope chapter of this report (Chapter 17).

As Figure 1.2 shows, some of the refinements received more responses than others. Excluding campaigns and petitions, proposals for passive provision for two junctions at High Legh, the Lytham Road vent shaft, and realignment of the route at Trowell received the most responses. Proposals for a train stabling facility at Heaton, and proposals to relocate the Palatine Road vent shaft received the fewest responses. Chapters 4 to 14 provide a summary of the responses received to each of the proposed design refinements.

Figure 1.2: Number of respondents who provided comments about each refinement⁶

Number of respondents who made comments about each refinement



Base: all who completed a bespoke response and commented on one or more of the proposed changes

⁶ The chart excludes campaign responses and petitions. Some respondents provided comments on more than one of the proposed changes. Others did not provide comments on any of the proposed changes, with such comments considered out of scope. A summary of out of scope comments are covered in Chapter 17 of this report.

2. Structure of this report

This report summarises the comments of those who responded to Phase 2b design refinement consultation.

The structure of this report is as follows:

- **Chapter 3** provides a summary of the analysis process. It provides details on how the responses were analysed and reported, setting out how many individuals and organisations took part and by what means.
- **Chapters 4 to 14** summarise the comments received regarding each of the 11 proposed design refinements.

The consultation asked respondents to indicate whether or not they supported each of the proposed changes they wished to comment on, together with their reasons. Some of those who responded indicated support for one or more of the proposed changes, while others were opposed. Some of those who provided a response raised concerns whilst not necessarily opposing the proposed changes outright. Others made suggestions, or other comments about the proposals. Chapters 4 to 14 are therefore set out based on reasons for support for the proposed change, followed by reasons opposing the proposed change. Each chapter then covers concerns that were raised, followed by suggestions, and finally, other comments made.

- **Chapter 15** summarises the comments that were made **about the consultation**.
- **Chapter 16** summarises the **organised campaign responses and petitions** that were received.
- **Chapter 17** summarises the responses that were considered to be **outside the scope of this consultation**.
- **Chapter 18** summarises the **late responses**, i.e., those that were received after the close of the consultation.

3. Analysis methodology

3.1 Receipt and handling of responses

The handling of consultation responses was subject to a process of checking, logging and confirmation to ensure a full audit trail. All original electronic and hard copy responses were securely filed, catalogued and given a serial number for future reference, in line with requirements of the Data Protection Act (2018), and General Data Protection Regulations (GDPR).

3.2 Analysis of responses

The process of analysing the content of each response was based on a system where unique summary 'codes' are applied to specific words or phrases contained in the text of the response. The application of these summary codes and sub-codes to the content of the responses allows systematic analysis of the data.

Ipsos MORI developed an initial coding framework (i.e. a list of codes to be applied) based on the text of the first responses received. This initial set of codes was created by drawing out the common themes and points raised. The initial coding framework was then updated throughout the analysis process to ensure that any newly-emerging themes were captured. Developing the coding framework in this way ensured that it would provide an accurate representation of what respondents said.

Ipsos MORI used a web-based system called *Ascribe* to manage the coding of all the text in the responses. *Ascribe* is a system which has been used on numerous large-scale consultation projects. Responses were uploaded into the *Ascribe* system, where members of the Ipsos MORI coding team then worked systematically through the comments and applied a code to each relevant part(s) of them.

The *Ascribe* system allowed for detailed monitoring of coding progress, the organic development of the coding framework (i.e. the addition of new codes to new comments). A team of coders worked to review all of the responses as they were uploaded to the *Ascribe* system. The coding team was fully briefed on the scope of the consultation and detail of the proposed changes to aid their interpretation of the comments contained in the responses.

To ensure that no detail was lost, coders were briefed to raise codes that reflected the exact sentiment of a response, and these were then collapsed into a smaller number of key themes at the analysis stage to help with reporting. During the initial stages of the coding process, weekly meetings were held with the coding team to ensure consistent approach in raising new codes and to ensure that all additional codes were appropriately and consistently assigned.

3.3 Interpreting the consultation findings

Consultation is a valuable way to gather opinions about a topic, but there are a number of points to bear in mind when interpreting the responses received. While the consultation was open to everyone, the participants were self-selecting, and certain categories of people may have been more likely to contribute than others. This means that the responses can never be representative of the population as a whole, as would be the case with a representative sample survey.

Typically, with any consultation, there can be a tendency for responses to come from those more likely to consider themselves affected and more motivated to express their views. Responses are also likely to be influenced by local campaigns.

It must be understood, therefore, that the consultation, as reflected through this report, can only aim to catalogue the various opinions of the members of the local community and organisations who have chosen to respond to the consultation. It can never measure the exact strength of particular views or concerns amongst members of the local community, nor may the responses have fully explained the views of those responding on every relevant matter. It cannot, therefore, be taken as a comprehensive, representative statement of opinion.

While attempts are made to draw out the variations between the different audiences, it is important to note that responses are not directly comparable. Respondents will have chosen to access differing levels of information about the proposals. Some responses are therefore based on more information than others and may also reflect differing degrees of interest across respondents.

It is important to note that the aim of the consultation process is not to gauge the popularity of a proposal or proposals; rather it is a process for identifying new and relevant information that should be taken into account in the decision-making process. All relevant issues are, therefore, considered equally, whether they are raised by a single respondent or a majority. A consultation is not a referendum.

Respondents vs. comments made

Please note that throughout the report, findings are reported on in terms of the number of respondents who made comments, and/or the number of comments made. It is important to bear in mind that a respondent can make both supportive, opposing comments and also raise concerns. When numbers are mentioned, the report makes clear that this is either the number of respondents who made comments or the number of comments made. This will explain why for example that the number of comments made will generally add up to more than the number of respondents who made comments. It is important to bear this in mind when interpreting the consultation findings.

3.4 Organisational responses

Those who responded on behalf of an organisation or group were classified as stakeholder organisation responses. Those classified as stakeholder organisations included statutory agencies, elected

representatives, action groups, community groups, local government organisations (including county, district, parish and town councils), and businesses.

The response form asked participants to indicate whether they were responding on behalf of an organisation/group, or as an individual. Those who said they were responding on behalf of a group or organisation were generally classified as a stakeholder organisation, unless it was clear from their response that they were actually members of the public (for instance, those who stated that the group they represented was their family).

The response form asked stakeholder organisations to indicate the category of organisation they felt best described themselves from a pre-determined list. For the purposes of consistency of reporting, Ipsos MORI has occasionally chosen to reallocate stakeholder organisations to a different category to the one that they self-selected. However, participants' own selections have been largely respected. Stakeholder organisations that responded by email or letter were allocated to categories by Ipsos MORI, to the best of its judgement.

A full list of the organisations that took part (excluding those requesting confidentiality) can be found in Appendix A.

3.5 General public responses

Respondents who said they were providing their own response in the online and paper response form were generally classified as members of the public, unless it was clear from their response that they were responding on behalf of a group or organisation (i.e. they self-identified as such on the tick-box question on the response form). Those who responded by email or letter (i.e. not by use of the online response form) were classified as members of the public, unless it was clear that they were responding on behalf of an organisation or group.

3.6 Organised campaign responses

It is common in high profile public consultations for interest or campaign groups to ask their members, supporters and others to submit responses conveying the same specific views. Where identically-worded responses have been received, or those that contain text that has been centrally supplied by an organisation to be subsequently used in a response (and then sometimes added to), these have been treated as organised campaign responses. A total of 480 organised campaign responses were received and are reported on separately from bespoke responses.

Table 3.4 provides a breakdown of the type and number of organised campaign responses received. Chapter 16 of this report provides a summary of each of the organised campaigns that were received.

Table 3.4: Organised campaign responses submitted

Campaign number	Campaign name	Total
Campaign 1	Birchfield's Road Campaign – Version 1	139
Campaign 2	Birchfield's Road Campaign – Version 2	65
Campaign 3	Fallowfield Shopping Centre	276
	Total	480

3.7 Petitions

A petition differs from a campaign response in that it will comprise a single response alongside a number of signatures. Campaign responses on the other hand are submitted by individual respondents. As part of the Phase 2b Design Refinement Consultation, two petitions were received as shown in Table 3.5.

- The Fallowfield Shopping Centre petition objected to the proposal to relocate the Lytham Road vent shaft to Birchfields Road, Fallowfield, Manchester.
- Griffydham Community Group raised concerns about the proposal for a temporary construction railhead at Ashby-de-la-Zouch, Leicestershire. Chapter 16 of this report provides further details of both of these petitions.

Table 3.5: Petitions

Petition number	Name of petition	Number of signatures
Petition 1	Fallowfield Shopping Centre	285
Petition 2	Griffydham Community Group	19
	Total	304

4. Relocation of the Palatine Road tunnel vent shaft, West Didsbury, Manchester

4.1 Summary of proposed change

The current design for the Manchester tunnel runs for 12.8km under the parish of Ringway and non-civil parish areas of Wythenshawe, Northenden, Withington, Longsight and West Gorton, emerging at Ardwick south-east of Manchester Piccadilly station.

Four vent shafts are needed along the length of the Manchester tunnel to:

- enable the smoke produced in the event of a fire to be extracted in a controlled manner, and to provide fresh air in order to create smoke-free evacuation routes;
- provide access for routine maintenance and the emergency services; and
- meet the comfort requirements of passengers and staff in tunnels by keeping the air quality and temperature within prescribed limits.

The current design for the second of these shafts includes a headhouse and autotransformer station south of Ashfield Lodge on Withington Golf Course. The vent shaft would be approximately 54m in diameter and 27m deep.

A number of issues were identified with the current design. The most important is the impact of the vent shaft on the capacity of the Didsbury Flood Storage Basin and the flood management zones around the River Mersey. The Didsbury Flood Storage Basin is a key element in managing flood waters from the River Mersey and preventing flooding of properties along the Mersey Valley. As a result of the identified issues, HS2 Ltd has reviewed the design of the route in the area to determine if there are any viable alternatives that address the problems identified with the current design.

In order to reduce the impact on the Didsbury Flood Storage Basin and the volume of replacement flood storage capacity required, the Secretary of State is minded to relocate the Palatine Road vent shaft, headhouse and autotransformer station to an alternative site within the Withington Golf Course, closer to Palatine Road⁷.

⁷ Please refer to HS2 Phase 2b design refinement consultation document for further details of the proposal <https://www.gov.uk/government/consultations/hs2-phase-2b-design-refinement-consultation>

4.2 Question wording

The question asked was as follows:

What are your comments on the proposal to relocate the vent shaft, headhouse and autotransformer station within Withington Golf Course, moving it closer to Palatine Road? Please indicate whether or not you support the proposed change, together with your reasons.

4.3 Summary of responses received

There were 49 respondents who provided comments about the proposed change to the Palatine Road tunnel vent shaft. This included 16 respondents who expressed support for the proposal, and 20 who were opposed to it.

Reasons in support of the proposed change

Reasons given in support of the proposed change included a belief that it would reduce flood risk, that it would have less impact on local people and local communities, and that it might be less likely to have negative consequences for local wildlife and biodiversity compared to the current design. The following table provides a breakdown of the number of respondents who provided supportive comments by key theme, and reasons given for support.

Table 4.1: Reasons for support of the proposed change

Theme	Number of respondents	Reasons given in support
Water resource and flood risk	11	The main reason put forward in support of the proposed change was that flood risk would be mitigated or reduced. Another reason provided in support was that it was believed that the proposed change would avoid the use of additional land required from the flood storage basin.
Community	7	Respondents commented that the proposed change could reduce negative impact on properties in the vicinity of Withington Golf Course, including Ashfield Lodge.
Ecology and biodiversity	3	A number of supportive comments were made, including a belief that the proposed change would reduce impact on biodiversity and local wildlife habitats, including at Fielden Park Brook, and Wrengate Woods.
Socio-economic	3	Respondents commented that the proposed change would ensure that Withington Golf Course would be preserved as a viable business.

Health	2	Both respondents who made comments believed that the proposed change would have less impact on the Christie Hospital.
Landscape and visual	2	Supportive comments included that the proposed change could reduce impact on green space, and/or could improve visual aesthetics in comparison to the current design.
Air quality	1	Supportive comments included that the proposed change could be less likely than the current design to affect air quality, and that noise and vibration could be reduced. One respondent was also supportive as they believed the proposal would reduce traffic congestion compared to original proposal.
Sound, noise and vibration	1	
Traffic and transport	1	

The following quotations are examples of comments made in support of the proposed change as detailed in the above table:

"I strongly welcome the proposal. The new location is vastly superior to the previous location which was part of the flood plain and is regularly flooded by the Environment Agency...it would have represented a massive intrusion into the open spaces of the area and had a massive impact on the Wrengate Woods Site of Biological Importance which is home to many species of wildlife including herons, badgers and bats."

Member of the public

"Ashfield Lodge Management Company greatly welcomes and supports the proposal in the design refinement consultation to move the Palatine Road vent shaft, headhouse and autotransformer station to the south west to a location in the vicinity of the clubhouse of Withington Golf Club and the associated changes to the horizontal alignment of the HS2 tunnels."

Ashfield Lodge Management Company

"The Environment Agency has a strong preference for the relocation of the vent shaft to the edge of the flood storage reservoir, as per the proposed variation, as this reduces the volume of floodwater storage that will be lost, and hence reduces the amount of flood storage volume mitigation that will be required."

Environment Agency

Some of those who provided comments made reference to the working draft Environmental Statement (ES), believing that the proposed alternative location would be more suitable. For example, while both Manchester City Council and Greater Manchester Combined Authority raised some concerns with the proposed change, they believed that it would be more appropriate than what was proposed in the working draft ES.

“Compared to the WDES option the alternative location reduces the impact of land take from the Didsbury Flood Storage Basin, which consequently reduces the land take required for replacement flood storage. GMCA also notes that this new proposed location moves infrastructure further away from residents at Ashfield Lodge which is supported.”

Greater Manchester Combined Authority

Reasons for opposition to the proposed change

Some of those who provided comments were opposed to the proposal or stated that they could not support it. The main reasons given included perceived negative impacts on local communities, environmental and ecological issues, including impacts on local wildlife, as well as landscape and visual issues.

The following table provides a breakdown of the number of respondents who opposed the proposed change by theme, along with their reasons.

Table 4.2: Reasons for opposition to the proposed change

Theme	Number of respondents	Reasons given in opposition
Community	8	Respondents were opposed to the proposed change because they believed that local communities could be negatively affected. This included impacts on people’s homes and on local community facilities, and also that local people could be negatively impacted during the construction phase.
Ecology and biodiversity	7	Of those who opposed the proposed change for ecological reasons, the main comment received was that wildlife and habitats could be negatively affected. This included trees and protected woodland at Marie Louise Gardens, and mature woodland around Withington Golf Club and along the east flank of Palatine Road between the golf club and Northenden Bridge.
Landscape and visual	5	Of those who opposed the proposed change due to possible landscape and visual impacts, this included comments that it would be aesthetically unsuitable, and that the local landscape could be negatively impacted. One respondent was also opposed because they thought the proposed change would increase light pollution after dark.
Traffic and transport	3	A small number of respondents were opposed for other reasons, including: that proposals could negatively affect the Withington and Didsbury golf
Historic environment	2	
Air quality	2	

Health	1	clubs; that a vent shaft could lead to vibration at ground level; that there could be additional noise as a result of the proposals; and that there could be traffic congestion from HGVs and other construction traffic.
Sound, noise and vibration	1	
Socio-economic	1	
Land quality	1	

The following quotations are examples of comments made in opposition to the proposed change as detailed in the above table:

"The new proposal still interrupts an area of biological importance right near the flood basin, and disrupts a major wildlife corridor which will have a major impact on the wildlife within the area, but now, it also disrupts Marie Louise Gardens - another wildlife sanctuary in the area. Once scared away, wildlife will not return."

Member of the public

"...the route will run under an important community park, Marie Louise Gardens (over 100 years old), which has unique trees that are protected under the Tree Preservation Order, some over 150 years old, and taller than 30 meters, possibly with deep roots, which may be affected considerably by the works...I would suggest either to use the first design which was away from Holme Road and Marie Louise Gardens, or align the route under Palatine Road which will have no effect on this important community park, its trees and our neighbourhood on Holme Road."

Member of the public

Looking at specific examples from organisations opposed to the proposed change, and/or those who stated they could not support it, this included:

- While West Didsbury Residents Association was grateful that the proposed change would be to the benefit of Ashfield Lodge residents, it would come at a cost to both Withington Golf Club and Didsbury Golf Club, and that there would also be negative environmental impacts.

"The establishment of a 20,000m² site compound will entail extensive removal of mature woodland and established mature tree cover flanking the golf course to the east of Palatine Rd with attendant impacts on local biodiversity. Our review of likely negative impact on other homes and local businesses included in our earlier comments (to WDES) is substantially unchanged by the proposed relocation...Additionally, the relocation proposals bring substantial negative implications for the welfare of the local environment, fauna and flora."

West Didsbury Residents Association

- Didsbury Golf Club objected to the proposed change because, in their view, it would "precipitate the terminal decline of Didsbury Golf Club". The organisation's objections were based on the impact of the creation of the replacement flood capacity on the viability of the club, as well as residents of Church Road and Ford Lane. The club believed that if the proposed change

proceeded, the club would lose its competitive advantage, resulting in an inferior golf course, and ultimately ending with the closure of club along with Withington Golf Club.

“Competition for golf club members in the Mersey Valley is fierce as there are a number of clubs in close proximity. The four golf holes to be utilised in the quest for additional flood capacity are recognised as four of the best holes in the Mersey Valley courses because of their design and the fact that they are based on two levels. These holes will be replaced by less interesting and easier ones thus losing the competitive advantage...Should the scheme proceed as planned, it would without doubt cause the closure of both golf clubs (Didsbury and Withington) as members and visitors will not consider golf at a fourteen hole course when there are many eighteen hole courses in the immediate area.”

Didsbury Golf Club

Concerns raised

There were 18 respondents who raised concerns about the proposed change. Such concerns included that existing car parking at Withington Golf Club could be affected; that local roads could be congested during the construction of the vent shaft; that there could be implications for access for emergency vehicles; as well as possible increased noise and environmental issues and negative impacts on local wildlife.

“Unable to support the revised Withington Golf Club HS2 facilities proposal without clarification of the following...what are the proposals for replacing lost golf club car parking...What are site and emergency access proposals when the facility is operational?”

Member of the public

“...we are extremely concerned that the 20,000 square metre site works compound for the vent shaft is shown to remove a large area of woodland and mature trees to the east of Palatine Road beyond Withington Golf Club...this is likely to have a negative impact on bat foraging routes and other biodiversity in the Gardens. The woodland set to be removed will also be providing valuable rain water absorption capacity and flood defence...”

Friends of Marie Louise Gardens

Given it would be directly impacted by the proposed change, Withington Golf Club raised concerns. It believed that it would be significantly affected, particularly as it believed that both permanent and temporary land loss could result in the closure of the club.

Suggestions

There were 17 respondents who made suggestions about the proposed change. A number of suggestions were made, including that:

- HS2 Ltd should do more to reduce noise impact;
- a tree corridor should be retained;
- more should be done to reduce potential negative impacts on local communities; and
- the vent shaft and associated infrastructure should be relocated elsewhere.

"...re construction traffic impact - the Palatine road bridge over the rural Mersey is not very wide + perhaps not constructed to take continual flow of heavy construction vehicles. I raised this at the consultation and it was suggested that the construction vehicles would take a route from Barlow Moor Road and then into Palatine Road, travelling down towards Northenden. If this is the case + a shaft is needed in this location then the original shaft site would again reduce the length of Palatine Road being used for access vehicles, and a site access opposite the Britannia Hotel would be a safer location than one outside the Withington Golf Club."

Member of the public

Looking at a few specific suggestions from organisations, these included the following:

- Withington Golf Club requested that a full study be conducted to examine how the course could be redesigned to minimise impact.
- The Environment Agency suggested that the location be given careful consideration to ensure effective drainage.

"...we recommend that careful consideration is given to the proposed location of the replacement flood storage volumes to ensure that they are located in the most appropriate locations to allow the areas to drain quickly and effectively, and to ensure that the replacement areas are not adversely impacted by high groundwater levels. Careful design will ensure that flood risk is not increased as a result of the proposals, to any of the residents living in the adjacent area."

Environment Agency

Other comments

There were 22 respondents who made other comments about the proposed change. While various comments were made, a common comment was that there was a lack of information about the possible impacts of the proposed change, and as such, more information would be required from HS2 Ltd. This included how local communities could be affected (6 comments), that there needed to be more information about traffic management and car parking (5), and that more information would be necessary in relation to flood planning and flood risk (4).

5. Relocation of the Lytham Road tunnel vent shaft to Birchfields Road, Fallowfield Manchester

5.1 Summary of proposed change

The current design for the Manchester tunnel runs for 12.8km under the parish of Ringway and non-civil parish areas of Wythenshawe, Northenden, Withington, Longsight and West Gorton, emerging at Ardwick southeast of Manchester Piccadilly station.

Four vent shafts are needed along the length of the Manchester tunnel to:

- enable the smoke produced in the event of a fire to be extracted in a controlled manner, and to provide fresh air in order to create smoke-free evacuation routes;
- provide access for routine maintenance and the emergency services; and
- to meet the comfort requirements of passengers and staff in tunnels by keeping the air quality and temperature within prescribed limits.

The current design for the fourth of these includes a vent shaft, headhouse and autotransformer station on a site in the grounds of Manchester Enterprise Academy (MEA) Central school off Lytham Road. The vent shaft would be approximately 25m in diameter and 43m deep.

A number of issues were identified with the current design. If the vent shaft was kept in the current location there would be a direct impact on MEA Central school, including permanent loss of part of the school playing fields and car park, as well as disruption during the construction phase. Residents and Manchester City Council have previously raised concerns with HS2 Ltd about the suitability of the current design and how construction vehicle movements could be safely managed alongside traffic for the school and to the properties on Lytham Road. As a result, HS2 Ltd has reviewed the design of the route in this area to determine if there are any viable alternatives that address the problems identified with the current design.

In order to avoid a direct impact on the MEA Central school, the Secretary of State is minded to relocate the vent shaft, headhouse and autotransformer station to a site on the Fallowfield Retail Park⁸.

⁸ Please refer to HS2 Phase 2b design refinement consultation document for further details of the proposal <https://www.gov.uk/government/consultations/hs2-phase-2b-design-refinement-consultation>

5.2 Question wording

The question asked was as follows:

What are your views on the proposal to relocate the vent shaft, headhouse and autotransformer station from the playing fields of MEA Central school on Lytham Road to the Fallowfield Retail Park car park on Birchfields Road? Please indicate whether or not you support the proposed change, together with your reasons.

5.3 Summary of responses received

In total, there were 480 campaign responses, a petition, and a further 128 respondents who provided their own individual comments on the proposed change. Most of those who provided a response were opposed to the proposed change.

The 480 campaign responses were based on three specific campaigns, all of which were similar in nature, objecting to the proposed change for a range of reasons including: the loss of a park and stride facility, concern about increased air pollution outside schools as a consequence of increased traffic congestion, disruption during the construction phase, and loss of shops at Birchfields Road Retail Park.

The petition wanted the Fallowfield Shopping Centre to be protected – it was signed by 282 people. The petition asked that HS2 Ltd does not proceed with its proposal to relocate the vent shaft to a site on the Fallowfield Shopping Centre because the community did not want to lose their shopping facilities, that loss of car parking spaces would have negative implications for those who rely on this for park and stride, and that there would be increased road traffic congestion. The petition also identified concerns about the environmental impact of the proposed change.

Further details of the campaign and petition responses received are provided in Chapter 16 of this report.

Reasons given in support of the proposed change

Few of those who provided comments about the proposed change were in favour of it. There were three respondents who provided positive or supportive comments. Those in support believed that the proposal would be beneficial as it would reduce traffic congestion from construction traffic on Lytham Road, and that it would make better use of land than the existing car park.

"I am a local resident in West Point, near the proposed site. The relocation of the vent shaft from Lytham Road to Birchfields Road is a massive improvement. Especially the problem of access for construction traffic would be a nightmare on Lytham Road, with two schools in operation on either side of the street immediately adjacent to the site. The proposed site is much more suitable and has existing access via the car park of the shops that are on the site currently."

Member of the public

Reasons given in opposition to the proposed change

Of the 128 respondents who provided their own comments about the proposed change, the majority (117 respondents) were opposed to the proposed change. The table below provides a breakdown of the responses by theme, including reasons for opposition.

Table 5.1: Reasons given in opposition to the proposed change

Theme	Number of respondents	Reasons given in opposition
Community	105	Most of those who made comments were opposed to the proposed change as they were opposed to the loss of shops on Fallowfield Retail Park, seen as providing an important local community service. There were 83 comments about how the loss of the shops and retail outlets could negatively impact local people and local communities. In addition, 81 comments were received about how the proposed change could negatively impact on MEA Central school and on school children. There were also 63 general comments received about how communities could be impacted, and a further 24 comments about negative community impacts during the construction period. There were also 16 comments that the proposed change would affect local house prices; 14 comments about how pedestrian access might be affected which would impact local people, including loss of, or restrictive access to the shops; 12 comments about how the proposal could cause safety issues for local children; and four comments about how local leisure and recreational facilities could be affected with a knock-on impact on the community.
Traffic and transport	70	Many of those who provided comments opposed the proposed change because they believed it could result in increased traffic congestion in the local area, and in particular, as a result of removal of car parking availability. This included 29 general comments about congestion; 22 comments that Birchfields Road could suffer from traffic congestion; and 18 comments about how Lytham Road could be affected by congestion. In addition, there were 14 comments opposed to the proposed change because it was believed that it would cause traffic congestion during the construction period, and 13 comments that a major artery into Manchester could become clogged and congested with traffic.

Air quality	47	Most of those who provided comments about air quality were opposed to the proposed change because they believed it would negatively impact local air quality in general (41 comments), or that there would be air quality implications during the construction period (12 comments).
Socio-economic	45	All of those who were opposed for socio-economic reasons were concerned about the proposed change as they believed it would have a detrimental impact on the local economy, on local businesses, and that it could lead to job losses – particularly due to the loss of shops in the Fallowfield Retail Park.
Health	41	There were 31 comments opposed to the proposed change because it was believed that it would have a negative impact on local people's health, quality of life and wellbeing. It was believed that people's health could be affected in a number of ways, including physically due to pollution from traffic congestion and proposed works, and mentally due to uncertainty of what was being proposed. In addition, there were 12 comments opposed to the proposed change because it was seen as likely to disrupt or impact the local Hawthorn Medical Centre based in Fallowfield Retail Park.
Landscape and visual	33	Most of those who were opposed due to landscape and visual aspects were concerned that the proposed location of the vent shaft and associated infrastructure would not be aesthetically pleasing – 29 comments were received about this issue.
Sound, noise and vibration	33	There were 22 comments in opposition to the proposed change due to perceived increased noise levels during construction, and 13 comments opposed due to perceived increased noise levels when the railway becomes operational. There were also eight opposing comments about the impact of vibration during the construction of the railway.
Ecology and biodiversity	14	Respondents expressed concern about perceived negative impacts on local ecology and biodiversity.

The following quotations are examples of comments made in opposition to the proposed change as detailed in the above table:

"I would like to register my objection to the current HS2 proposal...I have major environmental concerns for the adjoining primary and high schools and residents. This is a built-up area with a lot of foot and motor traffic and do not think it could withstand the seven years of construction it will take to create the ventilation shaft. ...the disruption will also make it difficult for many sick, elderly and disabled people as well as those with children to use Hawthorn Medical Centre by foot."

Member of the public

"I do not support the proposed relocation of the vent shaft to the Birchfields Road Retail Park. This is next door to a busy junior school and is a very popular shopping complex with shops that suit the local market. This is not a wealthy area so many people choose these shops for the weekly shopping to be able to live. The building proposed is an eye sore in an area with lots of history, period housing and pretty parks. This is not the location for this monstrosity, please reconsider."

Member of the public

As well as the strong opposition to the proposed change from members of the public, a number of organisations also did not support the relocation of the vent shaft to a site on the Fallowfield Retail Park, including schools in the vicinity of the proposed change.

- Birchfields Primary School opposed the proposed change for a number of reasons, including the health and safety of schoolchildren.
- While MEA Central school supported the move away from Lytham Road, it did not support the proposed relocation to the Fallowfield Retail Park because it believed this would still have a significant impact on the school. A key issue was about the effect of construction of the ventilation shaft could have on the safety of its students.
- West Point Residents Association raised a number of objections including loss of a car park, loss of three shops on the retail park; a belief that the local health centre would no longer be viable; and about potential emissions from the vent. The association stated that it had held two public meetings, and that none of the attendees had expressed support for the proposed change.
- While Manchester City Council welcomed the fact that the vent shaft would be situated away from MEA Central school, it stated that it was opposed the proposed change to relocate the vent shaft to Fallowfield Retail Park for a number of reasons. This included impact on the retail park; loss of car parking spaces; and potential negative impacts on a local health facility. Greater Manchester Combined Authority stated that it supported Manchester City's comments.
- Cllr Jill Lovecy, Cllr Rabawaz Akbar and Cllr Ahmed Ali, councillors for Rusholme Ward, Manchester, also opposed the proposal, and stated that it would have *"unacceptable impacts on Birchfields Primary School"*. The councillors requested that HS2 focus energies on identifying and developing plans for an alternative site.

Concerns raised

There were 34 respondents who raised concerns about the proposed change. Some of those who provided comments were concerned about the loss of retail units at the shopping complex at Birchfields Road Retail Park, and how this could have a negative impact on the local community. Others were concerned about loss of car parking space for parents who use the area as a drop-off and pick-up area for local schools.

"The refinements also propose changing the site of a vent shaft from playing fields at Manchester Enterprise Academy in Fallowfield to the car park of Fallowfield Retail Park on Birchfields Road. This will cause much disruption to us parents as parts of the Fallowfield car park. We rely on this car park to park and do our day to day grocery shopping."

Member of the public

"I would like to start by expressing my support for HS2 as a vital infrastructure project...however, I am aware that there are some concerns among residents and local councillors over the plans to build the proposed vent shaft on Fallowfield Retail Park...significantly, locating the vent shaft on this site would lead to the loss of the 'Park and Stride' scheme used by the nearby Birchfields Primary School and MEA Central..."

Jeff Smith, MP for Manchester Withington

"We are a community school and we are also concerned on behalf of our students and parents about the loss of local retail facilities for residents and school parking...We are also concerned about the potential impact on the local health facility, which is proposed for relocation to one of the units on the retail park, requiring investment by Manchester Health and Care Commissioning (MHCC)."

MEA Central School

"I am writing as the MP for Manchester Gorton to voice my support for the residents and councillors of Manchester Gorton who have written to me to voice their concerns about location of Vent shaft 2, plus ancillary buildings, on Fallowfield Retail Park. I share the concerns..."

Afzal Khan, MP for Manchester Gorton

There were also 15 respondents concerned about the likelihood of increased road traffic congestion as a consequence of the proposed change. Concerns raised included loss of carparking facilities leading to fewer parking spaces and more congestion (7 comments); perceived impact of HGV and construction traffic (5); that Birchfields Road specifically could become congested (3); and that there could be road safety issues and road traffic accidents as a result of increased road traffic (3).

Suggestions

There were 60 respondents who made suggestions about the proposed change. Many of those who made such comments suggested that HS2 should undertake the works at an alternative site. This included 24 comments that did not specify where the alternative site should be, and a further 11 comments that the proposal should be built away from residential areas, schools and shops. Of those who were more specific, suggestions included relocating the vent shaft and associated infrastructure to the university playing fields, or on Mosley Road, or to other areas where it was believed there would be fewer negative impacts on the local community.

"...HS2 should look at alternative sites to have two shafts, one closer to Piccadilly and one closer to Didsbury, which would be another way of removing the threat to the shopping centre and car park. The estimated £30M extra cost is a small price to pay for protecting the services and jobs in our neighbourhood."

Member of the public

Looking at specific examples for alternative locations from organisations or those representing the community, this included from Jeff Smith, MP for Manchester Withington:

"It has been suggested that there are alternative sites nearby that would be more appropriate for the vent shaft, which have been identified in previous correspondence between HS2 and Manchester City Council. These alternative locations are the site alongside the railway line embankment occupied by Pronorm kitchens and Kwik-Fit at M14 6PD to the south of the Birchfields Road junction, and The Car Centre site at M14 6PA to the north-west corner of the junction."

Jeff Smith, MP for Manchester Withington

Other comments from organisations included those from Network Rail which suggested that the new proposed location of the vent shaft and headworks would be close to the existing railway. As such, it requested that HS2 Ltd confirm that the enabling works and construction phase would not impact the maintenance of the existing railway. If there were to be any impacts, then Network Rail would require a solution from HS2 Ltd to mitigate or eradicate such impacts.

"If the headworks or associated works have any impacts on the ongoing maintenance and operation of the existing railway, appropriate mitigations will need to be agreed in advance with NR, prior to enabling works commencing....NR need to be assured that any deep construction would not adversely affect the water table and in turn, the stability of the clays on which our embankments sit. NR will require a suitable groundwater and asset monitoring plan to be established."

Network Rail

Other comments

There were 19 respondents who made other comments, with most believing that the proposal lacked detail, and that more information would be required. This included how the proposed change could impact on house prices and people's homes. Others had questions about what provision would be made for the loss of the Fallowfield Retail Park, or that further assessments would be needed, such as how the proposed change could affect local traffic.

"...impacts upon Birchfields primary school, particularly access for parents and knock on effects to traffic in the local area, have not been properly assessed since these are not mentioned in the consultation document."

Member of the public

6. Realignment of the route at junction 10 of the M42, North Warwickshire

6.1 Summary of the proposed change

The current design is for the railway to closely follow the route of the M42 in this area. The route includes a viaduct which would run over the edge of Kingsbury Water Park and a skewed crossing over the M42 near Kingsbury. The route would then move into a cutting between the M42 and Tamworth before passing under junction 10 of the M42 and the A5/Watling Street. To enable the railway to pass under junction 10, the current design includes a cut and cover tunnel and jacked box structure. Construction of this infrastructure would require work to the roundabout at junction 10 and the temporary realignment of the M42.

The current design requires a permanent realignment of the junction 10 roundabout, a temporary realignment of 1.2km of the M42 and construction of a skewed crossing of the M42 near Kingsbury to the south of junction 10. It would cause disruption to the A5/Watling Street, and would have a considerable impact on the strategic road network for a period of approximately four-and-a-half years.

The current design would also require the demolition of Tamworth motorway services at junction 10, a hotel, commercial premises at Kinsall Green and approximately 10 residential properties. The temporary realignment of the M42 would require Green Lane in Birchmoor to be closed for a period of three-and-a-half years, with a 7km diversion being put in place.

However, the proposed location of the northern tunnel portal for the cut and cover tunnel would have a direct impact on the Hermitage Lane Business Park and may require demolition of a warehouse. Some organisations, including local businesses have raised concerns about the impact of the current design. Local residents have also expressed concern about the cumulative impact of construction traffic on existing traffic in the area, and the level of disruption this could cause.

In view of feedback received, HS2 Ltd has reconsidered the current design in this area to try to reduce impacts. Two alternative options were considered. The first of these would involve the replacement of the cut and cover tunnel and the jacked box structure under junction 10 of the M42 with a 2km twin bored tunnel. This would avoid the complex construction works at junction 10 and the need for a temporary realignment of the M42. The second option would involve realignment of the HS2 route to the east of the M42. However, this second option was not recommended as it would result in significant disruption.

The Secretary of State is therefore minded to replace the currently proposed cut and cover tunnel under junction 10 of the M42 with a 2km bored tunnel in order to avoid direct impacts on junction 10 and the

A5/Watling Street, avoid the need to temporarily realign the M42 and avoid direct impacts on the service station, hotel and businesses at junction 10⁹.

6.2 Question wording

The question asked was as follows:-

What are your comments about the proposed replacement of the cut and cover tunnel under Junction 10 of the M42 with a 2km bored tunnel? Please indicate whether or not you support the proposed change, together with your reasons.

6.3 Summary of responses received

In total, 84 respondents provided comments about the proposed change - a majority provided positive and supportive comments. Overall, there were 59 respondents who provided positive or supportive comments, while 19 respondents were opposed.

Reasons in support of the proposed change

The main/primary reasons given in support of the proposed change included that it could reduce traffic disruption on the M42 and on local roads (from 35 respondents); that it could reduce or mitigate potential negative effects on local communities (23); and that there could be economic benefits (15), including that the Tamworth motorway services would be preserved, with jobs protected.

The following table provides a breakdown of the number of respondents who provided supportive comments by key theme, and reasons given for their support.

Table 6.1: Reasons given in support of the proposed change

Theme	Number of respondents	Reasons given in support
Traffic and transport	35	Those who were supportive for traffic and transport related reasons believed that the proposed change could reduce traffic disruption both on the strategic road network, and on local roads. For example, there were 14 comments that the proposed change would reduce disruption on the M42, and 10 comments that traffic disruption on the A5 would be reduced.
Community	23	It was believed that the proposed change could have less impact on local communities compared with the current design. It was thought that local communities in Tamworth, Kingsbury and

⁹ Please refer to HS2 Phase 2b design refinement consultation document for further details of the proposal

<https://www.gov.uk/government/consultations/hs2-phase-2b-design-refinement-consultation>

		Birchmoor could be less likely to be negatively affected.
Socio-economic	15	Most of those who cited socio-economic reasons were positive about the proposed change given the Tamworth motorway services area and local businesses would be preserved.
Sound, noise and vibration	7	Respondents believed that the proposed change could generate less noise and vibration compared with the current design. Of those who made supportive comments, this included three comments that the proposed change could result in less noise during the construction period, and four comments that it could be less noisy in general. There were also two comments about the proposed change resulting in less vibration.
Landscape and visual	4	There were three comments about the proposed change being better visually, and one comment that the impact on the local landscape could be reduced in comparison to the current design.
Air quality	3	Others who supported the proposed change did so because they believed that dust could be reduced; that it could be better for local people's mental health and wellbeing.
Health	2	
Ecology and biodiversity	1	
Water resources and flood risk	1	

The following quotations are examples of comments received in support of the proposed change as detailed in the above table:

"... I very much welcome the proposed additional bored tunnel in the vicinity of M42 junction 10 at Tamworth. J10 is one of the busiest junctions on the strategic road network in the Midlands, and the disruption to it for construction of a cut-and-cover HS2 tunnel would not be justified or acceptable. Moreover, the Tamworth motorway services area is an essential facility on the M42 and A5, located strategically to service four trunk road carriageways, and its preservation is essential..."

Member of the public

"NWLDC welcomes the proposal to provide a bored tunnel rather than "cut and cover" under the A42, J10 to the south-west of Leicestershire – this will avoid significant traffic disruption on the A42 and A5 which are significant transport gateways for Leicestershire."

North West Leicestershire District Council

"We are in favour of tunnelling under J10 of M42. The junction is extremely busy and we feel that tunnelling under will cause the least amount of disruption both during construction and post construction."

Cathedral Leasing Ltd trading as Cathedral Hygiene

"I support this proposed change to the J10 realignment and I will continue to push for a proper slip road junction at J10 of the M42."

Christopher Pincher, MP for Tamworth

While Warwickshire County Council had some issues with the proposed change, including how traffic at junction 10 would be congested for a period of time while the works were carried out, the organisation stated that it was broadly supportive of the proposed change.

"The council broadly supports the principle for a deep-bored tunnel to mitigate for the extensive disruption to the local area and the Strategic Road Network including the M42 and A5. We expect it to contribute towards a positive legacy for North Warwickshire, Tamworth, and the wider sub-regional and regional economy."

Warwickshire County Council

Reasons for opposition to the proposed change

There were 19 respondents opposed to the proposed change. A number of reasons were put forward in opposition, including perceived negative impacts on local people and local communities; that there could be a deterioration in local air quality; and perceived negative environmental impacts. The following table provides a breakdown of the number of respondents who opposed the proposal by key theme, along with their reasons.

Table 6.2: Reasons given in opposition to the proposed change

Theme	Number of respondents	Reasons given in opposition
Community	10	It was believed that the proposed change could be disruptive to local communities, particularly during the construction period. A number of different settlements were thought to be affected, including on the Hockley Estate, in Tamworth, and in Ashby.
Sound, noise and vibration	10	It was thought that the proposed change could generate additional noise and vibration, particularly during the construction period.
Ecology and biodiversity	7	Most of those who made comments were opposed to the proposed change because they believed it could have a negative impact on Kingsbury Water Park.
Health	5	There were five respondents who believed that the proposed change could negatively impact people's quality of life, health and wellbeing in

		general. There were also two respondents who believed that people's sleep could be affected.
Landscape and visual	5	All of those who were opposed to the proposed change did so because of perceived negative landscape and visual issues. They believed that it would be visually displeasing and/or aesthetically unsuitable.
Air quality	4	Those who made comments believed that the proposed change could increase dust and have a negative impact on local air quality.
Socio-economic	4	There were three comments that the proposed change could negatively affect the local economy, businesses and jobs. There was also one comment that people could be financially less well-off if the proposed change was implemented because of perceived negative impact on local property values.
Traffic and transport	1	The respondent was opposed because they thought it could result in train safety issues, including derailment from trains travelling at high speed. The respondent felt that HS2 Ltd had not given enough consideration to local people and those working near to tunnel portals.

The following quotations are examples of comments received in opposition to the proposed change as detailed in the above table:

"From the tunnel to Ashby the line is proposed to be up high to get over Appleby Hill and the noise, dust and visual disturbance will be a huge detriment to the properties that are so close to the proposed line."

Member of the public

"Polesworth Group Homes Ltd does not support the proposed replacement of the cut and cover tunnel under junction 10 of the M42 with a 2km twin bored tunnel. The northern portal of the tunnel would be located at a point at which the HS2 alignment crosses the B5000. This is very close to Pooley Heights...a residential care home for adults with learning disabilities...the consultation has not considered the location of Pooley Heights or the implications of the proposed plans on disabled people that use Pooley Heights. The proposed plan...is unacceptable and would affect disabled people differentially and disproportionately..."

Polesworth Group Homes Ltd

Concerns

There were 34 respondents who raised one or more concerns about the proposed change. For example, some of those who provided comments were concerned about how Kingsbury Water Park might be affected by the proposed change.

"...I am concerned about the extra impact on Kingsbury Water Park - this needs to be addressed and mitigated or compensated for in some way. Kingsbury Water Park is ecologically important locally as well as an important local attraction and business. If the business is affected, jobs will be lost in the local area. Steps must be taken to maintain this important ecological benefit."

Member of the public

"The use of an embankment through the park will increase the risk of flooding. Although flooding within the park occurs anyway when the River Tame rises after heavy rainfall, introducing an embankment for HS2 will inevitably add to this problem of surface water. 'Balance pools' cannot help in these circumstances as they, too would be under water."

Friends of Kingsbury Water Park

Others were concerned about how the proposal could exacerbate traffic congestion, or expressed concern that there would be environmental impacts, such as noise and/or other negative community impacts.

"...The railway line being lower is welcome in principle but, as it is no longer on a viaduct through the Water Park, having an embankment instead could have a catastrophic effect on the movement of wildlife within the park and to the local floodplain, which is already problematic, if these issues are not suitably considered and catered for e.g. by building in some low bridges or tunnels across the embankment etc..."

Member of the public

"The proposed bored tunnel should remove the worst disruptive impacts of HS2 in that area on the community at Birchmoor, and also some of the traffic impacts from congestion on the A5 and M42 and displaced traffic in surrounding villages during construction. However, we understand from WCC that major impacts on Jn10 will remain and we remain concerned about the road safety problems and congestion problems that these will bring to the surrounding villages and roads."

Polesworth & District HS2 Action Group

Suggestions

There were 40 respondents who made suggestions. Such suggestions included that the proposed tunnel should be longer to help lessen impact in the local area, and on local farms and businesses; that negative impacts during construction should be planned for and taken into account; and that negative impacts should be taken into account and mitigated where possible.

"The council supports the proposed change for a deep-bored tunnel to mitigate for the extensive disruption to the local area and the road network of the M42 and A5. However, it must be taken into account that this refinement will still cause major impacts on traffic at this junction for a substantial amount of time while the HS2 works are carried out. Noise levels and other effects of creating the tunnel should also be taken into account."

Kingsbury Parish Council

"The Parish Council do not object to this refinement but we do request better mitigation for our parishioners."

Lea Marsden Parish Council

"An impact not recognised in the consultation is the increased impact on the Kettlebrook Local Nature Reserve (LNR) caused by relocation of a balancing pond further into the LNR to accommodate the southern portal of the tunnel and its associated cutting...we would expect these additional direct and indirect impacts to be adequately assessed and mitigated and we would encourage HS2 to work with the local authority and community to achieve."

Natural England

"...my prime concern is the visibility of the Whateley Auto transformer station both from our home and also from Tamworth. Its current position is very visible sat on top of a hill on the east side of the track. If you were to move it onto the west side of the track and a little further to the south it would sit neatly behind the farm buildings making it invisible from our home and it would sit slightly lower making it less visible from Tamworth..."

Member of the public

Other comments

There were 30 respondents who made other comments about the proposed change. Most of those who made comments requested more information about the impact of the proposed change. This included more information about traffic management proposals (14 respondents); the measures HS2 propose to mitigate or reduce noise (11); and how vibrations would be mitigated (6).

"I think it makes good sense in principle to have a bored tunnel which should reduce the impact of the construction of the railway on a completely rural area. However, it is not known what will be the impact of noise and other effects at the portals and I would want to see the detailed information as to how the construction phase around Jct 10 is going to be managed, as this is already a very congested traffic junction."

Member of the public

Looking at specific examples of other comments made by organisations, this included:

- Staffordshire County Council and Tamworth Borough Council provided a joint response to the consultation. Both organisations believed that the proposed change would impact on the road

network, including the movement of equipment and utilities, and on the transportation of excavated materials. The councils stated that it would be expected that more detail would be provided to them, and to Warwickshire County Council as early as possible.

- North Warwickshire Borough Council asked for more detailed information, and in particular, clearer information on vibration implications and noise implications of trains entering and leaving tunnels. The Council also asked for reassurance that suitable access arrangements would be put in place for traffic accessing Kingsbury Water Park.
- While Polesworth (Abbey) Scout Group recognised that the proposed bored tunnel would be better for the wider community by reducing the operational and construction impacts, they posed a number of questions, including whether the use of the tunnel boring machine would generate more noise than the current proposal would do, and also whether there would be a need to store more spoil in the Pooley area.

7. Realignment of the route between Ashby-de-la-Zouch and Diseworth, Leicestershire

7.1 Summary of the proposed change

The current route, as set out in the working draft ES published in 2018, would run along the eastern side of the A42 from south of Ashby-de-la-Zouch to where the A42 joins the M1. This section of the route would cross several historic open-cast coal mines at Lounge, which have subsequently been backfilled. Due to the topography in this area, the railway would be on high embankments along this section of the route.

Further design development has identified a number of issues with the current design. The most significant of these relates to the need for the route to be on high embankments over the areas of backfilled open-cast mines at Lounge, which requires significant ground improvement, excavation and remediation works. In addition, the current design would directly impact Smoile Wood, a historic landfill site. Constructing the railway through this site would require additional measures to prevent disturbance of the waste and may require reconfiguration of the landfill management system. As a result, HS2 Ltd has reviewed the design of the route in this area to determine whether there are any viable alternatives that would address the problems identified with the current design.

The alternative proposal would move the horizontal alignment of the railway up to 170m to the east in the Newbold area whilst the alignment would move slightly further to the west near junction 14 of the A42. The proposed realignment would move the route further away from the area of open-cast mining at Lounge and reduce the associated geotechnical risks, including the crossing of the Smoile Wood landfill. In addition, reducing the height of the embankments and depths of cuttings along this section of the route would reduce the scale of work required to construct the railway and the number of vehicle movements needed for construction, providing both programme and cost savings. The operational railway would also have less visual impact on the surrounding landscape due to the reduced embankment heights.

The proposed change to the alignment would, however, introduce some additional impacts including: bringing the railway closer to three residential properties, including the Grade II listed Hall Farm and Breedon Lodge Farmhouse and Cottage; increased disturbance to the Lount Meadow Site of Special Scientific Interest (SSSI) and coal mining scheduled monuments at Smoile Farm, Birch Coppice and Rough Park; marginally increased impact on the proposed G-Park development site to the east of junction 13 of the A42; and running closer to junction 14 of the A42, potentially resulting in the need for changes to the junction and slip road.

To reduce the risks and potential impacts associated with constructing and operating the railway through former open-cast mines and historic landfills to the north of junction 13 of the A42 at Lounge, the Secretary of State is minded to realign approximately 13km of the route between Ashby-de-la-Zouch and Diseworth¹⁰.

7.2 Question wording

The question asked was as follows:-

What are your comments about the proposed change in the alignment between Ashby-de-la-Zouch and Diseworth? Please indicate whether or not you support the proposed change, together with your reasons.

7.3 Summary of responses received

In total, 65 respondents provided comments about the proposed change. This included 37 respondents who were opposed, and 11 respondents who were supportive.

Reasons given in support of the proposed change

Reasons given in support of the proposed change included a view that it appeared to be a better engineered or technical solution; for safety reasons; and that it appeared to be a better or more economical solution. The following table provides a breakdown of the number of respondents who provided supportive comments by key theme, and reasons given for their support.

Table 7.1: Reasons given in support of the proposed change

Theme	Number of respondents	Reasons given in support
Landscape and visual	4	It was believed that the proposed change would have less impact on the local landscape and be more aesthetically pleasing compared to the current design.
Sound, noise and vibration	3	It was thought that a deeper cutting would help to reduce or alleviate noise impacts, and that noise impacts would be mitigated once the railway becomes operational.
Traffic and transport	2	It was believed that the proposed change could improve access for traffic, and that it could reduce traffic congestion.

¹⁰ Please refer to HS2 Phase 2b design refinement consultation document for further details of the proposal

<https://www.gov.uk/government/consultations/hs2-phase-2b-design-refinement-consultation>

Community	2	Both respondents believed that the proposed change could have less of an impact on local communities compared to the current design.
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The following quotations are examples of comments made in support of the proposed change as detailed in the above table:

"I support the change. It seems eminently sensible for a. technical reasons + b. economic reasons, + also for c. safety reasons - as whatever additional works are carried out it does not seem to be a brilliant idea to build such massive construction over what were holes in the ground + d. aesthetic ones - less visual impact."

Member of the public

"This is a sensible change. Just do it."

Member of the public

Reasons given in opposition to the proposed change

The main reasons given in opposition to the proposed change were that it could negatively affect local communities (19 respondents); that ecology and biodiversity could be affected (16); and that it could exacerbate local traffic congestion issues (16).

The following table provides a breakdown of the number of respondents who opposed the proposal by key theme, along with their reasons.

Table 7.2: Reasons given in opposition to the proposed change

Theme	Number of respondents	Reasons given in opposition
Community	19	Respondents thought that local communities could be negatively affected by the proposed change. A number of different community impacts were mentioned including how the proposal could impact upon people's leisure and recreational activities, on schools, and on homes and properties. Settlements perceived to be affected including Worthington and Coleorton.
Ecology and biodiversity	16	Respondents were opposed because they thought that the proposed change could harm local ecology and biodiversity. Comments received included that local wildlife habitats could be disrupted (8), as well as trees and woodlands generally (6), and specifically in Birch Coppice (2), Rough Park (2), and Tonge Gorse (1).

Traffic and transport	16	Many of those who made comments were opposed to the proposal because it was believed it could lead to local traffic and transport issues, including congestion, road closures during construction, and that HS2 construction traffic could clog up local roads for a considerable length of time.
Landscape and visual	10	The main comment here was that the proposal could impact on green space, the countryside and the local landscape. Other comments made in opposition to the proposal included that it could affect the character and charm of the surrounding area, and that it could be aesthetically displeasing.
Sound, noise and vibration	5	There were four comments that the proposed change could cause more noise in general, and one comment that noise would impact the village of Worthington. There was also one comment that the proposed change could cause vibration in the local area.
Historic environment	4	It was believed that the proposed change could affect the local historic environment. This included Breedon Lodge Moat.
Health	3	Respondents believed that the proposed change could cause negative health impacts, including impacts on people's wellbeing and quality of life.
Socio-economic	2	There was one comment opposed to the proposal because it was felt that it could impact the local economy and jobs generally; one comment that farming jobs could be affected; and one comment that businesses and jobs along the A512 could be negatively affected.
Air quality	2	Respondents were opposed as they believed the proposed change could generate air quality issues, including dust during the construction period.
Land quality	1	One respondent was opposed to the proposed change because they thought that land would be unsuitable, and that there could be subsidence issues.

The following quotations are examples of comments made in opposition to the proposed change as detailed in the above table:

"The visualisations are taken from nearby villages (Lount & Newbold) but do nothing to demonstrate the significant damage to the nature reserve and open countryside that is being blemished by underbridges and viaducts. This is a very popular area for recreation and will be transformed into a building site for many years, until finally another transport link. The massive amount of construction and earthworks works is clearly going to cause substantial disruption to the surrounding road networks and local community for many years..."

Member of the public

"...In our response to HS2's consultation on its Working Draft Environmental Statement we specifically drew attention to the importance of protecting the Medieval Moat at Breedon Lodge Farm. We were pleased to see that the previous route had been carefully designed to pass between the Moat and Breedon Lodge Farm. HS2's response in this "design refinement" is to obliterate the Moat completely. ...we can only object in the strongest terms to this proposed act of vandalism..."

Breedon on the Hill Parish Council and Tonge and Breedon HS2 Action Group

Concerns

Some of those who provided comments did not make clear that they opposed the proposal outright, but they did raise a number of concerns. The main concerns raised by frequency of response were concern that the proposed change could cause local traffic and travel issues, including congestion and road closures (16 respondents); that the proposed change could negatively affect ecology and biodiversity (11); concern about how local communities could be affected (10); concern about how agricultural and forestry could be impacted (8); and concern about how water resources might be affected, including increased flood risk (8).

"The design refinement continues to show a worrying disregard for Packington Conservation area and a lack of real concern for the well-being of the residents of Packington."

Member of the public

"There are extra flood risks to Mill street, due to the ditches bringing surface water all the way from the Leicester Burton railway, with no attenuation ponds."

Member of the public

Looking at some specific concerns raised by organisations,

- Historic England was very concerned about how the proposed change could result in the permanent loss of the Breedon Hill Moat north-west of Breedon Lodge. The organisation stated that it would wish to see detailed justification for the proposed change before it could comment

further. It also stated that it would welcome further discussion with HS2 Ltd about the impact of the proposed change.

- North West Leicestershire District Council Labour Group was concerned about old mining works in the area.

"We note the acknowledgement of the risks of unrecorded mine workings in this area...these concerns are not restricted to the area of proposed change, but remain pertinent to large tracts of the proposed route through the Midlands. It remains unclear what surveying or investigatory work has been carried out in relation to old mine workings..."

North West Leicestershire District Council Labour Group

- Oakthorpe, Donisthorpe and Acresford Parish Council was concerned that school bus routes could be affected by works at Junction 13, particularly as secondary school children from the parish mostly travel to Ashby schools.
- The Woodland Trust was concerned about how woodland, particularly ancient woodland in the area, could be affected by the proposed change. The organisation stated that the entire proposal would need to be revised in order to avoid impacts on ancient woodland at Rough Park and Birch Coppice and the surrounding wood pasture at Coleorton Hall.
- Natural England was concerned about how Lount Meadows Site of Special Scientific Interest (SSSI) could be affected.
- Worthington Parish Council was concerned about the additional land requirements, and how local farms could be impacted. This included Lodge Farm, White House Fields Farm, Worthington Field Farm, Mill House Farm, and Smoile Farm.

"Our parish is mostly agricultural land, and because of this we are concerned about the large amount of land take required. Rough Park and Birch Coppice will be severely affected, and this land is used for forestry. Checking the maps for HS2, we see that a lot of land is required for a relatively narrow line of route...(local) farms represent a substantial impact on a parish that does not have a large population, and this must be taken into account by HS2. Farming is part of the community life, many farmers using traditional methods. Farms have been part of the history of Worthington for many, many years and will not be easily replaced."

Worthington Parish Council

Suggestions

In total, 27 respondents made suggestions which they felt should be taken into consideration; these included that ancient grasslands should be given the same protection status as ancient woodlands; that impacts on wildlife should be given more consideration; and that HGVs and construction vehicles should not be permitted to use country roads.

"...we would like to see ancient unimproved grasslands considered as irreplaceable habitats and given the same importance as ancient woodland."

Leicestershire and Rutland Wildlife Trust

Other comments

There were 22 respondents who made other comments about the proposed change. While a number of different comments were made, many comments requested more information about the impact of the proposed change, including more information about land requirements, as well as how woodland, biodiversity and habitats might be impacted, and how local people and communities might be affected too.

"There is still no explanation to nor appreciation of the multiple impacts this work will have on the local regional infrastructure and road systems nor any answers for the mitigation thereof..."

Member of the public

"More detail is requested on the nature and construction of the landscape earthworks. ...LCC request more information on the areas marked as 'engineering earthworks': - how these will be composed of as they have the potential for habitat creation, particularly if they have steep slopes which provides a high potential for good biodiversity. "

Leicestershire County Council

8. Realignment of the route at Trowell in Nottinghamshire

8.1 Summary of the proposed change

The current route, as set out in the working draft ES published in 2018, would travel north from East Midlands Hub station on a 2.6km viaduct passing over the River Erewash, Erewash Canal, Stanton Gate, Stapleford Road (A6007), Erewash Valley railway line and the Radford and Trowell railway line before returning to embankment.

The currently proposed HS2 alignment would require a permanent realignment of 2.1km of the M1 between the River Erewash and Stapleford Road (A6007), moving the motorway by up to 90m to the west of its current location. The realignment of the motorway would also require the widening of the M1 Ilkeston Road Bridge, and the construction of new bridges to allow the realigned motorway to cross the Erewash Canal, the railway into Stanton Works, the Erewash Valley railway line, and River Erewash. In addition, Stapleford Road Bridge over the M1 would have to be rebuilt and a public right of way (Nottinghamshire, Trowell Footpath No.5) would have to be realigned.

However, a number of issues have been identified with the current design. The permanent realignment of the M1 required by the design would take three and a half years to complete and would significantly impact traffic using the motorway and the surrounding road network. Stakeholders have expressed concerns about the impact of works to realign the M1 on the national, regional and local economy given the importance of this key transport corridor. The disruption caused by recent upgrade works to the M1 in this area has contributed to this concern. The East Midlands Councils' Mitigation Board expressed this view in their response to the working draft ES consultation. The local community has also expressed concerns about the height of the viaduct through Trowell in the current design, and the associated noise and visual impacts. There would also be safety risks associated with constructing the route within an operational motorway carriageway.

Based on the combination of issues identified above, HS2 Ltd has reviewed the current design to see if there are any viable alternatives that would avoid the need to permanently realign the M1 in this area. The proposed change would involve realignment of the current HS2 route between Derby Road in Long Eaton and the approach to a tunnel at Strelley (a distance of around 5km). It would mean moving the alignment of the route as it passes Trowell by approximately 80m to the east in order to avoid the M1. The railway would be on a viaduct for much of this section to allow the line to pass over the River Erewash, the Erewash Canal, Stanton Gate, Stapleford Road (A6007), the Erewash Valley railway line and the Radford and Trowell railway line before moving onto a combination of embankment and cutting through Trowell. The proposed change would avoid the need to realign the M1.

There would, however, be some impacts as a result of the proposed change. These include increased property impacts, with approximately 20 additional demolitions, the majority of which would be on Tiree Close and Iona Drive. In addition, the proposed realignment would bring the railway closer to residential properties at Islay Close, Iona Drive, Buttermead Close and Trowell Park Drive. This would likely increase the impacts of the construction and operation of the railway on people living in this area. However, in the case of the construction phase impacts, it should be noted that the proposed change would result in a shorter construction programme, reducing the duration of these impacts. The proposed realignment would lead to a reduction in the potential impact on the Stanton Gate Local Nature Reserve but would have a direct impact on the Moorbridge Lane Local Wildlife Site due to more earthworks being required in the site. There would also be a reduction in the disturbance of the River Erewash by avoiding the realignment of the M1.

The Secretary of State is minded to realign the route as it passes through Trowell to remove the need to realign the M1 and reduce the disruption, costs, risks, construction programme and overall visual and landscape impacts associated with the current design¹¹.

8.2 Question wording

The question asked was as follows:-

What are your comments on the proposal to realign the route as it passes Trowell to avoid the need to realign the M1? Please indicate whether or not you support the proposed change, together with your reasons.

8.3 Summary of responses received

In total, 119 respondents provided comments on the proposed change. This included 32 respondents who expressed support for the proposal, and 67 respondents who were opposed.

Reasons given in support of the proposed change

One of the main reasons provided in support of the proposed change (15 comments) was that it would avoid realignment of the M1. Other, less frequently mentioned supportive reasons included that the time taken to implement the proposal would be shorter than alternative options; that the proposal would be less visually intrusive; and that there could be economic benefits, including that some local businesses would not have to close or relocate.

¹¹ Please refer to HS2 Phase 2b design refinement consultation document for further details of the proposal

<https://www.gov.uk/government/consultations/hs2-phase-2b-design-refinement-consultation>

The following table provides a breakdown of the number of respondents who provided supportive comments by key theme, and reasons given for their support.

Table 8.1: Reasons given in support of the proposed change

Theme	Number of respondents	Reasons given in support
Transport and transport	19	Most of those who provided comments were supportive of the proposed change because it would avoid the realignment of the M1. Other supportive reasons given included that road traffic impacts would be reduced.
Landscape and visual	5	Those who made comments about landscape and visual aspects believed that the proposed change could improve visual aesthetics compared to the current design.
Socio-economic	2	One respondent believed that the proposed change would benefit the local economy, while the other respondent believed that there would be economic benefits in Sandiacre as local businesses would be spared from demolition.
Sound, noise and vibration	1	Other comments received included that the proposed change would reduce noise impacts; that local communities would be less likely to be affected; and that negative air quality impacts would be mitigated or reduced in comparison with perceived impacts associated with the current design.
Community	1	
Air quality	1	

The following quotations are examples of comments made in support of the proposed change as detailed in the above table:

“The recent proposal not to shift the M1 motorway at Trowell is the most logical change to have ever come out of HS2...I welcome that the change also spares several businesses from demolition on Ilkeston Road, Sandiacre...”

Member of the public

“Removing the need to realign the M1 motorway will reduce the impact on the strategic road network which is welcomed. This should also reduce the impact on the local economy and the land to the west of the M1...”

Broxtowe Borough Council

Some of those who provided comments believed that the proposed change represented an improvement compared to the current design. For example, while Long Eaton Chamber of Trade stated that it regretted that the proposal would result in a high number of demolitions of dwellings in Trowell, it thought that the original proposal would impose greater negative impacts.

“We regret that the proposed realignment will result in a higher number of demolitions of dwellings in Trowell but we feel that the disruption would be caused by moving 2.1km of the M1 would be far greater than these losses. The construction phase of this section of HS2 will severely impact travel in the local area as a result of the realignment of Brian Clough Way and the construction of HS2 viaducts. To add the disruption of moving 2.1km of the M1 as well appeared to be the final straw for businesses and residents trying to move themselves and their goods around the locality. As a result, the Chamber supports the proposed realignment of the route of HS2 to avoid the need to permanently realign the M1.”

Long Eaton Chamber of Trade

Others, including the Inland Waterways Association, supported the proposed change provided that mitigation measures would be undertaken.

“...on balance IWA supports this change subject to: reduction of the maximum height of Stanton Gate Viaduct and the inclusion of effective noise barriers; the detailed design of Stanton Gate Erewash Canal Underbridge; screening from the canal of the Stanton Gate Auto-transformer station; and maintaining the continuity of the Nottingham Canal towpath and channel.”

Inland Waterways Association

Reasons given in opposition to the proposed change

Of the 67 respondents opposed to the proposed change, 41 were opposed because of perceived negative impacts on local communities, including in Trowell, Stapleford, Sandiacre, and in the Erewash Valley. There were also 28 respondents opposed on environmental grounds; 27 opposed because of visual impacts; 17 opposed for socio-economic reasons; 16 opposed due to increased traffic congestion; and 15 opposed because of a belief that the proposed change could increase noise and vibration. The following table provides a breakdown of the number of respondents who opposed the proposal by key theme, along with their reasons.

Table 8.2: Reasons given in opposition to the proposed change

Theme	Number of respondents	Reasons given in opposition
Community	41	It was believed that the proposed change could negatively affect local communities. Settlements cited included Trowell, Long Eaton, Nuthall, and in the Erewash Valley. There were 20 comments received that opposed the proposal due to

		demolition of people's homes, and 10 comments in opposition to the proposal due to perceived levels of disruption during the construction period.
Ecology and biodiversity	28	Comments received in opposition to the proposed change included a view that ecology and biodiversity could be negatively affected, including in Sandiacre, Trowell, the Erewash Valley and in Stanton Gate.
Landscape and visual	27	The main comments received in opposition to the proposed change were that it could create a negative visual impact, and that green space, the countryside and landscape would be negatively affected.
Socio-economic	17	A key reason for opposition to the proposed change was the potential negative impacts resulting from demolition of commercial properties. There was a belief that the proposal could result in negative impacts on the local economy.
Traffic and transport	16	Those who were opposed to the proposal believed that it could cause local traffic and transport issues, including traffic congestion during the construction period, and that HS2 construction traffic could clog up local roads. Areas mentioned as likely to be affected included Derby Road, in Nuthall, and in Trowell.
Sound, noise and vibration	15	Those who were opposed to the proposed change believed that it could cause noise impacts, including in Nuthall, Sandiacre, Stanton Gate, in Strelley, and on the Trowell Park Estate.
Health	9	Respondents were opposed on health grounds. It was believed that the proposed change could negatively impact people's health, quality of life and/or well-being.
Historic environment	9	A number of different sites were mentioned as being likely to be negatively affected or damaged as a consequence of the proposals. This included Church Farm, the Erewash Canal, St. Giles's Church, and the Portway route.
Water resources and flood risk	8	There was a belief that the proposed change might affect the River Erewash, the flood plain at Trowell Park, and the Erewash Canal.

Air quality	7	Those who made comments about this aspect believed that the proposed change could worsen air quality and create dust. While most comments were general comments, there were two comments that Nuthall could be negatively affected by air quality issues.
Land quality	4	Respondents opposed the proposal as they believed that the local area could be unsuitable, and that there could be subsidence issues.

The following quotations are examples of comments made in opposition to the proposed change as detailed in the above table:

"This will bring the 'noise' closer to the 'old' village of Sandiacre a fact that I am not happy about. I am not in support of this whole project, whilst jobs may be created it will not benefit the local area of beauty one bit. History cannot be replaced. For the life of me I do not understand why you want to obliterate such a lovely diverse area, only to price houses out of reach of the locals. This is without taking into consideration the mess and inconvenience that will be experienced throughout the build."

Member of the public

"Trowell Parish Council was totally opposed to the original proposed route as it effectively bisected the village on an unacceptably high viaduct...the realignment proposed...has an even more devastating effect on the village of Trowell. It will now pass closer to many more houses on Trowell Park, and will result in the demolition of a minimum of 20 houses in Tiree Close and Iona Drive. Plus, the removal, due to demolition of 2 businesses located in the village."

Trowell Parish Council

"We do not support the route as it impacts on flora and fauna especially local and visiting birds, also this will impact on our recreational time and also attendance at the club. There are boats moored on the canal directly in the path of HS2 and these are their homes, someone needs to consider these people as some do not possess internet access or the skills to make a stand."

Nottingham Yacht Club

Concerns

There were 50 respondents who raised concerns about the proposed change. The main reasons for concern included perceived impacts on local communities (34 respondents); visual impacts (21); increased traffic congestion as a result of the proposal (22); and how ecology and biodiversity could be affected (20).

“Moving the viaduct closer to the church plus the new road through the meadows will decimate the area between Sandiacre and Stanton Gate. The views will be lost forever. HS2 will bring nothing to this area it will not enhance or benefit the residents of Trowell or Sandiacre.

Member of the public

“While we appreciate that the proposed lower viaduct will be less visually intrusive than the current design, we do not believe that overall the proposed design is an improvement. This is because the viaduct will remain visually intrusive in an otherwise tranquil area and...a local road has to be re-aligned too, depriving local people of even more valued and much-used amenity.”

Nottinghamshire Campaign to Protect Rural England

“NWT have substantive concerns about the highly damaging impacts of HS2 on biodiversity in Nottinghamshire...it is very unfortunate that the information on this proposed change is so sparse, with no quantified facts provided at all on the predicted changes in impacts on Stanton Gate LNR or Moorbridge Lane LWS, merely a statement in para 2.1.96 that impacts on the former would decrease and the latter would increase. In order to properly ascertain the changes in ecological impact that would result from the proposed route realignment.”

Nottinghamshire Wildlife Trust

“...our main concern is in relation to the impacts on what HS2 refers to as the Eastwood, Kimberley and Watnall Urban Area and in particular the potential impacts on Awsworth, especially in terms of traffic implications.

Awsworth Parish Council

Suggestions

There were 53 respondents who made suggestions. While a variety of suggestions were made, the most frequently mentioned suggestion was a call for tunnelling.

“A tunnel will have little effect on our communities, it will be built quicker, it will be straight, no green belt will be lost, no footpaths will be lost, no wildlife will be disturbed, there will be minimal environmental harm and 65,000 people living in villages between Long Eaton and Nuthall will not be directly affected by its route.”

Member of the public

“I believe that a tunnel would be the best method as other proposed ideas would cause immeasurable disruption to Trowell and the surrounding area for a number of years whilst construction of the HS2 line...”

Member of the public

“A tunnel (at Trowell) would have much less impact on the resident and habitats and to date no evidence has been provided to show that this isn't feasible”

Broxtowe Borough Council

Other comments

There were 38 respondents who made other comments about the proposal change. The main comment was that there would be a need for more information about the proposal including a call for improved maps (6 comments), about how biodiversity could be affected (4), and about how long the proposed change would take to implement (3).

“Stapleford Town Council would like to see a timetable for the footpath closures and assurances that sufficient routes will remain open to cyclists and pedestrians during and after the works.”

Stapleford Town Council

9. Leeds corridor, Woodlesford to Leeds Station

9.1 Summary of the proposed change

In the current design, the Leeds spur branches away from the HS2 mainline south-east of Oulton at the Moss Carr junction. The Leeds spur then would head north-west before entering a 2km bored tunnel to the south of Woodlesford. The tunnel would then pass under Woodlesford before emerging between Network Rail's Hallam Line and the Aire and Calder Navigation Canal approximately 1km to the west of Woodlesford. The existing Hallam Line would be realigned southwards for 2.5km from where the Woodlesford tunnel would begin to rise towards the surface at Stourton. This would require the construction of a new crossing under the M1 for the Hallam Line. From Stourton, the HS2 alignment and the Hallam Line would run in parallel for 3.5km, diverging north of junction 4 of the M621 where the line would run through the Southbank area to the new Leeds HS2 station. This section of the route would require works to 12 bridges across the Hallam Line and the closure of Jack Lane.

Engagement with stakeholders, ongoing environmental assessment and design development has highlighted the complexity of the current design and potential extent of impacts resulting from the construction of a Leeds spur. A number of issues with this proposal have been identified including: disruption to the existing Hallam Line during construction, including impacts on both passenger and freight services; disruption to the existing local and strategic highway networks, including impacts on private and business users, in addition to public transport; the number and size of utility diversions required; restrictions likely to be applied to the HS2 construction programme due to limited, or restricted access to the highway network, and rail network; and the number and duration of construction traffic movements, including HGVs on the local and strategic highway network.

In response to the issues identified above, HS2 Ltd investigated alternative options for the approach to Leeds. The proposed change would see the Woodlesford tunnel shortened to emerge closer to the village of Woodlesford. The Leeds spur would then climb onto a viaduct through the northern edge of Rothwell Country Park, continue on a viaduct to a point east of the M1 crossing, crossing over the top of the Hallam Line. The route would be constructed on embankment for 400m between Pontefract Road and the connection into the east of Leeds rolling stock depot. Then the route would continue on a viaduct for 3.3km into Leeds Station, crossing above the local and strategic highway network, with a typical clearance of 5.7m from existing road level to the underside of the viaduct.

The proposed change avoids the need to realign the Hallam Line and the associated new box structure under the M1. The proposed change potentially avoids the need to reconstruct nine bridges between the M1 and the Southbank, significantly reduces the number of utility diversions and potentially avoids the

need to close Jack Lane. This would reduce the amount of disruption during construction of the railway, remove some of the constraints in the construction schedule and would bring about a cost saving.

The proposed change would increase the visual impacts on communities from Woodlesford to central Leeds and would require more construction works in Rothwell Country Park. Although the proposed change would bring the northern portal of the Woodlesford tunnel and construction compounds closer to residents in Woodlesford, further assessment of the current design has shown that if the Woodlesford tunnel length was maintained there would need to be a vent shaft constructed at approximately the same point. This means that even if the current design with a longer Woodlesford tunnel were to be retained, there would be construction and operational impacts closer to residents in Woodlesford than those reported in the working draft ES.

The Secretary of State is therefore minded to change the height of the route for 8km on the approach to Leeds HS2 station so the line would run predominantly on a viaduct rather than a combination of at ground level, in cutting and on embankment¹².

9.2 Question wording

The question asked was as follows:-

What are your comments about the proposal to change the height of the route on the approach into Leeds? Please indicate whether or not you support the proposed change, together with your reasons.

9.3 Summary of responses received

There were 102 respondents who provided comments about the proposed change. Most of those who provided comments were opposed (73 respondents), with fewer respondents being supportive (20).

Reasons given in support of the proposed change

Of those who were supportive of the proposed change, reasons given included that it could be less visually intrusive, that it could benefit Northern Powerhouse Rail (NPR) connectivity, and that air quality could be better than might be the case with the current design.

The following table provides a breakdown of the number of respondents who provided supportive comments by key theme, and reasons given for their support.

¹² Please refer to HS2 Phase 2b design refinement consultation document for further details of the proposal <https://www.gov.uk/government/consultations/hs2-phase-2b-design-refinement-consultation>

Table 9.1: Reasons given in support of the proposed change

Theme	Number of respondents	Reasons given in support
Traffic and transport	8	It was believed that the proposed change could improve rail connectivity, including benefits for the NPR connectivity. Reduced disruption to existing rail services was also supported.
Landscape and visual	6	It was felt that the proposed change could improve visual aesthetics, particularly as it would be built in an industrial and brownfield area.
Socio-economic	4	Respondents thought that the proposed change could result in benefits for the local economy.
Community	4	It was believed that local communities could be less likely to be negatively affected, particularly during the construction period.
Air quality	3	Respondents believed that the proposed change could reduce negative air quality impacts compared to the original current design.
Sound, noise and vibration	2	It was believed that the proposed change could reduce noise disruption.
Ecology and biodiversity	2	Respondents thought that ecology and biodiversity could be less likely to be impacted compared to the current design.

The following quotations are examples of comments made in support of the proposed change as detailed in the above table:

"The West and North Yorkshire Chamber of Commerce is CONDITIONALLY supportive of the proposal to change the height of the route of the HS2 line on the approach to Leeds...the new proposal should be less disruptive to existing road and rail infrastructure to the south of Leeds...generally less disruptive because it will be built in less time...less costly because of the less difficult "build" and that certain elements of the development will be de-risked thereby reducing costs but also allowing for more accurate overall costing's to be identifies...it provides an opportunity to design, create and build a unique, bespoke structure for Leeds...the new proposal should be built quicker and at less cost than the 1st proposal..."

The West and North Yorkshire Chamber of Commerce

"Much of the area contains industrial and brownfield sites, as well as the M1 and M621 motorways on viaducts, so the visual impact won't be as bad as it would be elsewhere."

Member of the public

Reasons given in opposition to the proposed change

A number of reasons were given from those who opposed the proposal. The main reasons included that the works could be visually intrusive (48 respondents); that local communities could be negatively affected (47); that there might be negative impacts of increased noise and vibration (31); traffic and transport related issues (28) including road closures, impact on local bus services, and the existing rail services; and also for socio-economic reasons (25), including that some local businesses could be negatively impacted, including being forced to close or to relocate.

The following table provides a breakdown of the number of respondents who opposed the proposal by key theme, along with their reasons.

Table 9.2: Reasons given in opposition to the proposed change

Theme	Number of respondents	Reasons given in opposition
Landscape and visual	48	The main opposing comments were about how Rothwell County Park (28) could be affected; that it could be aesthetically unsuitable (25); and that it could impact green space, the countryside and the local landscape (16).
Community	47	It was believed that local communities could be negatively affected by the proposed change. Comments received included that local communities could be affected in general (22); that people's homes, including house prices could be affected (14); and that local leisure and recreational activities could be impacted (11).
Sound, noise and vibration	31	There were 21 general comments about negative noise impacts associated with the proposed change. There were also 11 comments received about negative impacts of noise during the construction period. There were also three comments about noise during the operational phase of the railway, and four comments about the impact of vibration.
Ecology and biodiversity	29	The main comments received included that the proposed change could impact biodiversity, wildlife and habitats (19); and that trees and woodlands could be damaged (12). Less frequently made comments included a view that the local ecological environment in Woodlesford (4) and in Oulton (1) could be damaged or disrupted.

Traffic and transport	28	A number of different comments were made, with the main comments being that there could be increased traffic congestion (9); that HS2 construction vehicles could cause congestion during the construction period (9); that there could be road access issues (8); and that there could be road safety issues and traffic accidents as a consequence of the proposed change (7).
Socio-economic	25	Many of those who made comments about socio-economic impacts opposed the proposed change because of perceived negative impacts on local businesses, including some who had responded about their own businesses and how they might be impacted or forced to relocate.
Air quality	22	There were 13 comments that the proposed change could generate dust and result in negative air quality issues in general. There were a further 12 comments about air quality issues during the construction period.
Health	16	Respondents opposed the proposed change because they believed it could have a detrimental impact on people's health, wellbeing or quality of life.
Land quality	15	Those who provided comments about this aspect believed that the land was unsuitable for construction of the proposed infrastructure, including that it was contaminated land (12 comments), or that there could be instability or subsidence issues (8 comments).
Historic environment	8	There were seven comments opposing the proposed change because of a belief that it would affect the local historic environment, including unnamed historic buildings. There was also one comment that opposed the proposed change as it was felt that it would impact an historic mining pit west of Bullough Lane.
Water resources and flood risk	7	The main comments in opposition to the proposed change were about flood risk, and how this could be exacerbated. There was also one comment about how the proposed change could affect drainage during construction in Rothwell Country Park, and one comment that the water table could be negatively affected.

The following quotations are examples of comments made in opposition to the proposed change as detailed in the above table:

“Objection to the proposed changes to the design and route of HS2 from Woodlesford into Leeds City Centre. The negative impact of shortening the tunnels beneath Woodlesford and a viaduct, with towers over 20m high, encroaching onto Rothwell Country Park will provide a negative noise and visual impact on the residents in this area. The proposed plans will result in infrastructure being closer to homes.”

Member of the public

“I live directly backing onto the Country Park in Woodlesford...I feel that the house and all surrounding houses will significantly devalue with an increase to the height of the track into Leeds. We will be able to see and hear it. I fundamentally disagree with the construction of HS2 into Leeds. There is absolutely no need for it.”

Member of the public

“Whilst we understand that the design refinement has been proposed to reduce costs and to reduce disruption to roads in the city centre and to the existing railway corridor from Leeds to Castleford & Sheffield, we do not support the changes due to the additional impact they will have on our areas and residents.”

SOWHAT

Concerns

There were 46 respondents who raised concerns about the proposals. Such concerns included how local communities might be negatively affected (21 respondents); that there could be negative traffic and transport related issues (17); noise issues (15); socio-economic consequences, including negative impacts on local businesses; and landscape and visual issues (13) as a consequence of the proposed change. Other, less frequently raised concerns included how people’s health might be affected (8), and also how ecology and biodiversity might be impacted (6).

“...visually this make no allowance for the lives of the people between Woodlesford and the centre of Leeds. You have to ask yourself a very honest question. Would you want that in your back street? If the answer is no then why should those residents?”

Member of the public

“The council is concerned that with proposed change in the vertical alignment there is the potential for an increase in operational noise levels affecting residential properties particularly on the approach to the city centre where the proposed viaduct is adjacent to the residential community of Hunslet. The Council has not been provided with noise assessment data for the viaduct either for the construction or the operation of the scheme.”

Leeds City Council

"If the design refinement means that more of our land will be required, then we could not function from this site – the plans would impede our ability to continue our daily operations... "

Local business

"...whilst the route was originally to the north of the current Hallam line, this refinement has brought the route further south into Rothwell Country Park, meaning a much greater area of this site will be lost to construction and operation of HS2. The refinement also brings the route through the most valuable part of the site for biodiversity impacting on areas less disturbed by the public and as such recording the highest species diversity on site."

Yorkshire Wildlife Trust

While West Yorkshire Combined Authority believed there would be some benefits as a result of the proposed change, including reductions in land use and cost savings, it also believed there would be, in its words, some "disbenefits". These included visual impacts on residential areas in Rothwell, Woodlesford, Hunslet and Belle Isle, and noise pollution.

Suggestions

There were 42 respondents who made suggestions about the proposed change. A number of different suggestions were made, including that HS2 should take an alternative route or that the design should be changed; that visual aesthetics should be improved; and that the height of the viaduct should be reduced.

"I implore the secretary of state to reconsider both the current routing in to Leeds and in particular the decision to heighten the entry approach. "

Member of the public

"We believe that the design should be changed for the following reasons: our site only recently opened following significant investment; our experience of finding the current site proved that finding an equivalent premises to relocate to would be incredibly challenging; the current location is ideal due to ease of access for our employees and (customers)...we anticipate that relocation would take three years to complete...the relocation would create years of disruption and uncertainty for our (customers)..."

Local business

"...the final design of the viaduct should minimise visual intrusion and noise pollution with enhanced landscaping, high quality design and noise mitigation measures for local residents."

West Yorkshire Combined Authority

Other comments

There were 47 respondents who made other comments about the proposed change. Many of the comments made requested additional information about what was being proposed. This included 11 comments about traffic management proposals and car parking; 10 comments that more information in general was needed; and nine comments requesting more details about tunnel entrance and exit specifications.

"There has been no information made clear and obvious that details the impact of ground depth changes or the tunnel depth specifically through Woodlesford...no information has been supplied on increased noise pollution or the wider environmental impact on Rothwell Country park an area that was previously mining territory...there are no clear images, of what the viaduct will actually look like in Woodlesford..."

Member of the public

"The proposals do not provide a view of Church Street, Hunslet, or the Church Street, Hillidge Road, Bedford Row junction...we shall need access to the Gospel Hall each Sunday for services at 1030hrs & 1830hrs and unrestricted access every day of the week both during construction and after completion and I would appreciate your confirmation that this will be possible."

Joseph Street Gospel Hall

10. Temporary construction railhead and permanent maintenance facility near Ashley, Cheshire

10.1 Summary of the proposed change

Further design development has identified the need for temporary railheads across the eastern and western legs at strategic junctures to support the construction of Phase 2b. HS2 Ltd has identified that the most suitable location for a railhead on the western leg is between the Manchester spur and the existing Mid-Cheshire Line in the vicinity of Ashley. A railhead in this location would have a connection to the existing railway via the Mid-Cheshire Line, would be well placed to support rail systems construction activities along the Manchester spur and would have good access to the strategic road network through its proximity to the M56.

Temporary railhead

The railhead would consist of 10 temporary rail sidings with a connection to the Mid-Cheshire Line, welfare facilities, car parking, office space and internal roads. The proposed site of the railhead is approximately 400m south-west of Ashley. There are a number of potential impacts associated with constructing and operating a railhead at this site. Part of the proposed railhead site would be located within Erlam's Meadow Local Wildlife Site and Site of Biological Interest. The site is also within the Impact Risk Zone of Rostherne Mere with a number of waterbodies crossing the site needing further investigation to understand the full impacts. The railhead could also have a major visual impact on the local landscape and impacts on the land and property of two farms. The construction of the railhead would also introduce additional construction vehicles on roads in the area while the railhead is constructed. This could in turn bring about further noise and air quality impacts to the area.

Infrastructure Maintenance Base – Rail (IMB-R)

On Phase One and Phase 2a of HS2, IMB-Rs have been included in the design of the scheme submitted to Parliament to support the efficient maintenance of the railway in the operational phase. As design development on Phase 2b has progressed, further work has been undertaken to identify suitable sites for an IMB-R. The IMB-R on the western leg is proposed at a site approximately 300m south-west of Ashley village. The site will consist of two sidings up to 300m in length to stable maintenance trains, a small amount of storage space and a car park for 10 vehicles. If it had been feasible, this IMB-R would have been placed on the same site as that currently proposed for the temporary railhead. Once the railhead had finished being used for the construction phase, a portion of that site would have been converted into an IMB-R with the remaining area of the railhead site being returned to its former use.

There are several potential impacts associated with the construction and operation of an IMB-R at this location. These would be: additional temporary and permanent land requirements in the area for the construction and operation of the IMB-R; additional construction vehicle movements required during the construction phase to build the IMB-R; and construction phase impacts (sound, noise and vibration, as well as visual impacts) brought closer to Ashley village. Previously, works for HS2 were to be confined to the southern side of the HS2 route, whereas the IMB-R is proposed on the northern side of the railway. The Secretary of State expects HS2 Ltd to mitigate these impacts as far as reasonably practicable, for instance introducing earthworks to screen the IMB-R from the village of Ashley.

The Secretary of State is minded to include a proposed temporary railhead and a permanent maintenance facility near Ashley to facilitate the construction and support the maintenance of the western leg of the proposed railway¹³.

10.1 Question wording

The question asked was as follows:

What are your comments about the proposed location of the temporary railhead and permanent maintenance facility near Ashley? Please indicate whether or not you support the proposed change, together with your reasons.

10.3 Summary of responses received

In total, there were 84 respondents who provided comments about the proposed change. Most of those who made comments (59) were opposed to the proposal. Fewer respondents (8) provided supportive comments.

Reasons given in support of the proposed change

Supportive comments included that impacts on agricultural land could be reduced; that the local economy could benefit; and that what was proposed might reduce the volume of HGV and construction traffic on local roads. There was also support because it was believed that the proposed change might utilise existing rail infrastructure.

“Temporary construction railhead and permanent maintenance facility near Ashley, Cheshire - The proposed location is credible and provides for access from the Mid-Cheshire railway.”

Member of the public

¹³ Please refer to HS2 Phase 2b design refinement consultation document for further details of the proposal <https://www.gov.uk/government/consultations/hs2-phase-2b-design-refinement-consultation>

Reasons given in opposition to the proposed change

There were 36 respondents who opposed the proposed change because they believed it could negatively impact on local communities (36). There were also 34 respondents who opposed for traffic and transport related issues, including road closures, traffic congestion, and unsuitability of HS2 construction vehicles on rural roads and country lanes. There were also 30 respondents who opposed the proposal due to ecological and biodiversity issues; 23 opposed because of perceived impact of the proposed change on the local landscape; 21 opposed due to noise impacts; and 18 opposed for health reasons, including a belief that people's quality of life and wellbeing could be negatively affected.

The following table provides a breakdown of the number of respondents who opposed the proposed change by key theme, along with their reasons.

Table 10.1: Reasons given in opposition to the proposed change

Theme	Number of respondents	Reasons given in opposition
Community	36	It was believed that the proposed change could negatively affect local communities. A number of different settlements were believed to be affected including Ashley (10 comments), and the Tatton Estate (10 comments). There were also 24 general comments about impacts on local communities; five comments about disruption during the construction period; and three comments about how leisure and recreational activities could be affected which would in turn impact local people.
Traffic and transport	34	The main comments received in opposition to the proposed change were that HS2 construction vehicles could cause congestion on local roads (22); that the proposal might result in traffic congestion in general (21); that road closures could cause disruption (14); that there could be road safety issues (12); and that access for emergency service vehicles could be restricted or reduced (11).
Ecology and biodiversity	30	There were 27 comments opposed to the proposed change because of a perceived negative impact on biodiversity, wildlife and habitats. There were also 16 opposing comments because of perceived negative impacts on the local ecological environment, and eight opposing comments about how trees and woodland might be affected.

Landscape and visual	23	The main comments received in opposition to the proposed change were that it could impact open and green space, the countryside and the local landscape (14); that it would be aesthetically displeasing and unsuitable (14); and that it could cause light pollution after dark (11).
Sound, noise and vibration	21	There were 20 general comments opposed to the proposed change because it was believed could lead to increased noise in the local area. There were also single comments about the impact of noise at night, and about the impact of vibration.
Health	18	It was believed that the proposed change could affect people's health, quality or life or wellbeing. There were 17 comments about this, and a further two comments that people's sleep could be affected during the construction and implementation period.
Agriculture, forestry and soils	13	Respondents opposed the proposed change because they believed that it could result in loss of agricultural land. There were also three opposing comments about how the farming and agricultural industry could be negatively affected.
Socio-economic	13	There were 11 general comments about how the proposed change could impact the local economy and affect jobs.
Air quality	12	It was believed that the proposed change could affect local air quality, including from the generation of dust during the construction period.
Historic Environment	3	There were three general comments about how the local historic environment might be affected by the proposed change.
Land quality	1	There was one comment about unsuitability of land, and one comment about how the proposed change could affect local water courses.
Water resources and flood risk	1	

The following quotations are examples of comments made in opposition to the proposed change as detailed in the above table:

"We live very close to the proposed works. We would object to the changes for many reasons: The railhead and IMB-R themselves will take up a huge amount of room, destroying nature and beautiful greenbelt land and causing continuous noise, light and sight pollution."

Member of the public

"I strongly oppose the changes to the new infrastructure for the temporary permanent maintenance facility. The maintenance facility will be situated next door to my house in Ashley it will be 24/7 hours a day with noise pollution, light pollution, toxic fumes possible cancer and other health risk issues."

Member of the public

"The RSPB has received information from Cheshire Wildlife Trust and from members of the local community that highlights the additional damage to locally important nature sites likely to be caused by this design refinement, especially to Ashley Brickworks and Sugar Brook Local Wildlife Sites and to a potential Local Wildlife Site near Sugar brook...we are aware that the Cheshire Wildlife Trust has objected to the Ashley design refinement for these reasons, and the RSPB has no hesitation in endorsing that position for the reasons provided by the Trust."

RSPB

"Do not Support: The Cheshire Agricultural Society CIO is extremely concerned that the proposals to move the line eastwards and amend levels will have adverse "knock on " effects across the show ground. This would negate our previous negotiations with HS2. The so called "temporary works" will extend over many years and we are increasingly concerned that the construction road traffic will adversely affect the major access routes toward the show ground."

Cheshire Agricultural Society

Concerns

There were 49 respondents who raised concerns about the proposed change. Such concerns included that there could be negative traffic and travel related impacts (21 respondents); landscape and visual issues (18); that local communities might be impacted (15); socio-economic impacts (13); that the local environment and biodiversity could be impacted (12); and that the proposal could lead to increased noise and vibration (11). Other, less frequently cited concerns included perceived impact on the local historic environment (4), and how local air quality could be worsened (2).

"There will be an impact on the setting of St. Elizabeth's' Church which is Grade II Listed, and the location of the Ashley Cricket Club, founded in 1888. Construction over at least a 7 year period will require road closures for unknown periods affecting residents and visitors alike. The temporary rail head will be a 24 hour operation and there will be late evening and early morning train movements into and out from the depot through the village outside the normal operating hours of the HS2 main line, and this will increase the noise impacts on the village and its residents."

Member of the public

"...the proposed Railhead is located on land that is separate from the proposed IMB-R resulting in the industrialisation of two separate sites. As currently proposed it will be floodlit and in operation 24 hours a day causing visual and light pollution over a considerable distance and much further afield than just the village of Ashley; take 50 acres of greenbelt agricultural land...destroy the Local Wildlife Site (LWS) and Site of Biological Interest (SBI) at Erlam's Meadow (Ashley Brickworks) and also a large part of the LWS and Grade A SBI at Arden Wood which is classified as Ancient Woodland...there is also great concern that...Birkin Brook can reverse its flow and run back into Rostherne Mere via Blackburn Brook, thus significantly increasing the risk of pollution of the Mere."

Ashley Parish Council

Suggestions

In total, 43 respondents made suggestions about the proposal. A range of different suggestions were made, and these included that the original proposed plan should be reinstated; that there should be a new rail station in Ashley; and that additional or increased tree planting would be necessary to lessen the impact of the proposal both visually, and on the environment. A few respondents called for the proposed design refinement to be relocated elsewhere.

"The proposed IMBR is wholly within the village of Ashley, it is not a suitable construction to be sited so close to Ashley residents and an alternative site should be considered."

Esther McVey, MP for Tatton

"The Trust is aware that local landowners have proposed the land to the east of the existing railway line as being a more suitable location for the temporary railhead. If the location of the temporary railhead was moved this would remove all impact on Arden House Wood."

The Woodland Trust

Other comments

There were 37 respondents who made other comments about the proposed change. As with comments received about other proposed changes along the Phase 2b part of the railway, many of the comments received requested further information. For example, there were 20 comments that further information about the impact of the proposed change on local roads would be needed; 14 comments about lack of information in general; 12 comments that further information was needed about the IMB-R; 11 comments about a need for further information about how biodiversity, wildlife and habitats could be affected; 11 comments requesting further information about the layout of the railhead; and 10 comments about how much land would be needed for the construction of the proposed temporary railhead and IMB-R.

"What additional changes to Ashley are you still hiding, that have not been disclosed by HS2? What is a railway sidings and how will this affect my house and foundations which is next door to the facility?"

Member of the public

“The proposal brings the works directly adjacent to Arden House Wood. This is a plantation on ancient woodland site (PAWS). This impact is not referenced in the report or highlighted on the map. We expect to see this impact assessed and addressed with the new planted buffering to minimise the impact on this wood.”

Forestry Commission

11. Permanent maintenance facility near Austrey, North Warwickshire

11.1 Summary of the proposed change

An early version of the Phase 2b scheme included the provision of rail loops for the storage of maintenance trains at Toton. Due to subsequent changes in the layout of the proposed East Midlands Hub station, these maintenance loops needed to be relocated. It was therefore necessary to find another location for this maintenance facility on the southern section of the eastern leg. HS2 Ltd looked at alternative options for the location of the IMB-R, including two potential sites to the east of junction 12 of the A42, two sites at Austrey, one to the north and one to the south and a site at the proposed Ashby railhead at junction 13 of the A42.

The option of an IMB-R to the north of Austrey would enable the IMB-R to be at the existing ground level with the sidings screened by the HS2 mainline. This option would also make use of land that is currently islanded by the mainline and the A42. No alignment change would be required for the HS2 mainline.

Following a detailed assessment of the alternative options, HS2 Ltd identified that the most suitable location for the IMB-R to serve the southern section of the Phase 2b eastern leg would be the proposed site to the north of Austrey.

The proposed maintenance facility near Austrey would consist of two 825m sidings, welfare facilities for staff, a storage area, and a car park for 10 vehicles. Lighting would also be required to enable the site to operate safely. The facility would be located in a cutting between the M42 and the proposed HS2 mainline and would be approximately 10m lower than the HS2 mainline.

The main works associated with constructing the maintenance facility would involve the creation of a flat area next to the proposed HS2 mainline on which the sidings and connection to the mainline would be located. Access to the site during operation would be from No Man's Heath Lane.

The main impacts of the proposed IMB-R would occur during its construction and from the permanent land required for the facility, which is currently arable land. However, the land on which the proposed IMB-R would be located is already required for the construction phase of the HS2 mainline. Any additional construction related impacts are likely to be minimal in the context of the construction of the HS2 mainline through the area.

The Secretary of State is minded to introduce a permanent IMB-R near Austrey to facilitate the maintenance of the railway in the southern section of the Phase 2b eastern leg when it is operational¹⁴.

11.2 Question wording

The question asked was as follows:-

**What are your comments about the proposed location of a maintenance facility near Austrey?
Please indicate whether or not you support the proposed change, together with your reasons.**

11.3 Summary of responses received

There were 86 respondents who provided comments on the proposed change. Most of those who provided comments were opposed (66). Five respondents provided supportive comments.

Reasons given in support of the proposed change

Of those who supported the proposed change, it was thought that it would benefit the local economy, and that it would be more visually pleasing compared to the alternative proposal.

"With family living near Polesworth, I approve of this proposal. As well as providing some long-term jobs in the area it will be unobtrusive so should not cause many objections."

Member of the public

Reasons given in opposition to the proposed change

Most (49) of those who opposed the proposal did so because they believed that local communities could be negatively affected. There were also 43 respondents who opposed because of perceived visual impacts, and 38 respondents opposed for traffic and transport related issues. Common reasons given were that the local road infrastructure was unsuitable for HS2 construction vehicles, and that the proposed change could cause traffic congestion on local roads

The following table provides a breakdown of the number of respondents who opposed the proposed change by key theme, along with their reasons.

¹⁴ Please refer to HS2 Phase 2b design refinement consultation document for further details of the proposal

<https://www.gov.uk/government/consultations/hs2-phase-2b-design-refinement-consultation>

Table 11.1: Reasons given in opposition to the proposed change

Theme	Number of respondents	Reasons given in opposition
Community	49	There were 21 comments opposed to the proposed change because it was believed it could impact on local communities in general. There were also 17 opposing comments about how the proposed change might affect local communities during the operational phase. Specific settlements perceived to be affected included Newton Regis, No Mans Heath, Warton, Austrey, Shuttington, and Seckington.
Landscape and visual	43	There were two main comments received which were that the proposed change could result in light pollution at night (27), and that it could impact green space, countryside and the local landscape (22). Other less frequently made comments included that it could affect the character and charm of the local area (7); and that it would be aesthetically unsuitable (6).
Sound, noise and vibration	41	Most of the comments received (37 comments) were opposed to the proposed change because it was believed could generate noise issues in general. There were also nine opposing comments about generation of noise after dark; two comments about noise during the operational phase; and a single comment about vibration.
Traffic and transport	38	The main comments received in opposition to the proposal change were that there was unsuitable road infrastructure in Austrey (25); that there could be traffic congestion in general (20); and that HGV construction vehicles would clog up local roads, causing additional congestion (17). Other less frequently mentioned comments included that there could be road safety issues (7), and that there would be no connectivity to conventional rail services (3).
Health	21	There were 16 comments made in opposition to the proposed change because it was believed it could affect people's health, quality of life or wellbeing. There were also 12 comments made about how people's sleep might be affected.

Air quality	17	All of those who made comments about this aspect were opposed because they thought that the proposed change would cause air quality issues, including dust and pollution during the construction period.
Ecology and biodiversity	14	There were nine opposing comments about how biodiversity, wildlife and habitats might be affected by the proposed change. There were also seven comments made in opposition to the proposed change because it was believed that there might be negative impacts on ecology and biodiversity in general.
Water resources and flood risk	5	Those who were opposed to the proposed change believed that it could create a flood risk in the local area.
Historic environment	4	There were four comments about how the local historic environment could be impacted by the proposed change
Agriculture, forestry and soils	1	There was one comment opposed to the proposed change because it was felt that it could lead to a loss of allotments. There was also one comment about how the local economy could be damaged.
Socio-economic	1	

The following quotations are examples of comments made in opposition to the proposed change as detailed in the above table:

"I don't think it make(s) any sense to have an industrial facility of this nature in the heart of the countryside when there are facilities within 10 miles further up the line. Quite apart from the unnecessary expense of constructing it, it would unnecessarily impact the residents of Austrey from the point of view of the landscape changes, the noise and the disruption with construction traffic on completely unsuitable roads. I have seen the response of Warwickshire County Council and again agree with and support their response."

Member of the public

"[Local residents] find it incredulous a maintenance facility is being proposed in the space between the existing track and the motorway...two maintenance sidings in a rural area... will cause an increase in traffic on the surrounding roads, which are narrower as usual, edged with hedgerows and in some parts, without pavement making it very dangerous to walk, particularly if they are to be used by HGVs."

Craig Tracey, MP for North Warwickshire and Bedworth

Concerns

In total, 38 respondents raised concerns about the proposed change, including that there could be increased traffic congestion on local roads (22); that there could be landscape and visual issues (17); and that local communities could be negatively impacted (14). Less frequently raised concerns included worry that there could be flood risk implications (4), and that the proposed works could take up agricultural land (1).

"My comments about the proposed location of a maintenance facility near Austrey. I am very concerned about this plan as the site would impact on nature and the village in many ways. The re-routing of the road to Newton Regis means that the junction off Main Road onto No Man's Heath Lane will have to take considerably more traffic. This is a narrow turning with a listed building on one side and a house and business on the other with no scope to widen the road. There is no pavement for part of this. I often walk or cycle that way and it is hazardous enough as it is now...flooding is a risk. That part of the village has flooded - once so badly that someone canoe-ed on the "lake". The impact of more building cannot help with drainage, natural and manmade."

Member of the public

Suggestions

There were 39 respondents who made suggestions about the proposal. Prominent among such suggestions was that HS2 should relocate to industrial or brownfield sites; that it should be built away from residential areas; and that the proposed change should be undertaken somewhere else, such as in Ashby or Diseworth, rather than in Austrey.

"The proposed location of a maintenance facility near Austrey is highly unsuitable. The line itself is proposed to be very close to Austrey, between the M42 and village, and due to the prevailing wind we already get a lot of noise from the M42. As a maintenance yard, it would surely be much better placed further north so that it is more central to the length of the route and it would be much better away from habitation. This is a 24/7 maintenance yard whose lighting, dust and noise will cause major continuous disruption to a village already blighted by the M42."

Member of the public

"As there will be a temporary railhead built at Ashby de la Zouch, it should be possible to site the maintenance facility there. There is easy access to the facility via the A42 and A512 and there would be less disruption to residents as the area has already been developed."

Newton Regis, Seckington and No Man's Heath Parish Council

Other comments

There were 21 respondents who made other comments about the proposed change. As with comments made about other proposed changes, many of those who provided comments requested further information about the proposed location of the IMB-R near Austrey. This included six comments that further information would be required in general; five comments about what proposed mitigation measures would be to reduce negative impacts; four comments that further information would be needed about the impact of light pollution; and four comments about needed more information about the effect of noise pollution.

“How high will the floodlights surrounding the maintenance be? No doubt they will create a large amount of light pollution and disturb nearby residents. Will the daily use of the facility create additional vehicular traffic in or around the village? Will the facility operate 24/7 thereby creating noise pollution throughout the night?”

Member of the public

12. Temporary construction railhead near Ashby-de-la-Zouch

12.1 Summary of the proposed change

Further design development has identified the need for temporary railheads across the eastern and western legs of Phase 2b of HS2 at strategic junctures to support construction. HS2 Ltd has identified a site near Ashby-de-la-Zouch near junction 13 of the A42 as the most practical location for a temporary railhead to support the construction of the southern section of the eastern leg of Phase 2b.

A number of alternative sites were considered. However, the proposed site at Ashby has proximity to the existing Leicester to Burton upon Trent rail line and the strategic road network via junction 13 of the A42, and is strategically located to support the construction of the southern section of the eastern leg of Phase 2b. None of the other sites considered met the requirements for a railhead as well as this site.

The proposed railhead near Ashby-de-la-Zouch would be a temporary facility required during the construction phase of the project. As far as reasonably practicable, the land would be returned to its existing use after the railway has been built with some of the area used for mitigation planting. The proposed site is mainly in a cutting, covering an area of approximately 3.2km between the connection to the existing Leicester to Burton upon Trent line and land to the west of The Moorlands at Sinope.

The railhead would provide: southbound and northbound connections to the HS2 route; connection to the existing Leicester to Burton upon Trent railway line; storage and workshop areas; car parking, office and welfare facilities; road access from the A511; 10 stabling sidings; and a ballast storage area.

It is anticipated that the site would be required for approximately seven years to support the works to construct the railway in this part of the route. During this period, there would be a temporary loss of arable land and potential severance impacts on Flagstaff Farm and West Farm. It would also require the demolition of one residential property.

The village of Sinope is around 300m to the east of the proposed railhead. The residents of Sinope would potentially be affected by construction and operation of the railhead. There would also be impacts on woodland and grassland in the area, including at West Farm Wood; on the setting of Grade II listed Hall Farm and the railhead would cross a tributary of Coleorton Brook. As with the introduction of temporary construction-related infrastructure on Phase One and Phase 2a, HS2 Ltd will seek to reduce the impacts associated with the construction and operation of the railhead including through the use of earthworks screening and planting.

The Secretary of State is minded to include the proposed temporary railhead near Ashby-de-la-Zouch in the Phase 2b scheme to help facilitate the construction of the southern section of the eastern leg of the proposed railway¹⁵.

12.2 Question wording

The question asked was as follows:-

What are your comments about the proposed location of a temporary railhead near Ashby-de-la-Zouch? Please indicate whether or not you support the proposed change, together with your reasons.

12.3 Summary of responses received

Of the 75 respondents who provided comments on the proposed change, 44 were opposed, while six expressed support. In addition, a petition was received from the Griffydham Community Group which raised a number of concerns about the proposed change. The petition was signed by 19 individuals. Further details about this petition are found in Chapter 16 of this report.

Reasons given in support of the proposed change

Reasons for supporting the proposed change included that it appeared well thought out and sensible; that as the construction compound would be rail linked, this would reduce the number of construction vehicles on local roads; and that the proposed location would be close to both the existing road network and also the Leicester to Burton railway line.

"I have no objections to this proposal. It seems well thought out."

Member of the public

Reasons given in opposition to the proposed change

Reasons for opposing the refinement included a view that local communities could be impacted (27 respondents); and that it could be too costly to implement the proposal and/or that it would take too long. There were 22 respondents opposed for traffic and transport related issues; 17 respondents opposed for ecological reasons; 13 opposed because they believed that the proposed change could generate noise and/or vibration; 10 opposed due to perceived air quality impacts; nine were opposed because they believed what was proposed could be visually intrusive; and nine were opposed on health grounds.

¹⁵ Please refer to HS2 Phase 2b design refinement consultation document for further details of the proposal

<https://www.gov.uk/government/consultations/hs2-phase-2b-design-refinement-consultation>

The following table provides a breakdown of the number of respondents who opposed the proposed change by key theme, along with their reasons.

Table 12.1: Reasons given in opposition to the proposed change

Theme	Number of respondents	Reasons given in opposition
Community	27	The main comments were that the proposed change would affect local towns and villages (11); that there could be disruption during the construction period (9); that local people could be negatively affected (8); and that there could be house price depreciation.
Traffic and transport	22	Comments made in opposition to the proposed change included a view that it could cause traffic congestion in general (9); that there could be consequences for the local transport infrastructure (5); that HS2 construction vehicles could clog up local roads and cause congestion; that local roads could be disrupted (3), or even closed (3).
Ecology and biodiversity	17	Opposing comments included that trees and woodland would be damaged (7); that local wildlife habitats might be affected (7); and that there could be negative consequences for local wildlife.
Sound, noise and vibration	13	Respondents believed that there could be noise consequences, particularly during operation of the railhead. There was also one comment made about vibration.
Air quality	10	Respondents were opposed to the proposed change as they thought it could negatively affect air quality, and cause dust during operation of the railhead.
Landscape and visual	9	There were seven opposing comments about the proposed change impacting on the countryside, green space and the local landscape. There were also three comments that the proposed change could affect the character and charm of the local area.
Health	9	There were five comments made in opposition to the proposed change because it was believed there could be consequences for people's health, quality of life or wellbeing; three comments about

		people's sleep being affected; and two comments that local healthcare services could be impacted.
Socio-economic	4	There were four comments that believed the local economy, businesses and jobs would be affected.
Agriculture, forestry and soils	4	There were three opposing comments made about how the farming industry and jobs could be affected. There was one comment made in opposition to the proposed change as it was believed it could negatively impact on agricultural land.

The following quotations are examples of comments made in opposition to the proposed change as detailed in the above table:

"...it is not possible for me to support the project in its current form...it should be extremely clear that if the project went ahead in its current form we would seek an injunction to stop the significant impact it would have on enjoyment of our home and physical well-being."

Member of the public

"...As a resident who will be impacted by the temporary railhead near Ashby-de-la-Zouch I DO NOT support its creation... I am extremely disheartened that this site has been proposed and surprised that there aren't more suitable locations for a railhead."

Member of the public

"I do not support the change because of the environmental damage and chaos to our village and location."

Member of the public

"I do not support the location of a temporary Rail Head near Ashby-de-la Zouch. I live on the Moorlands Park Home site off The Moorlands...the park homes back on to this line and so the noise from this would be unbearable and the vibrations from such heavy trains will also make the properties vibrate. With the construction and ground works there will be a lot of mess and dust. With the park homes site being less than 50 metres from the start of land works I will be affected by the dust pollution from this."

Member of the public

"We oppose the temporary railhead being located in the proposed site. This is due to there being a number of sites that are important for wildlife. These are grasslands, road verges, hedges and woodlands. We consider ancient unimproved grasslands to be irreplaceable habitats as they would take a lot longer than 32 years to develop."

Leicestershire and Rutland Wildlife Trust

Concerns

There were 30 respondents who raised concerns about the proposed change. Such concerns included that the local community could be negatively impacted; that there could be increased traffic congestion in the local area; that biodiversity and wildlife habitats could be disrupted; and that the historic environment and heritage assets, including Ashby Castle, Alton House, Coleorton Hall, and Breedon Lodge Moat could be negatively impacted.

"We are concerned about the effect on our lives, quiet enjoyment of our property and on the asset value of our property for an extended period. These concerns cover several matters regarding the construction, operation and eventual reinstatement of the railhead site, in particular noise, dust, pollution, property blight and general disruption to road transport in the vicinity as well as the future character of the area..."

Member of the public

"The Parish Council has serious concerns regarding the construction/restoration phases of the new railhead at Ashby, which will result in significant increases in traffic on the M42/M1..."

Kegworth Parish Council

"The railhead development will impact upon the settings of locally and nationally designated Heritage Assets at Hall Farm, Coleorton Hall and the associated Registered Park and Garden, to the south Alton House and Alton Grange, and to the west, Ashby Castle...the latter possesses elevated views and should be assessed accordingly. LCC requests that provision is made to mitigate or avoid any detrimental impact(s) on these heritage assets."

Leicestershire County Council

"Ashby, Farm Town (part of Coleorton parish) and Sinope will be subject to fresh impacts as a result of the placement of the railhead, and other nearby villages to an extent as a result of construction activities and high numbers of HGV movements."

Long Whatton and Diseworth Parish Council

Suggestions

In total, 33 respondents made suggestions about the proposed change. A number of different suggestions were made, including that HS2 Ltd should do more to minimise impacts on the historic environment, local environment, on local communities, and on traffic congestion issues on local roads.

"Railhead has to go somewhere but please consider impact on the neighbourhood"

Member of the public

Another factor which should be taken into account when deciding whether or not the Leicester to Burton line should be used to feed the proposed Railhead and the actual construction of the Railhead, is the effect on Barn Owls, Tawney Owls and Pipistrelle bats...their ancient habitat would be severely affected by Railhead trains using the Leicester to Burton line, particularly at night....I suggest a survey of the environs of the line and railhead site should be undertaken by HS2 staff, at night, to register the extent of the endangered wild life population. To be effective the survey would need to be undertaken in clement weather, not in deep winter."

Member of the public.

"The proposed Ashby Railhead will lead to the loss of additional National Forest woodlands over and above that already lost to the development of the line...the National Forest Company (NFC) considers that replacement habitat creation should be proposed in accordance with the calculation set out in our WDES response."

The National Forest Company

Other comments

There were 32 respondents who made other comments about the proposed change. A central theme was a request for more information. Comments received included a request for further information about traffic management proposals (9); that there was a need for better maps (8); that more information would be needed in general (5); about further information about how the countryside and local landscape might be impacted (5); that there should be more information about compensation (4); that there should be more information about the effect of the proposal on biodiversity and local wildlife (4); and further details about proposed mitigation measures to reduce negative effects and impacts.

"There is insufficient information provided to fully evaluate the proposal and comment on it effectively..."

Holy Trinity Church Ashby de la Zouch

13. Permanent HS2 train stabling facility at Heaton, Newcastle-upon-Tyne

13.1 Summary of the proposed change

The Tyne and Wear area was broadly identified in the 2018 working draft ES as the likely location of an off-route stabling facility which will be required for overnight storage, as well as cleaning and light maintenance, of trains serving the north-east of England. Any potential site would need to meet the following prerequisites: the site should be flat and of an appropriate size; it should be reasonably close to Newcastle Central Station (to minimise empty train movements); it should be accessible to the workforce and local transport networks; and it would preferably be brownfield rather than greenfield.

Three potential locations for the stabling facility, each in the vicinity of Newcastle Central Station, were considered. One of these was the former railway facility at Park Lane Gateshead, located 1km south-east of Newcastle Central Station, and another was the existing Tyne Yard Depot Gateshead, located 8km south of Newcastle Central Station. Both locations were discounted for several reasons. The former railway facility at Park Lane Gateshead was not large enough that it could provide all of the required facilities without imposing significant impacts (temporary and permanent) on the existing road network and on residences and businesses. The site at Tyne Yard was discounted as the construction works would cause significant disruption to the existing road network, utilities, and Network Rail. Additionally, the location of the facility at the latter site would cause greater operational complexity.

The third site, located 3km north-east of Newcastle Central Station at the existing Network Rail depot, at Heaton was identified as the most suitable location. This site would require fewer construction works than the site at Tyne Yard, would take less time to construct, cause less disruption and come at a lower cost.

It is therefore proposed that the existing depot at Heaton be extended and modified to permit the construction of new sidings to on the eastern part of the depot for the storage of up to 11 HS2 units. A welfare facility, car parking and cycle provision, and hardstanding for waste bins would additionally be required. The construction of the proposed stabling facilities would not require any additional land outside the existing depot. However, the tracks approaching the depot would need to be reconfigured to provide access to the new sidings, and some of the existing sidings and the internal depot layout would need to be remodelled to accommodate HS2 trains, including the demolition of an existing train shed.

The primary expected impacts of the proposed site are associated with the construction of the depot rather than the operational phase of the railway. Potential minor impacts on nearby businesses and properties during construction include reduced air quality and noise/visual impacts on nearby sensitive receptors including Walkergate Park, Benfield School, a number of recreational facilities located at

Benfield Business Park, bungalows located on Benfield Road, and local allotments. The impacts of the operation of the proposed facility are expected to be limited to minor impacts on nearby businesses, properties and community facilities, and would be similar to those currently experienced from the operation of the existing rail depot and railway line. Due to the potential impacts on Walkergate Park specialist neurorehabilitation and neuropsychiatry facility, the Secretary of State expects HS2 to work closely with the centre to mitigate the potential impacts and engage with Nexus and London North East Railways and Northern to understand more about the wider rail industry effects of utilising the site.¹⁶

13.2 Question wording

The question asked was as follows:-

What are your comments on the proposal to include a train stabling facility at Heaton? Please indicate whether or not you support the proposed change, together with your reasons.

13.3 Summary of responses received

There were 40 respondents who provided comments about the proposed change at Heaton. Of these, 20 respondents were supportive of the proposed change, while 13 respondents were opposed to it.

Reasons in support of the proposed change

Reasons given in support of the proposed change included that it could have a positive impact on the local economy (6); that it would make use of an existing site (3), or existing infrastructure (2); and that it could benefit local communities (2).

The following table provides a breakdown of the number of respondents who provided supportive comments by theme, and reasons given for their support.

Table 13.1: Reasons given in support of the proposed change

Theme	Number of respondents	Reasons given in support
Socio-economic	6	Those who were supportive for socio-economic reasons believed that the proposed change could generate additional local employment opportunities in both the short and long term.
Community	2	Of the two respondents who noted effects on local people, one stated that the proposed change would create no issues for local people, while the other noted potential benefits to local people in terms of greater employment opportunities.

¹⁶ Please refer to HS2 Phase 2b design refinement consultation document for further details of the proposal

<https://www.gov.uk/government/consultations/hs2-phase-2b-design-refinement-consultation>

Traffic and transport	2	Respondents spoke positively of the utilisation of existing infrastructure for the proposed facility.
Landscape and visual	1	The respondent who noted visual improvements to the area spoke positively of the demolition of an existing train shed, which was thought to be an eyesore.

The following quotations are examples of comments received in support of the proposed change as detailed in the above table:

"I fully support the proposal to have a stabling facility at Heaton depot – I think it is a good use of current infrastructure and would bring additional employment to the area"

Member of the public

"As HS2 Phase 2b will deliver a continuous new high-speed railway between London, the Midlands and a junction with the ECML in North Yorkshire, and it is envisaged that HS2 and NPR trains will use the existing ECML to serve the North, with services starting and terminating at Newcastle. NERMU therefore supports the proposed new infrastructure to store high speed trains serving the North East of England."

NEMRU and Nexus

Reasons for opposition to the proposed change

A number of reasons were given in opposition to the proposed change. Of the 13 respondents who were opposed, eight noted potentially negative effects on local communities, whether during the facility's construction or during its operation. Six respondents were opposed on the basis that it could cause noise pollution or vibration. Other respondents noted negative effects on the local environment or landscape, and one respondent thought that there would be few, if any benefits for the local community given the distance from the Heaton depot to the high speed railway line.

The following table provides a breakdown of the respondents who provided comments opposing the proposal by theme, and reasons given for their opposition.

Table 13.2: Reasons given in opposition to the proposed change

Theme	Number of respondents	Reasons given in support
Community	8	Those who opposed the proposed change on the basis of its perceived effects on the community spoke of the residential nature of Heaton and the potential impact of noise (especially at night time) or air pollution on residents. One respondent also mentioned a possible reduction in house prices near the proposed facility, and another stated that no benefits would be brought to the community to balance the disruption.
Sound, noise and vibration	6	Respondents noted that noise from the depot was already an issue for those living in the immediate vicinity, and that this problem was likely to worsen as a result of the proposed development.
Ecology and biodiversity	2	It was thought that there could be negative ecological and environmental impacts as a consequence of the proposed change.
Air quality	1	One participant opposed the proposed change as they believed that it would affect local air quality. Another thought that there would be harmful impacts to the local landscape, and a third respondent through that traffic congestion on Benfield Road could be made worse by the proposed change.
Landscape and visual	1	
Traffic and transport	1	

The following quotations are examples of comments made in opposition to the proposed facility as detailed in the table above.

"I strongly object to this proposal. My property is located on a residential development close by this facility, and homeowners are already subjected to regular night time disturbance due to works being carried out. The operators make no effort to minimise the noise despite their claims to the contrary. The proposed increase in train stabling, plus the additional works to the tracks will simply increase the inconvenience caused to residents."

Member of the public

"I am against any developments in the Heaton depot, primarily out of concern for a diminishing value of my property. I also have serious environmental concerns regarding noise and pollution, and economical (sic) doubts that HS2 may benefit Newcastle."

Member of the public

Concerns

Five respondents raised concerns about the proposed change. Such concerns included worry about the potential impact on existing transport routes (3) including road, rail and cycle paths; the impact of noise pollution (2); and the impact on air quality (1). Specifically, such concerns included issues including higher level of noise; increased pollution; the possibility of trains leaving and entering the facility earlier and later than at present; traffic congestion; the impact of empty coaching stock; and the impact on existing rail.

"Plans for Heaton depot need to take account of the needs for HS2 and NPR [Northern Powerhouse Rail] and in particular HS2 plans should not hinder later NPR use."

Transport for the North

"Pollution may be an issue depending on the cleaning method of the outside of the train"

Member of the public

"We attended the public information on 11th July. We expressed concern over the potential level of noise which may be generated by the proposed stabling facility at Heath. We currently hear the train wash and trains moving around at night and understand new trains are longer and will be arriving and leaving the stabling facility early morning and late at night and a new train wash is planned."

Member of the public

Suggestions

There were 10 respondents who made suggestions about the proposal. Several respondents suggested ways to reduce the impact of noise or to mitigate the negative impacts of the construction work. Various suggestions were made to reduce the impact of noise from the site during construction and during operation. It was also suggested that HS2 Ltd should continue to engage with relevant people in the local area to mitigate against potential negative impacts. Suggestions of ways to mitigate the likely impacts included the following:

- planting trees or putting other means of mitigation in place to block noise from the site;
- ensuring that construction works take place only during the day to reduce night-time noise; and
- ensuring that the construction works remain in the boundaries of the existing site.

"As a local resident I have no issue in (sic) the proposed changes. However, this would be under the caveat that the work remains within Network Rail boundaries and that extensive building works will take place during the day to avoid noise pollution."

Member of the public

"[We are] disappointed that there are no plans to plant trees to screen the stabling facility or absorb noise. We feel trees could help lessen the impact of noise and be more aesthetically pleasing to those of us who look over the depot. We were told a fence would be erected but don't feel this has the same environment benefits as planting trees and will not lessen the noise."

Member of the public

Other respondents gave broader suggestions relating to the stabling facility. One stated that the facility ought to be located elsewhere as Heaton is far from the proposed HS2 railway line. Another suggested that the site could be suitable for a future station that would permit a direct rail line from Heaton to Darlington, bypassing Newcastle.

Other comments

There were 11 respondents who made other comments about the proposal. Most of these comments related to the provision of further information about the proposal, suggesting that not enough detail about the proposal had been given already and/or that more information should be provided in future.

More specifically, five respondents thought that further detail was required about the impact of noise. Three respondents mentioned that more information was required regarding the volume of trains expected to be using the depot. Additionally, each of the following topics was mentioned once as requiring further elaboration by HS2:

- details regarding proposed access to the site;
- the anticipated impact on local property values;
- details regarding proposed traffic management/car parking in the local area;
- details regarding rail connectivity to Newcastle; and
- general information regarding the proposal at Heaton depot.

"Owning and living in one of the nearest residential properties to the train stabling facility in Heaton...is there expected to be an increase in noise produced at the site during building of the stabling facility and how long is construction expected to take? At night we experience some level of noise from train maintenance at the current site, will there be any increase in noise or frequency of noise generated from the new facility?"

Member of the public

14. Passive provision for two junctions at High Legh, Cheshire

14.1 Summary of the proposed change

In April 2018 Transport for the North (TfN) consulted on a Draft Strategic Transport Plan which was formally adopted by TfN in February 2019 and includes their vision for Northern Powerhouse Rail (NPR). The Government is consulting on junctions with HS2 to allow future NPR lines to connect Manchester to Liverpool and London to Liverpool. In order to allow these junctions to be constructed later without disrupting HS2 services once the railway is operational, passive provision needs to be included in the Phase 2b hybrid Bill. The Secretary of State has decided to consult on the passive provision for these junctions now to get feedback as early as possible on the emerging designs and to ensure they are included in the Phase 2b hybrid Bill.

The junctions proposed here have been designed as 'passive provision'. Passive provision refers to the minimum works to be included in the Phase 2b hybrid Bill now, such that, as and when future NPR lines are connected to them, the works to deliver the NPR lines will cause minimum disruption to the operation of HS2.

Passive provision includes the civil engineering and earthworks within approximately 500m of HS2 infrastructure required to create a junction in future with NPR lines. As passive provision for these future junctions is being delivered under the Phase 2b hybrid Bill, they have been designed to HS2 Ltd's technical standards.

One of NPR's key strategic aspirations is to provide improved connectivity between Liverpool and Manchester Piccadilly via Manchester Airport. Using spare capacity on the HS2 line into Manchester would be vastly preferable on cost and impact grounds to seeking to build a further new approach. To do this, a future NPR route to Liverpool would need to connect with HS2 at a point west of Manchester Airport station. TfN has provided advice to the Government, in line with their statutory duty to advise the Secretary of State on transport plans for the North of England, that any potential new NPR services between Liverpool and Manchester Piccadilly should use as much of HS2 as possible, including the proposed HS2 tunnel into Manchester.

The inclusion of passive provision for two new junctions would cause new and different impacts in the area. However, incorporating these into the Phase 2b design now would reduce the potential impacts and cost of creating the NPR network at a future date.

The Secretary of State is minded to include passive provision for these junctions in the Phase 2b hybrid Bill as: this provides the earliest possible opportunity for the public to comment on the emerging design for these connections; by including this in the hybrid Bill, this reduces the risk of disruption to HS2

services that could be caused by the construction and operation of NPR in future; and it is more cost efficient to deliver the interfaces between HS2 and possible future lines now than have to adapt HS2 infrastructure that has already been constructed and is in use.

The Secretary of State is therefore minded to include passive provision for the proposed Manchester to Liverpool and London to Liverpool junctions in the design as this would provide future-proofing for NPR and HS2 services¹⁷.

14.2 Question wording

The question asked was as follows:-

What are your comments on the proposals to include passive provision for Manchester to Liverpool and London to Liverpool junctions near High Legh? Please indicate whether or not you support the proposed change, together with your reasons.

14.3 Summary of responses received

In total, 175 respondents provided comments about the proposed change. This included 50 respondents who provided supportive comments, and 112 respondents who were opposed.

Reasons provided in support of the proposed change

A main reason put forward in support of the proposed change was that it could benefit future train connectivity, including NPR connectivity. Other less frequently mentioned reasons given in support of the proposed change was that it could help HS2 Ltd to show it was providing value for money, and that local communities could benefit from future regeneration once HS2 infrastructure was in place. The following table provides a breakdown of the number of respondents who provided supportive comments by key theme, and reasons given for their support.

Table 14.1: Reasons given in support of the proposed change

Theme	Number of respondents	Reasons given in support
Traffic and transport	25	There were 20 comments in support of the proposed change as it was believed it could benefit NPR connectivity. There were also five comments that disruption could be minimised, and a few comments about how the proposed change could benefit future rail connectivity in general.

¹⁷ Please refer to HS2 Phase 2b design refinement consultation document for further details of the proposal

<https://www.gov.uk/government/consultations/hs2-phase-2b-design-refinement-consultation>

Socio-economic	6	There were three supportive comments made about how the proposed change could benefit the local economy, businesses and jobs. There were also single comments made about how the proposed change could benefit the economies of Liverpool, Warrington, and the North of England region.
Community	4	Supportive comments were received about how the proposed change might benefit local communities in Liverpool, Merseyside, and Warrington. There was also a single comment about how communities in general could benefit.
Climate change	1	There was one comment in support of the proposed change as it was thought that it could reduce carbon emissions, and be more beneficial to the environment than alternative modes of transport.

The following quotations are examples of comments made in support of the proposed change as detailed in the above table:

"I support this. It is important that a further phase of HS2 links to Liverpool, benefitting the wider Merseyside population. It is good to see some long-term thinking here, as it reduces the costs for future development and also avoids the need to have so much disruption when the Liverpool extension is finally built. It also supports the Northern Powerhouse Rail concept, which is currently very nebulous - to start seeing concrete proposals about how this will properly benefit the major Northern cities should help bring momentum to NPR."

Member of the public

"We fully endorse the response of the Liverpool City Region Combined Authority, as HS2 and Northern Powerhouse Rail offer unprecedented opportunities for people and businesses. At Liverpool Chamber our business members tell us the current infrastructure is hampering them and that they need better access to markets, goods, and services. By delivering new, dedicated express routes between cities, HS2 will provide much-needed capacity to Britain's rail network and free up space for local and freight services on existing lines. Furthermore, the delivery of other transformational schemes, including Northern Powerhouse Rail, rely on the connections that HS2 will make."

Liverpool and Sefton Chamber of Commerce

"The delivery of the HS2 lines through to Manchester Piccadilly and Golborne Junction are absolutely critical components of the HS2 project. The delivery of these links will unlock capacity to support growth and more fully enable rail freight to benefit from the release of capacity on the WCML further south."

Freightliner Group Ltd

"TfN is therefore satisfied that the two junctions represent the best way of connecting HS2 to the proposed NPR network and we therefore fully support the proposals for passive provision. Going forwards, we want to work with HS2 Ltd to mitigate the impact of the two junctions where possible."

Transport for the North (TfN)

Reasons provided in opposition to the proposed change

A main reason for opposing the proposed change (from 63 respondents) was a view that it could negatively impact local communities. This included from disruption during the construction phase of HS2, and also that the value of some people's homes could be reduced. There were 47 respondents opposed because of a view that the proposal could negatively impact the visual landscape; 46 opposed for traffic and transport reasons, including from increased congestion on local roads; 39 respondents were opposed because they thought that ecology and biodiversity could be negatively affected; and 27 respondents were opposed as they believed the proposed change could increase noise and vibration. Other, less frequently cited reasons for opposition to the proposal included that the local economy and local businesses could be negatively affected (16); for health reasons (15); perceived negative air quality impacts, including dust (15); and also from flood risk (6). The following table provides a breakdown of the number of respondents who opposed the proposed change by key theme, along with their reasons.

Table 14.2: Reasons given in opposition to the proposed change

Theme	Number of respondents	Reasons given in opposition
Community	63	A range of comments were provided in opposition to the proposed change. This included how local communities would be affected generally (14); that people's homes could be affected (14); that there could be house price depreciation in the vicinity of the proposed change (11); that local leisure and recreational facilities could be affected (6); and that local communities might not see any benefits (6).
Landscape and visual	47	The main comment made in opposition to the proposed change was that there could be negative consequences on green space, the countryside and the local landscape (32). Other comments made included that the proposal could be aesthetically unsuitable (8); that the countryside could be blighted (5); and that the unique character or charm of the area could be damaged (2).
Traffic and transport	46	A number of different comments were made in opposition to the proposed change. Such

		comments included that HS2 construction vehicles might clog up local roads and cause congestion (10); that there was unsuitable road infrastructure (9); that there could be traffic congestion in general (8); that the A50 could become congested (7); and that there might be road safety issues (6).
Ecology and biodiversity	39	The main comment made in opposition to the proposed change was that it was believed there could be negative impacts on the local ecology and biodiversity in general. Other, less frequently made comments were that biodiversity, wildlife and habitats could be disrupted as a consequence of the proposed change (12); and single comments about how trees and woodland could be lost or damaged.
Sound, noise and vibration	27	There were 20 comments made in opposition to the proposed change as it was believed it could generate noise nuisance. There were also four comments about how noise could be created during the operational phase of the railway, and three comments about how noise could be generated during the construction and implementation period. In addition, there were 10 opposing comments as it was thought that the proposed change could cause vibration.
Agriculture, forestry and soils	16	There were 14 comments made opposing the proposed change because it was believed it could impact agricultural land. There were also single comments about lack of access to farms, and that Holly House Farm could be affected.
Socio-economic	16	The main comment was that it was believed that the proposed change might negatively affect the local economy, businesses and jobs in general (10). Other comments included that farming jobs could be affected (3); and there were single comments about how commercial properties and property values could be affected.
Air quality	15	There were 13 comments made opposing the proposed change because it was believed that it could have implications for local air quality. There were also two comments about impacts on air quality during the construction and implementation period.

Health	15	Respondents who opposed for health reasons believed that the proposed change could affect people’s health, including their quality of life or wellbeing.
Water resources and flood risk	6	There were six comments opposed to the proposed change due to perceived flood risk. There was also one comment that the proposal change could negatively affect local rivers and watercourses.
Historic environment	2	There were two comments made about how the proposed change might affect the local historic environment.

The following quotations are examples of comments made in opposition to the proposed change as detailed in the above table:

“Everything should be halted until detail can be provided and a clear understanding of any proposals assessed. It appears to be another open-ended proposal which will further escalate costs, impact the environment, and blight people's lives as changes are drip fed and changed...”

Member of the public

“I do not support the proposal for the passive provision. What was originally proposed prior to these design refinements was unacceptable for many reasons. What is proposed will make the lives of the residents at Hoo Green Lane unbearable.”

Member of the public

“We do not support the proposed passive provision for the Manchester to Liverpool and Liverpool to London junctions at High Legh. We also do not support the Manchester to Liverpool Overbridge Provision. The proposed relocation of the autotransformer feeder station (ATFS) should not be sited at the High Legh location - between the HS2 mainline and the HS2 Spur towards Manchester - it would blight the High Legh area considerably. The whole scheme is a senseless destruction of valuable green belt and agricultural land creating immense disruption to significant numbers of people, their homes and their businesses.”

Member of the public

“The proposed routes of HS2 and the NPR will have a direct impact on the Rostherne community and surrounding area as a whole, therefore we are not in support of HS2.”

Rostherne Parish Council

Concerns

There were 52 respondents who raised concerns about the proposed change. Such concerns included that local communities could be negatively impacted; that there could be negative impacts on the local environment, wildlife and biodiversity; and that the historic environment could be impacted, including at Tatton Park and at Millington Hall Farm.

"Whilst the National Trust welcomes in principle an improved sustainable transport network in the north of England, and recognises the support for HS3/Northern Powerhouse Rail (NPR), the passive provision junctions in this consultation will introduce new earthworks and structures to an already pressured landscape."

National Trust

A small number of organisations, including the National Trust also raised concerns about cumulative impacts of HS2 and NPR, and requested further detail about how such impacts would be assessed and mitigated. The organisation was worried about a piecemeal approach to mitigation in this regard.

Suggestions

There were 83 respondents who made suggestions about the proposed change. Such suggestions included that the proposal should be delayed until the NPR route has been finalised; that local communities affected should receive adequate and fair compensation; that impacts on the historic environment would need to be addressed; and that the auto transformer feeder station should be sited closer to the M6 crossover.

"It defies logic that a new east-west rail run should run south of the M6 at High Legh. Therefore, the Consultation should be paused until TfN/NPR can offer its own proposals integrated with those of HS2."

Member of the public

"On the plans provided, this appears to bring the edge of the cutting considerably closer to the Grade II listed Mere Court Hotel, and the impact is likely to be increased. This would need to be addressed in the Environmental Statement."

Historic England – Midlands Region

"...the Council would expect a commitment that effective measures will be taken to fully assess the short, medium and long term impacts of the construction and operation of these junctions...effective mitigation measures that at least meet the needs of those affected need to be provided, in addition to recognition of the wider, less tangible and long lasting adverse impacts on businesses, the environment, air quality, communities, personal anxiety and on protected characteristic groups."

Warrington Borough Council

Other comments

There were 89 respondents who made other comments about the proposed change. Many of the comments revolved around perceived lack of detail, with requests made of HS2 Ltd to provide more information about what was being proposed.

"We have not been given enough information to make a valuable response...much more work needs to be done before a decision can be made on these junctions..."

Member of the public

"There is inadequate data and information to properly evaluate the true impact on High Legh Parish, as a result of the passive provision of two junctions at High Legh."

Ester McVey, MP for Tatton

Some of those who made comments also requested further information on the broad route choices for the NPR and alternatives investigated by The Department for Transport (DfT) and Transport for the North (TfN), and/or how these would integrate with HS2.

"More urgent clarification is required, such as who will be responsible for NPR and a timeline from its conception, as one of the rail-heads that will be installed by HS2 for NPR is located near Millington, ready for the NPR services."

Millington Parish Council

Other comments received about the proposed change included comments about perceived cumulative impact of the infrastructure for HS2 and NPR in the area around Ashley and High Legh. As the passive provision for the proposed junction and Ashley IMB-R and railhead are in a relatively small geographical area, some respondents made comments about the cumulative impact of these being located together.

"HS2 and the potential for HS3 / NPR would isolate High Legh as a community, turning it into an island surrounded by rivers of infrastructure of motorways, railways, overhead line equipment and powerlines..."

Member of the public

"The passive provision proposals...have finally put to rest any notion that the rural area bounded by Millington Lane, Ready Lane, Peacock Lane, Agden Lane, Thowler Lane and Boothbank Lane will be anything other than a building site for HS2 with the passive provision now meaning that this area will have blight for 25 years plus given that Northern Powerhouse Rail (NPR) / HS3 have asked for passive provision without publishing any route map through the area. The result of this passive provision, means that this entire area is bounded by THREE High Speed lines with building sites everywhere..."

Member of the public

There were also some comments requesting that compensation schemes should be extended to those who believe that their land and property could be affected by the inclusion of passive provision for the proposed new junctions.

"...the future NPR lines which will be connected to [the proposed junctions near High Legh] will devastate a huge area of land to the west of High Legh. In my opinion, this blight should be considered as a special case for compensation for property owners / occupiers..."

Member of the public

"...the alignment of NPR in the area could be considered effectively fixed. As a result, the impact of this infrastructure (including the overhead line equipment and running trains) should be considered as an operational railway, and the appropriate compensation for those residents and businesses in the area that could be affected by NPR should be considered as a result of the passive provision."

Cheshire East Council

15. Comments about the consultation

15.1 About the consultation

This chapter includes a short overview of the comments that were received about the consultation. In total, 135 respondents provided comments about the consultation. As Ipsos MORI has found with other public consultations it has worked on, comments about the consultation tend to be more negative and critical than positive. It may be that those who do not have any issues with what is being consulted on are less likely to provide comments than those who see themselves as being affected – those who believe that they will be affected are more likely to provide critical or negative feedback.

Overall, there were five respondents who provided positive comments about the consultation, while 131 respondents provided negative or critical comments. Those who provided positive comments tended to focus on the exhibitions that HS2 Ltd had run during the consultation period. Those who provided positive feedback mentioned that HS2 staff had been helpful, polite, knowledgeable and professional.

"Thank you for the consultation meetings, the people running them has always been helpful and polite."

Member of the public

The main negative or critical comments received about the consultation included that:

- there had been lack of information and/or what had been provided was irrelevant or not very useful (52);
- there had been inconsistencies, conflicting information, or that incorrect information had been provided by HS2 Ltd (36);
- information provided had been of poor quality, including maps and other visual information (28);
- the consultation period had been inadequate (20);
- there had been little opportunity for respondents to raise concerns and/or that HS2 Ltd had not responded to respondent queries (19); and
- the consultation was flawed or not fit for purpose (17).

"...the representatives putting the case for HS2 at the public events are extremely unknowledgeable of both the project itself and definitely of the local area...they talk in contradiction to each other and are dismissive of the public's questions and objections."

Member of the public

16. Organised campaigns and petitions

16.1 Organised campaigns

It is common in high profile public consultations for interest or campaign groups to ask their members, supporters and others to submit responses conveying the same specific views. We define an *organised campaign* as a co-ordinated approach by an individual or organisation to facilitate others into submitting responses. The outputs may include, but not be limited to, printed response postcards, suggested response text provided on a campaign website, or leaflets and reproduced response forms. Where such identical/near identically worded responses have been received these have been treated as organised campaign responses.

The very nature of many campaigns makes submitting a response to a consultation relatively easy. Those responding are provided with suggested text to use for each question. They are not asked to articulate their reasoning behind their opinion as a verbatim response within a specific field, nor do they have to submit a bespoke response in the form of a letter or report etc. We therefore present these responses separately in this report.

A total of **480** organised campaign responses were submitted as part of the Phase 2b Design Refinement Consultation.

Table 16.1 provides a breakdown of the number of organised campaign responses received. Please note that the name assigned to the campaign was done so based on either the 'official' name of the campaign or, if this was unclear, a name was assigned based on the broad campaign content. The vast majority of those who sent a campaign response sent a generic campaign response.

Table 16.1: Organised campaign responses submitted

Campaign name	Generic	Bespoke	Total
Birchfields Road Campaign – version 1	139	0	139
Birchfields Road Campaign – version 2	64	1	65
Fallowfield Shopping Centre Campaign	276	0	276

16.2 Campaign summaries

The text of campaign responses has been set out in the following tables:

Birchfield Road Campaign – version 1 (139 responses)

Generic

Dear Ipsos Mori,

Text:

I wish to object to the siting of a Vent Headhouse and Autotransformer Station on Birchfields Rd Manchester. This site is unsuitable for the following reasons:

- *We will lose 3 large local shops and the car park, which are important to residents especially the elderly and disabled, and those without cars including the significant student population.*
- *85 people will lose their jobs, many are female part time workers, who will be seriously disadvantaged.*
- *The car park is used by parents to park safely whilst dropping and collecting children in 2 large local schools in the adjacent road, and this arrangement will be lost.*
- *Without this arrangement the small road on which the schools are sited (Lytham Road) will be unable to cope with the traffic 2,000 students and staff attend these schools. The impact of the traffic issues on the health and wellbeing of these people will be a permanent outcome of this proposal and is unacceptable to local residents.*
- *During the construction phase of up to 7 years there will be a serious impact on the health and wellbeing of the children in the adjacent schools. The primary school playground is only 5 metres from the edge of the proposed development, The noise, vibration, pollution and disturbance of the construction will blight the education of these children and damage the long-term success of the schools as parents will chose to send their children elsewhere.*
- *Properties on Birchfields Road facing the development will lose value as the view from these houses will become a large wall. They will suffer from the noise, vibration, pollution and disturbance of the 7 year construction period.*
- *The construction period will cause significant congestion on the A34/Birchfield's Road, a major route to and from the city centre.*

Additional
comments:

No additional comments were received.

Birchfield Road Campaign – version 2 (65 responses)

Generic

Dear Ipsos MORI,

Text:

I wish to object to the siting of a Vent Headhouse and Autotransformer Station on Birchfields Rd Manchester. This site is unsuitable for the following reasons:

- The car park is used by parents to park safely whilst dropping and collecting children in 2 large local schools in the adjacent road, and this arrangement will be lost,*
- Without this arrangement the small road on which the schools are sited (Lytham Rd) will be unable to cope with the traffic 2,000 students and staff attend these schools. The impact of the traffic issues on the health and wellbeing of these people will be a permanent outcome of this proposal and is unacceptable to local residents.*
- We will lose 3 large local shops and the car park, which are important to residents especially the elderly and disabled, and those without cars including the significant student population.*
- 85 people will lose their jobs, many are female part time workers, who will be seriously disadvantaged.*
- During the construction phase of up to 7 years there will be a serious impact on the health and wellbeing of the children in the adjacent schools. The primary school playground is only 5 metres from the edge of the proposed development. The noise/vibration, pollution and disturbance of the construction will blight the education of these children and damage the long-term success of the schools as parents will choose to send their children elsewhere.*
- Properties on Birchfields Road facing the development will lose value as the view from these houses will become a large wall. They will suffer from the noise, vibration, pollution and disturbance of the 7 year construction period.*
- The construction period will cause significant congestion on the A34/Birchfields Road, a major route to and from the city centre.*

Additional comments:

One respondent said that the vent headhouse would be huge, ugly and had no place in a leafy suburb.

Fallowfield Shopping Centre (276 responses)

Generic

Dear HS2,

Text:

*Re: Proposal to locate a vent shaft and transformer on Fallowfield Shopping Centre.**I object to the proposal to locate a vent shaft and transformer for HS2 on Fallowfield Shopping Centre; I do not want a vent shaft and transformer on Fallowfield Shopping Centre. The reasons for my objection are as follows:*

- *Loss of "park and stride" for two local schools situated on Fallowfield Retail Park used to drop off and pick up. The two schools have a total capacity for almost 1,800 pupils. Both schools attract vehicle trips for pupil drop off and pick up. Without the use of Fallowfield Retail Park car parking spaces, an increased number of vehicles could use residential streets. The pressure on the flow of traffic and parking will increase.*
- *Concern about the potential for increased air pollution outside the schools as queues of vehicles wait to join Birchfield Road, a busy arterial route into the city of Manchester, in the morning and the afternoon.*
- *Loss of shops and jobs; the retail park provides a supermarket, shops and the resulting impact on the local community.*
- *Concern about the potential impact on the local health facility, which is proposed for relocation.*
- *As with nearby schools, some residential properties may be impacted and experience potential noise and vibration issues given their proximity to the site. There is not enough detail provided by HS2 Ltd in the WDES or Design Refinement Consultation to comment further on the impact.*
- *Major disruption during construction; there will be an impact on residents during construction works associated with traffic, vehicle movement and machinery. This could add to the pressure on local residential streets.*

*A blot on the landscape; a permanent visual impact when the head house is placed.*Additional
comments:

No additional comments were received.

16.3 Petitions

Two petitions were received, with the number of signatures of each petition shown in table 16.2.

Table 16.2: Petitions received

Petition number	Name of petition	Number of signatures
Petition 1	Fallowfield Shopping Centre	285
Petition 2	Griffydam Community Group	19
Total		304

Petition 1: Fallowfield Shopping Centre

The petition opposed the proposal to relocate the vent shaft, headhouse and autotransformer station from playing fields of MEA Central School on Lytham Road to Fallowfield Retail Park car park on Birchfields Road. The petition set out four reasons for its opposition which were as follows:

- *The neighbourhood and community don't want to lose any of their shopping facilities. It will cause hardship to many of the more vulnerable in our society.*
- *The loss of car parking spaces will affect two local schools who rely on it for 'park and stride' Losing this will lead to congestion on local roads and increased risk for our children.*
- *The scale of the infrastructure proposed (vent shaft, headhouse and auto-transformer station) will be highly visible and dominate its surroundings. It is next to the playing fields of Birchfields Primary School.*
- *We have serious concerns about the likely environmental impact of the structures involved.*

Petition 2: Griffydam Community group

This petition was from residents of Griffydam in north-west Leicestershire. It raised a number of concerns about the proposed location of a temporary railhead near Ashby-de-la-Zouch. The text of the petition was as follows, and made reference to the consultation documentation provided by HS2 Ltd.

- *This part of north-west Leicestershire is largely rural; farming being a significant local activity It includes a swathe of the National Forest, SSSIs at Lount Meadow and Cloud Wood, a local nature reserve at Newbold and coal mining scheduled monuments, all of which will be adversely affected by the proposals (Document 1 S 2.1.74).*
- *The area is used for a wide range of leisure and tourism activities, including walking and cycling. It includes a large number of footpaths, illustrative of past industries and services. According to pages 16, 17 & 18 of Document 2, at least 19 designated footpaths and cycle routes are scheduled to be closed, and 31 others diverted or 'realigned'. (N.B. This refers only to statutory rights of way, and*

leaves out the considerable number of 'permissive' paths, which will also be affected.) Also, some roads will be closed.

- The new railhead near Ashby-de-la-Zouch will be a major industrial development in the area. Large areas of woodland and agricultural land will be taken. According to Document 1 S 2.2.54 'Where possible. the land would be returned to its existing use after the railway has been built" (notionally 7 years)'. The vagueness of this statement is not reassuring. Whatever attempts are made to restore the environment, it is clear that when (if?) the railhead is finally removed, the characters of the town and of the surrounding area will have been irrevocably changed for the worse.
- We can expect greatly increased traffic on local roads and lanes, leading to longer journey times for local people. This is likely to have a particular impact on small villages such as Griffydham which is dependent on easy access to Ashby.
- One example is Corkscrew Lane, running between the A511 and A512 We understand that the eastern section of this lane, between Farm Town and the A512 is to be closed for the duration of the project, i.e. 7 years. The western section is to be used for construction traffic. This is a narrow, twisting country road (not called -'Corkscrew' for nothing), totally unsuitable for heavy traffic. And there will be a major bottleneck where the Lane comes out on the A511; attention needs to be given to this.
- People in this corner of Leicestershire are being asked to pay a high price, in damage to the local area. For what? The new line will bring no benefits to us: the train will not stop anywhere in the county, nor (absurdly) will there be a station at East Midlands Airport. To use HS2 we shall have to travel 20 miles to Toton in Nottinghamshire, cancelling out any time savings from using the 'high speed' service. Should HS2 go ahead, there is a need for a rapid transport link from this area to Toton.
- The construction and use of the proposed high speed rail line will inevitably lead to increased pollution, noise nuisance and CO2 production, at a time when there is an urgent need to reduce emissions. And the line will not carry freight (passengers only), so even in the long term we can expect no reduction in heavy goods traffic on the roads.
- The current budget for HS2 is £56 billion. However, it is now being suggested that the final cost is likely to be somewhere between £70 billion and £85 billion, or even more — unimaginable amounts of money. There are much better ways of spending a sum of this magnitude, such as improving national education and health services, or even local rail networks. One strong candidate would be the reopening of the 'Ivanhoe' line, to run from Leicester to Burton-on-Trent. This, and similar projects across the region, could be achieved for a fraction of the cost.

17. Out of scope responses

17.1 Summary overview

It is common in public consultations such as the Phase 2b Design Refinement Consultation for respondents to make comments that are beyond the scope of the consultation. However, it is good consultation practice to provide a brief summary of such comments to show that all of the responses were analysed, and that responses were treated fairly and equally.

Those who provided out of scope comments generally expressed support for HS2 overall or opposition to HS2 overall. There were 47 respondents who said they supported HS2, while 239 respondents said they were opposed to HS2.

Supportive / positive comments

A range of supportive comments were made about HS2 in general. This included that it would benefit the national economy and create jobs (13); that it would bring benefits to cities in northern England (10); that it would bring much needed additional capacity to the rail network in Great Britain (6); and that local communities and local people would benefit from having a high speed rail network (5).

"The government needs to rebalance the economy, support businesses and citizens and connect up the northern cities with appropriate transport if we have any hope of maintaining growth in the UK, and preferably as quick as possible".

Member of the public

"...anything that has the potential to increase the high speed rail capacity of the north east is a good thing."

Member of the public

Opposing / negative comments

There were two main negative comments received about HS2 that were considered to be out of scope. These comments were that HS2 is unnecessary and should be cancelled (135), and that money could be better spent, including on the conventional rail network (127). Other, less frequently made negative comments were that HS2 could cause environmental damage (46); that local communities would not benefit from HS2 (45); that the economy would not benefit (37); and that it would not significantly result in reduced train journey travel times (31).

"It is clear the whole HS2 project should be scrapped. The benefits are NOT cost justified. The project is OUT OF CONTROL. The public purse should not be wasted. Cease the project in entirety immediately."

Member of the public

"The HS2 is a waste of money. I currently reside next to the proposed track. I anticipate months/years of disruption, noise, and dust. Nobody wants HS2. I don't want an underground, ground level, nor a viaduct next to my place of residence. I oppose HS2 in all its forms. I fully support the cancellation of the whole project. Use the money to upgrade our existing railways instead."

Member of the public

Suggestions

There were 68 respondents who made suggestions which were considered as out of scope. While a number of different suggestions were made, the main comments were that money should be invested in the existing rail network (36); and existing transport infrastructure (10). Less frequently made comments included that the whole of the HS2 route should be in a tunnel (2); and that HS2 should be extended to Scotland via Newcastle (2).

"I do not support any kind of HS2 construction as I've stated previously I feel it's too costly for too much devastation. And as we in Broomedge and High Legh have no public transport it would be of no use to us at all. The money would be better spent repairing what would be a perfectly good rail network."

Member of the public

Other comments

There were 118 respondents who made other comments that were considered out of scope. Such comments included that financial compensation was difficult to claim (13); and that HS2 Ltd should support local projects in the vicinity of the proposed scheme (4); or that HS2 would not be built (3).

"From a viewpoint in the north of England it takes an impossible leap of imagination to believe that Phase 2b will ever be built anyway so that all the blight cast upon housing and lives in this region will prove to have been for nothing."

Member of the public

18. Late responses

18.1 Summary overview

While the consultation closed at 23:45 on Friday, 6 September 2019, five responses were received after the consultation deadline¹⁸. Ipsos MORI had agreed with HS2 Ltd to process such responses until the analysis of on-time responses had been completed. As there are strict rules in place with regard to late responses, and in the interests of fairness to those who had responded within the deadline, late responses have been analysed separately, with a short summary of what was said included in this chapter of the report¹⁹.

Members of the public

There were two members of the public who made comments.

- One respondent was opposed to the proposed change to relocate the vent shaft, headhouse and autotransformer station from playing fields at MEA Central school to the Fallowfield Retail Park car park on Birchfields Road. It was suggested that the proposed change would be unacceptable, take a long time to build, and would disrupt local schools.
- One respondent stated that they agreed with the response from Little Bollington Parish Council in that passive provision for the Manchester to Liverpool and Liverpool to London junctions was not supported. The respondent stated that this was a very special rural area, and that the proposed design would be premature given it had not been established that the proposed points would be the best route for NPR. The respondent also believed that the proposal in their opinion would *“cause an unacceptable level of harm to a farming and rural area by excessive concentration of infrastructure and construction in one small area, and the consequent long-term permanent damage to the environment”*.

Organisations

Comments were received from two organisations.

- Arla Foods and Moran Logistics provided a response with reference to their premises situated on Pontefract Road, Leeds. While both companies believed that HS2 would bring benefits to the north of England, and also Leeds, they had reservations about how the approach into Leeds, and how this proposed change would be disruptive to their business interests.

¹⁸ Those residents who hadn't received the HS2 Ltd mailing in, June 2019 were permitted an extension until 23:45 on 18 October 2019. Such responses received up to and including this date were considered as being on time responses and are included in the main chapters of this report, as relevant

¹⁹ Please note that late responses received after 30 October 2019 will not be included in this report but will be sent to HS2 Ltd for their consideration.

- Homes England stated that it has a number of sites that are impacted by the delivery of HS2. The organisation stated that it would continue to work collaboratively with HS2 Ltd around these sites and would welcome further opportunities to engage in the future.
- British Steel Pension Fund objected to the proposed changes being consulted on as it believed that its building at 1 Sovereign Square, Sovereign Street, Leeds would be severely impacted, resulting in significant loss of value. The organisation stated that it would be willing to discuss its concerns with HS2 Ltd to explore mitigation measures.

Appendix A – List of organisations that responded to the consultation

The following is a list of organisations who responded to the consultation within the advertised consultation period²⁰. Any organisation that took part in the consultation using the online or paper form was able to select the category they belonged to. Organisations that responded by email were allocated to categories by Ipsos MORI to the best of its judgement. There were 24 organisations that requested confidentiality – these organisations have not been included in the list or organisations, nor have they been quoted or mentioned anywhere in this summary report.

(Please note that the categorisation of organisations has been undertaken to demonstrate the breadth of the response; the categorisation is not definitive and has no bearing on the way in which the responses were dealt with).

Academic institutions

- Birchfields Primary School
- MEA Central School

Action groups

- Campaign to Reopen the Ivanhoe Line
- Kingsbury & District HS2 Action Group
- Packington Residents Team
- Polesworth & District Action Group
- Stop HS2 Erewash
- Swillington, Oulton, Woodlesford, HS2, Action Together (SOWHAT)

Businesses and business representative groups

- Artmax
- Ashfield Lodge Management Company
- Ashley House Retail Ltd
- BNP Paribas on behalf of Cains Trustees (Jersey) Limited & Cains Fiduciaries (Jersey) Limited
- BNP Paribas on behalf of Canada Life Limited and Arringford Limited & Maizelands Limited
- BNP Paribas on behalf of Institutional Investment partners GmbH
- BNP Paribas on behalf of NPL Group (UK) Ltd
- BNP Paribas on behalf of the Royal Mail Group Ltd
- Breedon Southern Ltd
- Bryan Cave Leighton Paisner LLP on behalf of KNG Developments LLP
- Cathedral Leasing Ltd T/A Cathedral Hygiene
- Children's Adventure Farm

²⁰ Responses received after the close of the consultation, until 30 October 2019 are not listed, but are included in the late chapter of this report.

- Didsbury Golf Club
- Equinox
- Fisher German LLP of behalf of Fields Farm
- Fisher German LLP of behalf of the Harworth Group
- Fisher German LLP on behalf of Holt Hall Farm
- Fisher German LLP on behalf of Manor Farm
- Freightliner Group Ltd
- Gateley Hamer on behalf of St. Mowden
- Gladman Development
- Grafton International Ltd
- Langley Priory Estate
- Liverpool and Sefton Chamber of Commerce
- Long Eaton Chamber of Trade
- Leeds Plywood and Doors Group
- Nexus and North East Rail Management Unit (NERMU)
- Polesworth Group Homes Ltd
- Roadchef Development Holdings Ltd
- Roger-Hannah Chartered Surveyors on behalf of Digitronix Limited and the Stevenson Family SIPP
- Roger-Hannah Chartered Surveyors on behalf of Mercia Power (Pontefract Road) Ltd
- Roger-Hannah Chartered Surveyors on behalf of Withington Golf Club
- Rostons on behalf of John Percival Farms Ltd
- Royal London Asset Management
- Shakespeare Martineau on behalf of Sibson Mill Properties Ltd
- Squarestone Growth LLP
- Strata Homes Ltd
- Tatton Park on behalf of the Tatton Park Board
- Thisldome LLP
- Turley on behalf of Gazeley Ashby Ltd
- West and North Yorkshire Chamber of Commerce

Elected representatives

- Afzal Khan, MP for Manchester Gorton
- Alec Shelbrooke MP for Elmet & Rothwell
- Anna Soubry, MP for Broxtowe
- Christopher Pincher, MP for Tamworth
- Craig Tracey, MP for North Warwickshire
- Ester McVey, MP for Tatton
- Jill Lovecy, Rabawaz Akbar and Ahmed Ali, Councillors for Rusholme Ward
- Lydia Ball - Ward Councillor for Trowell
- North West Leicestershire District Council Labour Group
- Jeff Smith, MP for Manchester Withington

Environment, heritage, amenity and community groups

- Anker Valley Project and Alvecote Wood
- Ashby-de-la-Zouch Civic Society
- Austrey and Warton Scouts
- Austrey Residents Association
- Canal & River Trust
- Cheshire Wildlife Trust
- Friends of Bodymoor Heath Victory Hall
- Friends of Ingsbury Water Park
- Friends of Marie Louise Gardens
- Garforth Neighbourhood Planning Forum
- High Legh Estate
- Holy Trinity Church Ashby-de-la-Zouch
- Hoo Green Residents Team
- Hunslet Methodist Church
- Inland Waterways Association
- Joseph Street Gospel Hall,
- Leeds Civic Trust
- Leicestershire and Rutland Wildlife Trust
- The National Forest Company
- National Trust
- Nottingham Yacht Club
- Nottinghamshire Campaign to Protect Rural England
- Nottinghamshire Wildlife Trust
- Nuthall Methodist Church
- Polesworth (Abbey) Scout Group
- Rothwell Neighbourhood Forum
- Royal Society for the Protection of Birds (RSPB)
- Sandiacre Heritage Group
- Staffordshire Wildlife Trust
- Theatres Trust
- Warwickshire Wildlife Trust
- West Didsbury Residents' Association
- West Point Residents Association
- Willesley Environment Protection Association
- Woodland Trust
- Yorkshire Wildlife Trust

Local government

- Ashby-de-la-Zouch Town Council
- Ashley Parish Council
- Austrey Parish Council
- Awsworth Parish Council
- Barnsley Metropolitan Borough Council

- Breedon on the Hill Parish Council and Tonge and Breedon HS2 Action Group
- Broxtowe Borough Council
- Castle Donington Parish Council
- Cheshire East Council
- Cheshire West and Chester Council
- Chesterfield & Staveley HS2 Delivery Board, Chesterfield Borough Council
- Coleorton Parish Council
- Derbyshire County Council
- Greater Manchester Combined Authority
- High Legh Parish Council
- Kegworth Parish Council
- Kingsbury Parish Council
- Lancashire County Council
- Lea Marston Parish Council
- Leeds City Council
- Leicestershire County Council
- Little Bollington Parish Council
- Liverpool City Region Combined Authority
- Long Whatton and Diseworth Parish Council
- Manchester City Council
- Measham Parish Council
- Mere Parish Council
- Millington Parish Council
- Newton Regis, Seckington and No Man's Heath Parish Council
- North Warwickshire Borough Council
- North West Leicestershire District Council
- Nottinghamshire County Council
- Nuthall Parish Council
- Oakthorpe, Donisthorpe & Acresford Parish Council
- Packington Parish Council
- Pickmere Parish Council
- Rostherne Parish Council
- Sandiacre Parish Council
- Staffordshire County Council and Tamworth Borough Council
- Stapleford Town Council
- Trafford Borough Council
- Trowell Parish Council
- Twycross Parish Council
- Warrington Borough Council
- Warwickshire County Council
- West Yorkshire Combined Authority
- Wigan Council
- Worthington Parish Council

Statutory bodies

- Environment Agency
- Forestry Commission
- Highways England
- Historic England, Midlands Region
- Natural England
- Network Rail
- Public Health England

Transport, infrastructure or utility organisation

- Cheshire Tramways
- Transport for the North (TfN)
- United Utilities Water Ltd

Other representative groups

- BNP Paribas Real Estate on behalf of the Hampshire County Council Pension Trust
- BNP Paribas Real Estate on behalf of the BBC Pension Trust
- CAAPS Trustee Ltd
- Cheshire Agricultural Society

Appendix B – Response form

High Speed Two Phase 2b: Crewe to Manchester and West Midlands to Leeds

Design refinement consultation Response form

We are seeking your views on the HS2 Phase 2b (Crewe to Manchester and West Midlands to Leeds) design refinement consultation, June 2019.

You can respond to the consultation by any of the methods below:

Online: <https://ipsos.uk/designrefinement2b>

Email: designrefinement2b@ipsos-mori.com

Post: **FREEPOST HS2 PHASE 2B DESIGN REFINEMENT**

This consultation will close at 11:45pm on Friday 6 September 2019.

For more information about the consultation, please visit our website www.hs2.org.uk/phase2b or call our Freephone helpline on **08081 434 434**.

Please write your response clearly in black ink within the boxes and, if you need to, attach additional information to the response form, clearly stating the question to which it refers.

Confidentiality and data protection

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes. These are primarily the Freedom of Information Act 2000 (FOIA), the Environmental Information Regulations (EIR) 2004, the Data Protection Act (DPA) 2018, and the General Data Protection Regulation (GDPR).

Please be aware that, under the FOIA and the EIR, there is a statutory Code of Practice with which public authorities must comply and which deals with, amongst other things, obligations of confidence.

In view of this, it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, in itself, be regarded as binding on the Department for Transport or HS2 Ltd.

If you want information that you provide to be treated as confidential please tick the box below.

I want my response to be treated as confidential.

Please write your reasons in the box below, and attach additional pages if required..

Please attach additional pages if required.

The Department for Transport, HS2 Ltd and Ipsos MORI will process your personal data in accordance with the DPA 2018 and GDPR. We may share your personal information with our partner agencies and government, when doing so enables us to fully consider your response. If you change your mind about us using your personal information you have a right to have the relevant information deleted. If this is the case please email **hs2dataprotection@hs2.org.uk**

To view our full privacy notice please visit **www.hs2.org.uk/privacy-notice**

Part One: Your information

Please provide your name, address and full postcode in the boxes below.

While these details are not compulsory, if you can provide your contact details, these may be helpful in feedback analysis.

Please note that your response, or parts of it, may be published or be included within reports on the consultation unless you have requested confidentiality earlier on this form.

First name:
Surname:
Address:
Postcode:
Email (your email address will be used to inform you of the outcomes of the consultation)

Are you responding on behalf of an organisation or group?

Yes <input type="checkbox"/>	No <input type="checkbox"/>
------------------------------	-----------------------------

If yes, please include the name of your organisation:

--

Please note: if you are providing a response on behalf of an organisation or group, the name and details of the organisation or group may be subject to publication or appear in the final report, unless you have requested confidentiality.

Are you under 16? If so please ask a parent, guardian or teacher to print their name and sign below to indicate that they are happy for your response to be considered.

Parent / guardian / teacher name:
Parent / guardian / teacher signature:

What category of organisation or group are you representing?

Please tick one box that applies.

- Academic (includes universities and other academic institutions)
- Action group (includes rail and action groups specifically campaigning on the high speed rail network proposals)
- Business (local, regional, national or international)
- Elected representative (includes MPs, MEPs, and local councillors)
- Environment, heritage, amenity or community group (includes environmental groups, schools, church groups, residents' associations, recreation groups, rail user groups and other community interest organisations)
- Local government (includes county councils, district councils, parish and town councils and local partnerships)
- Other representative group (includes chambers of commerce, trade unions, political parties and professional bodies)
- Statutory agency
- Real estate, housing associations or property-related organisations
- Transport, infrastructure or utility organisation (includes transport bodies, transport providers, infrastructure providers and utility companies)
- Other – Please describe:

- Prefer not to say

Please tell us whom the organisation or group represents and, where applicable, how you assembled the views of members.

Please write in the box below, and attach additional pages if you need to.

Part Two: Design refinement consultation

In July 2017, the Government confirmed the route for the next phase of HS2: Crewe to Manchester and West Midlands to Leeds (known as Phase 2b). Last year we consulted on our working draft Environmental Statement which set out a more detailed scheme.

We received almost 40,000 responses to that consultation. Since then we have been analysing the feedback received and continuing to work on developing the design for Phase 2b before we submit our hybrid Bill to Parliament.

Between 6 June and 6 September 2019 the Government is carrying out a design refinement consultation on 11 proposed changes to the scheme that we published last year. These are substantial changes to the design or new infrastructure required for the construction and operation of the new railway.

The Secretary of State will make a decision on whether to include the 11 proposed changes in the hybrid Bill design following consideration of the feedback received to this consultation.

Using this response form

There are 11 separate changes that we are consulting on. The map opposite identifies where these changes are. The consultation document published to support this consultation contains descriptions of each of the proposed changes.

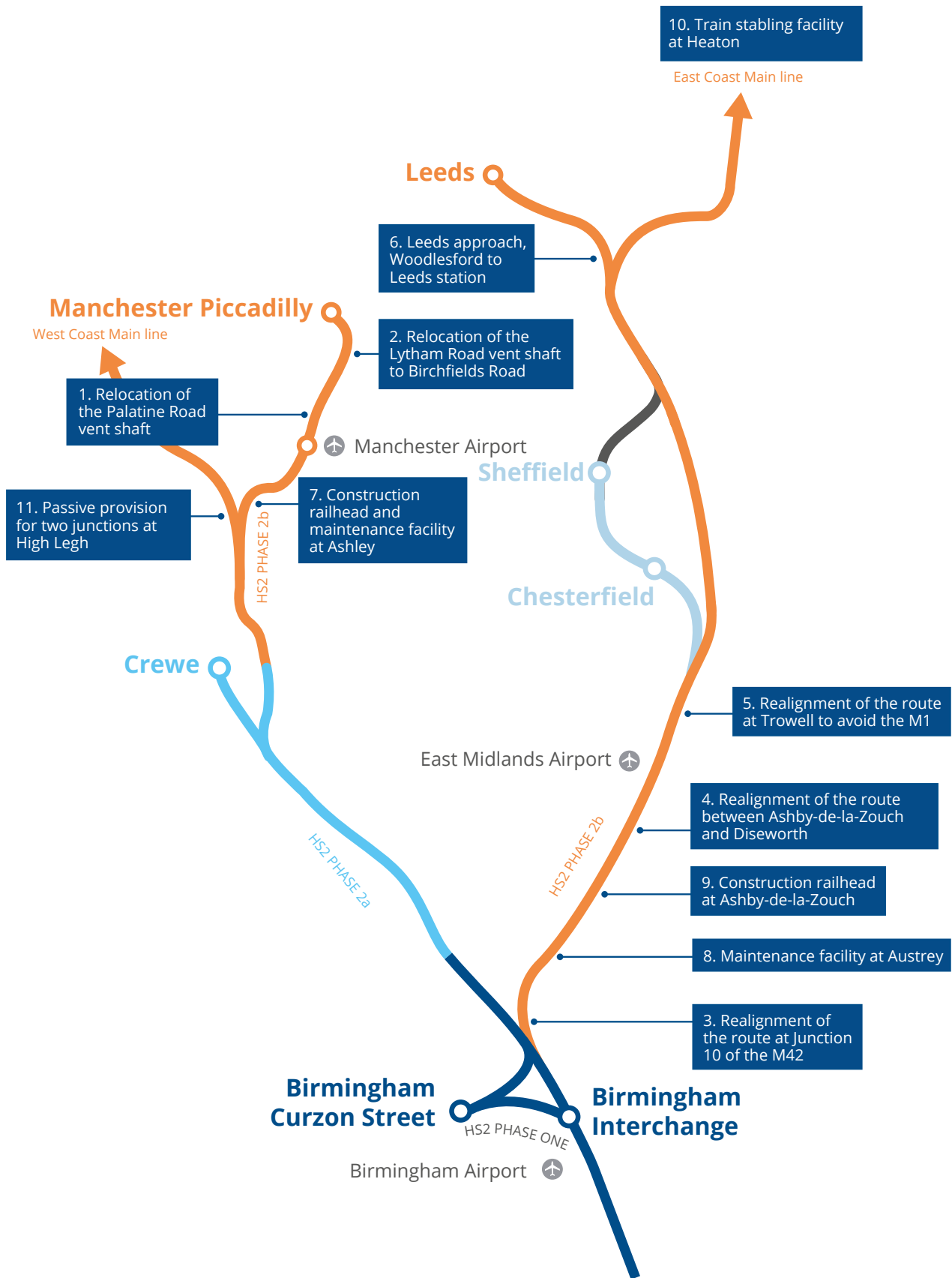
When responding to this consultation, please identify the question number(s) your response relates to. You are free to respond to as many of the questions as you wish, however please indicate which parts of your response relate to which question.

More information

If you have any questions about the consultation, please get in touch via the HS2 Helpdesk using the details below. You can also request a document in large print, braille, audio or easy read from the Helpdesk.

You can view the consultation document and other supporting information at www.hs2.org.uk/phase2b

Proposed design changes



Questions

Please indicate whether or not you support the proposed change together with your reasons.

Please tick the questions you are responding to and then provide your response on the following pages. If you need to attach additional information to the response form, please clearly state the question to which it refers.

Question number	Question	Tick to indicate if you are responding to this part of the consultation
Relocations and realignments		
1.	What are your comments on the proposal to relocate the vent shaft, headhouse and autotransformer station within Withington Golf Course, moving it closer to Palatine Road?	<input type="checkbox"/>
2.	What are your comments on the proposal to relocate the vent shaft, headhouse and autotransformer station from the playing fields of MEA Central school on Lytham Road to the Fallowfield Retail Park car park on Birchfields Road?	<input type="checkbox"/>
3.	What are your comments about the proposed replacement of the cut and cover tunnel under junction 10 of the M42 with a 2km bored tunnel?	<input type="checkbox"/>
4.	What are your comments about the proposed change in the alignment between Ashby-de-la-Zouch and Diseworth?	<input type="checkbox"/>
5.	What are your comments on the proposal to realign the route as it passes Trowell to avoid the need to realign the M1?	<input type="checkbox"/>
6.	What are your comments about the proposal to change the height of the route on the approach into Leeds?	<input type="checkbox"/>
New infrastructure		
7.	What are your comments about the proposed location of the temporary railhead and permanent maintenance facility near Ashley?	<input type="checkbox"/>
8.	What are your comments about the proposed location of a maintenance facility near Austrey?	<input type="checkbox"/>
9.	What are your comments about the proposed location of a temporary railhead near Ashby-de-la-Zouch?	<input type="checkbox"/>
10.	What are your comments on the proposal to include a train stabling facility at Heaton?	<input type="checkbox"/>
New scope		
11.	What are your comments on the proposals to include passive provision for Manchester to Liverpool and London to Liverpool junctions near High Legh?	<input type="checkbox"/>

Question number	Response

Question number	Response

Part Three: Submitting your response

Thank you for completing the response form. If you're sending your comments by post, please send this to this address:

FREEPOST HS2 PHASE 2B DESIGN REFINEMENT

Please note: no additional address information is required and you do not need a stamp. Please use capital letters. Responses sent by FREEPOST will be considered as long as they are sent on or before the closing date.

- An online version of this response form can be found at **<https://ipsos.uk/designrefinement2b>**
- You can also email your response to **designrefinement2b@ipsos-mori.com**

The consultation will close at **11:45pm on 6 September 2019**.
Please remember to send your response by this date.

Please only use the response methods described here to respond to the consultation.

We cannot guarantee that responses sent to other addresses will be considered.

Keeping you informed

We are committed to keeping you informed about work on HS2. This includes ensuring you know what to expect and when to expect it, as well as how we can help.

Residents' Charter and Commissioner

The Residents' Charter is our promise to communicate as clearly as we possibly can with people who live along or near the HS2 route.

www.gov.uk/government/publications/hs2-residents-charter

We also have an independent Residents' Commissioner whose job is to make sure we keep to the promises we make in the Charter and to keep it under constant review. Find reports at:

www.gov.uk/government/collections/hs2-ltd-residents-commissioner

You can contact the Commissioner at: residentscommissioner@hs2.org.uk

Construction Commissioner

The Construction Commissioner's role is to mediate and monitor the way in which HS2 Ltd manages and responds to construction complaints. You can contact the Construction Commissioner at: complaints@hs2-cc.org.uk

Property and compensation

You can find out all about HS2 and properties along the line of route by visiting: www.gov.uk/government/collections/hs2-property

Find out if you're eligible for compensation at: www.gov.uk/claim-compensation-if-affected-by-hs2

Holding us to account

If you are unhappy for any reason you can make a complaint via the helpline. For more details on our complaints process, please visit our website: www.hs2.org.uk/how-to-complain/

Contact us

If you have any questions about this document, please get in touch.

 **24/7 freephone** 08081 434 434

 **Minicom** 08081 456 472

 **Email** HS2enquiries@hs2.org.uk

Write to

High Speed Two (HS2) Limited
Two Snowhill
Snow Hill Queensway
Birmingham B4 6GA

Website www.hs2.org.uk

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HS2

High Speed Two Phase 2b: Crewe to Manchester and West Midlands to Leeds

Design refinement consultation

About you

As part of our commitment to considering diversity in the delivery of HS2, we want to understand who is responding to our consultations.

Information you give us will help us improve future engagement activities.

Completing this form is voluntary and is not a requirement for your response to be accepted. The form will not be linked to the information you have provided in your response(s) or your name and we won't share the information with anyone else. We will use this information to provide a summary of the types of people who responded to these consultations. This summary will not identify individuals who have provided information.

Q1. How would you describe your national identity?

<input type="checkbox"/> British	<input type="checkbox"/> Scottish	<input type="checkbox"/> English
<input type="checkbox"/> Welsh	<input type="checkbox"/> Northern Irish	<input type="checkbox"/> Prefer not to say
<input type="checkbox"/> Other (<i>please specify</i>)	<input type="text"/>	

Q2. How would you describe your ethnicity?

Asian

<input type="checkbox"/> Bangladeshi	<input type="checkbox"/> Chinese	<input type="checkbox"/> Indian
<input type="checkbox"/> Pakistani	<input type="checkbox"/> Other Asian background (<i>please specify</i>)	<input type="text"/>

Black

<input type="checkbox"/> African	<input type="checkbox"/> Caribbean
<input type="checkbox"/> Other Black background (<i>please specify</i>)	<input type="text"/>

Mixed ethnic background

<input type="checkbox"/> Asian and White	<input type="checkbox"/> Black African and White	<input type="checkbox"/> Black Caribbean and White
<input type="checkbox"/> Other Mixed background (<i>please specify</i>)	<input type="text"/>	

White

<input type="checkbox"/> English	<input type="checkbox"/> Gypsy or Irish Traveller	<input type="checkbox"/> Irish
<input type="checkbox"/> Northern Irish	<input type="checkbox"/> Scottish	<input type="checkbox"/> Welsh
<input type="checkbox"/> Prefer not to say		
<input type="checkbox"/> Other White background (<i>please specify</i>)	<input type="text"/>	

Q3. Do you consider yourself to be a disabled person?

A disabled person is defined under the Equality Act 2010 as someone with a **physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities.**

Do you consider yourself to be disabled under the Equality Act 2010?

Please mark 'X' in the appropriate box.

<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/> Prefer not to say	<input type="checkbox"/> Don't know

If **YES**, please answer the following question; otherwise proceed to the next section.

Please indicate by marking 'X' in the appropriate box; mark all that apply.

- | | |
|--|--|
| <input type="checkbox"/> Hearing impairment | <input type="checkbox"/> Visual impairment |
| <input type="checkbox"/> Speech impairment | <input type="checkbox"/> Mobility impairment |
| <input type="checkbox"/> Physical co-ordination difficulties | <input type="checkbox"/> Reduced physical capacity |
| <input type="checkbox"/> Severe disfigurement | <input type="checkbox"/> Learning difficulties (e.g. dyslexia) |
| <input type="checkbox"/> Mental ill health | <input type="checkbox"/> Progressive conditions |
| <input type="checkbox"/> Other (<i>please specify</i>) | <input type="text"/> |

Q4. Which of the following describes how you think of yourself?

- | | |
|---|--|
| <input type="checkbox"/> Male | <input type="checkbox"/> Female |
| <input type="checkbox"/> In another way | <input type="checkbox"/> Prefer not to say |

Q5. What is your religion or belief?

- | | | |
|--|--|--------------------------------|
| <input type="checkbox"/> Buddhist | <input type="checkbox"/> Christian | <input type="checkbox"/> Hindu |
| <input type="checkbox"/> Jewish | <input type="checkbox"/> Muslim | <input type="checkbox"/> Sikh |
| <input type="checkbox"/> None | <input type="checkbox"/> Prefer not to say | |
| <input type="checkbox"/> Other (<i>please specify</i>) | <input type="text"/> | |

Q6. Are you married or in a civil partnership?

- | | | |
|------------------------------|-----------------------------|--|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Prefer not to say |
|------------------------------|-----------------------------|--|

Q7. To which of the following age groups do you belong?

- | | | |
|--------------------------------|--------------------------------|--|
| <input type="checkbox"/> 16-24 | <input type="checkbox"/> 40-44 | <input type="checkbox"/> 60-64 |
| <input type="checkbox"/> 25-29 | <input type="checkbox"/> 45-49 | <input type="checkbox"/> 65+ |
| <input type="checkbox"/> 30-34 | <input type="checkbox"/> 50-54 | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> 35-39 | <input type="checkbox"/> 55-59 | |

Q8. What is your sexual orientation?

- | | | |
|--|--|------------------------------------|
| <input type="checkbox"/> Bisexual | <input type="checkbox"/> Gay man | <input type="checkbox"/> Gay woman |
| <input type="checkbox"/> Heterosexual/straight | <input type="checkbox"/> Prefer not to say | |

Submitting your form

Thank you for completing this diversity monitoring form. Please include it with your consultation response.

Data protection

All information supplied will be held by HS2 Ltd and will remain secure and confidential and will not be associated with other details provided in your response. The data will not be passed on to any third parties or used for marketing purposes in accordance with the Data Protection Act (2018).

Keeping you informed

We are committed to keeping you informed about work on HS2. This includes ensuring you know what to expect and when to expect it, as well as how we can help.

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HS2

Appendix C – Diversity monitoring

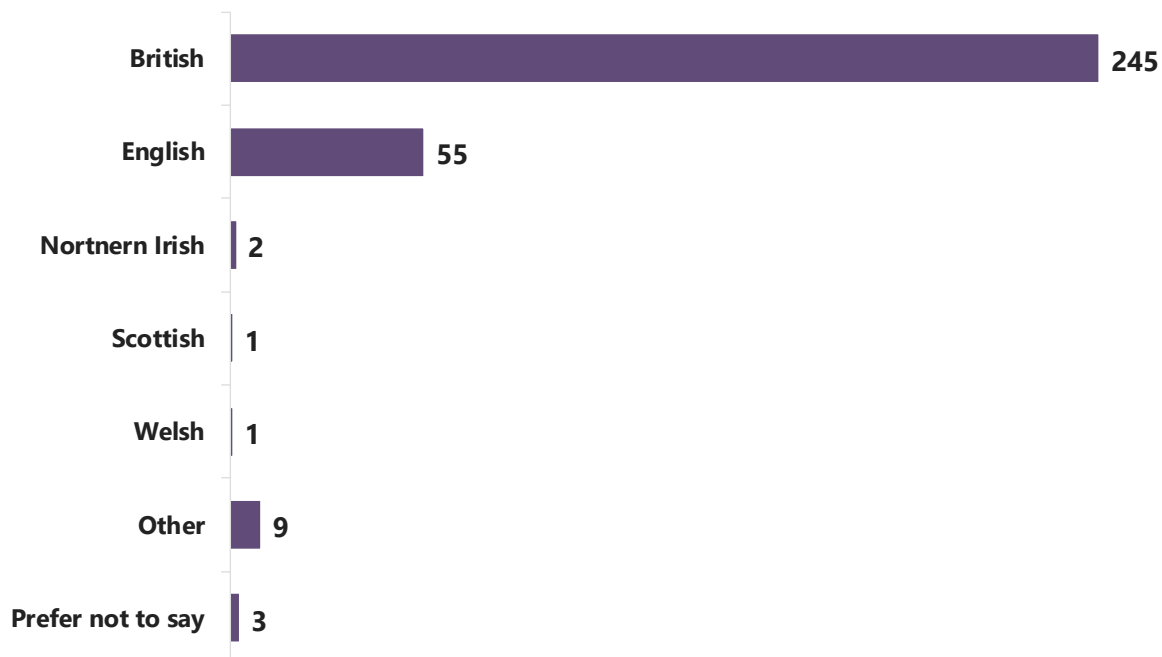
As part of HS2 Ltd’s commitment to considering diversity in the delivery of HS2, it wants to understand who is responding to its consultations. Members of the public who completed a response form were asked to provide additional information about themselves with regard to their national identity, ethnicity, gender, disability status, marital status, age, religion, and sexual orientation.

Provision of this information was voluntary and was not linked to respondents’ answers about the proposed design refinements along the 2b part of the proposed route.

Of the 485 responses received via online or paper response forms, 318 provided answers to some or all of the questions relating to the characteristics noted above. This figure includes 38 respondents who responded with a paper response form, and 280 respondents who responded through the online form.

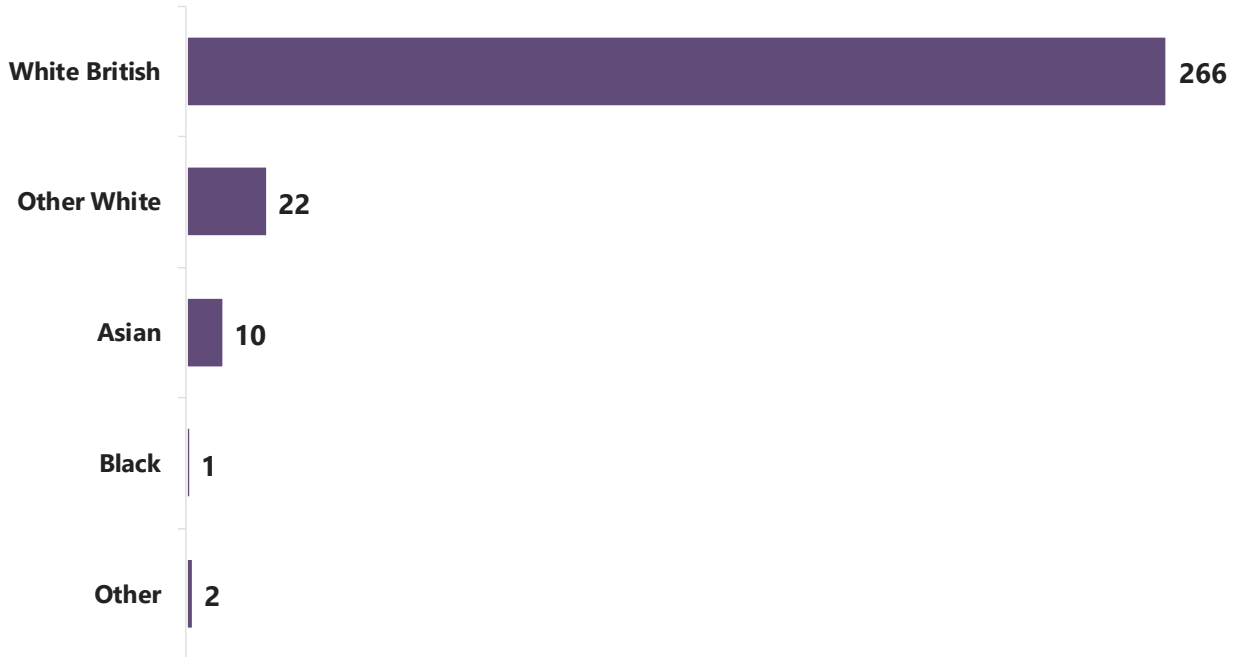
This section of the report includes graphs and charts to illustrate the characteristics of the respondents who answered the diversity monitoring questions. Given that not all respondents chose to answer the questions, it is important to note that findings may not be representative of all members of the public who took part in the consultation, nor representative of the wider population as a whole. It is intended that the information provided will help HS2 Ltd improve future engagement activities.

National Identity



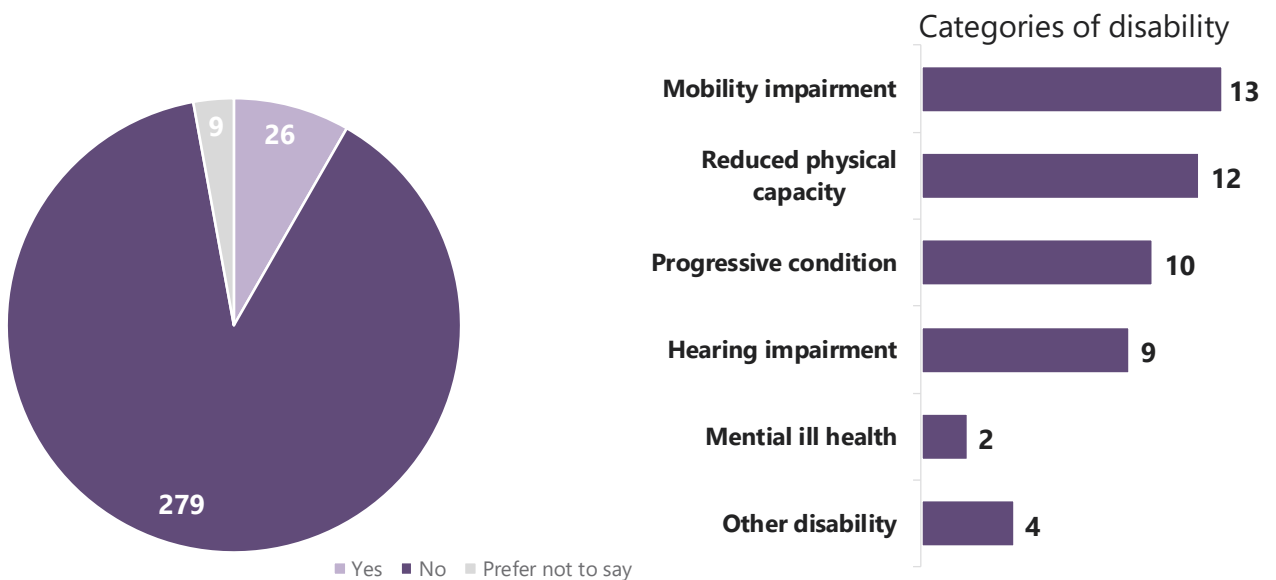
Base: 316 individuals who answered the diversity monitoring question on response form

Ethnicity



Base: 301 individuals who answered the diversity monitoring question on response form

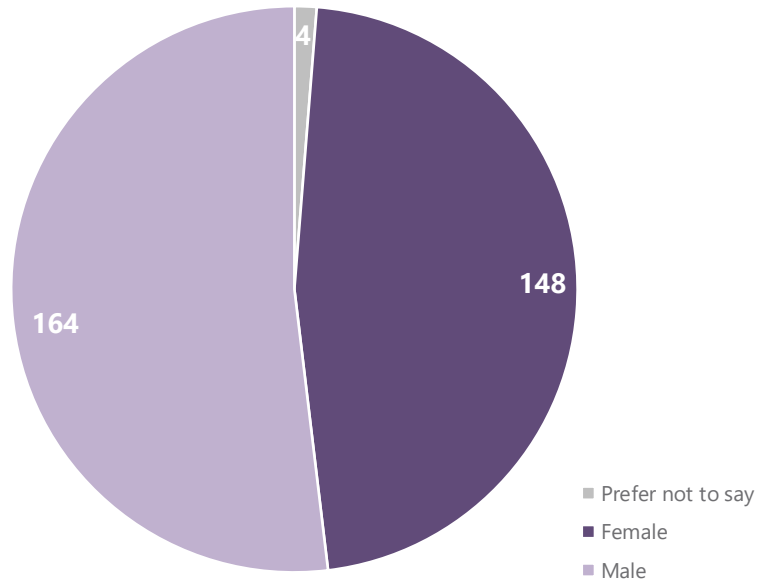
Disability



Base: 314 individuals who answered the diversity monitoring question on response form

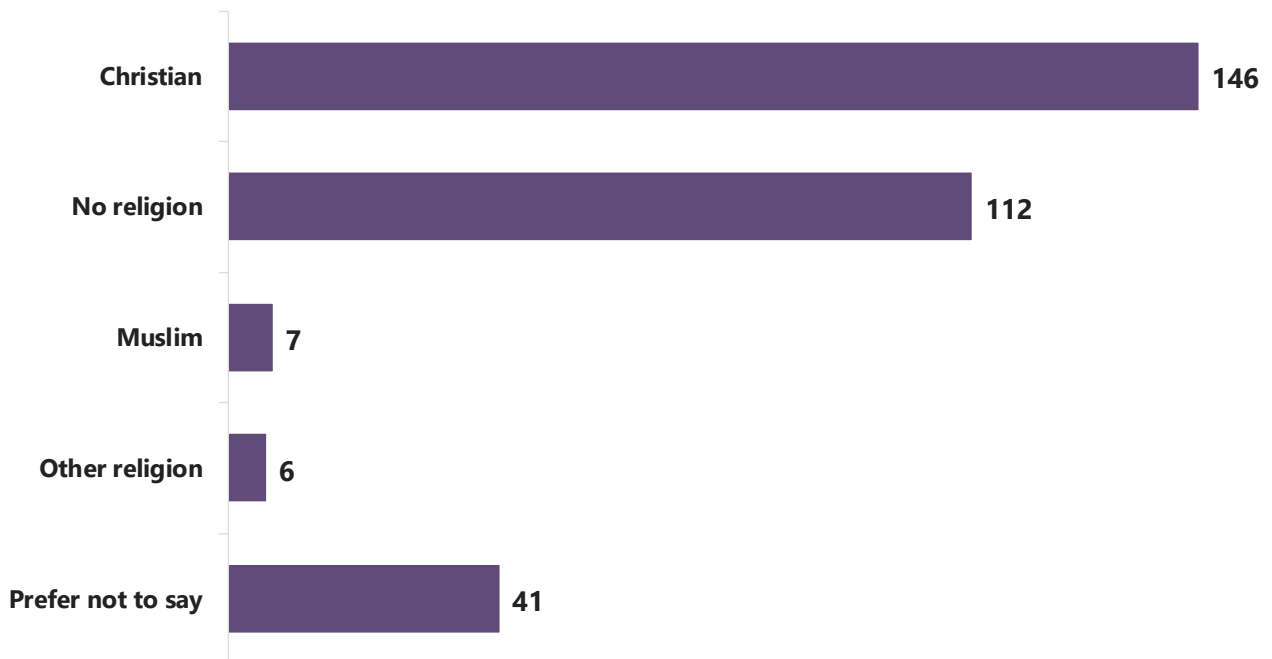
Base: 26 individuals who answered the diversity monitoring question and indicated they had one or more disabilities

Gender



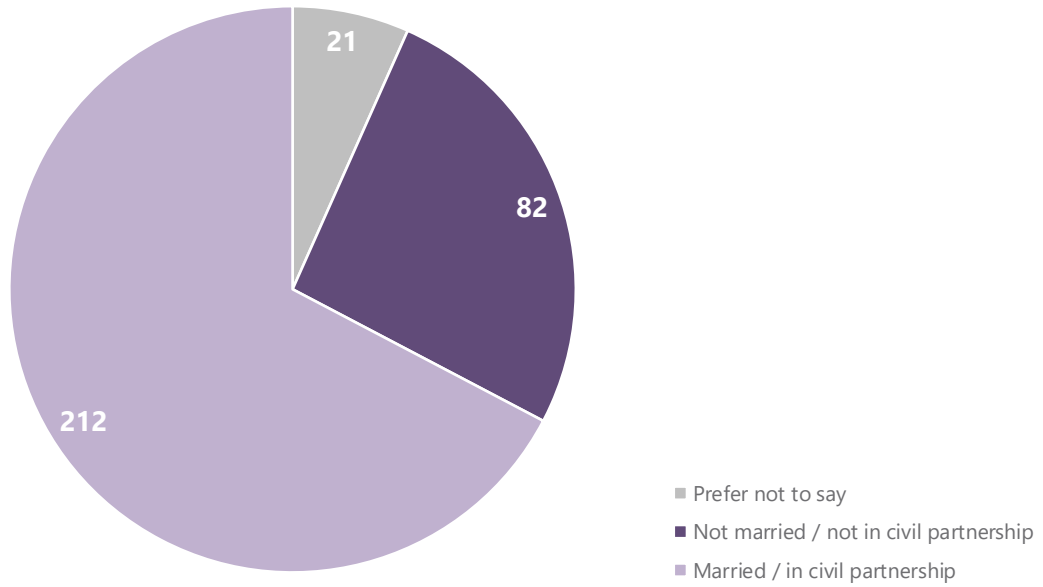
Base: 316 individuals who answered the diversity monitoring question on response form

Religion



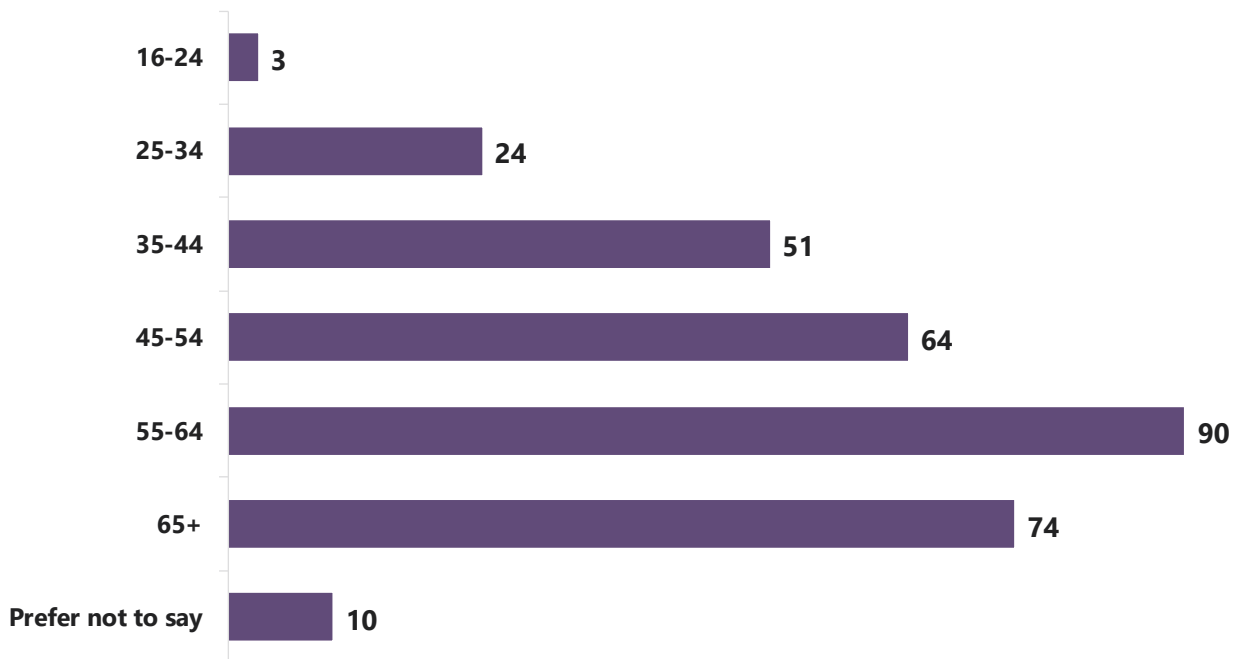
Base: 312 individuals who answered the diversity monitoring question on response form

Marital Status



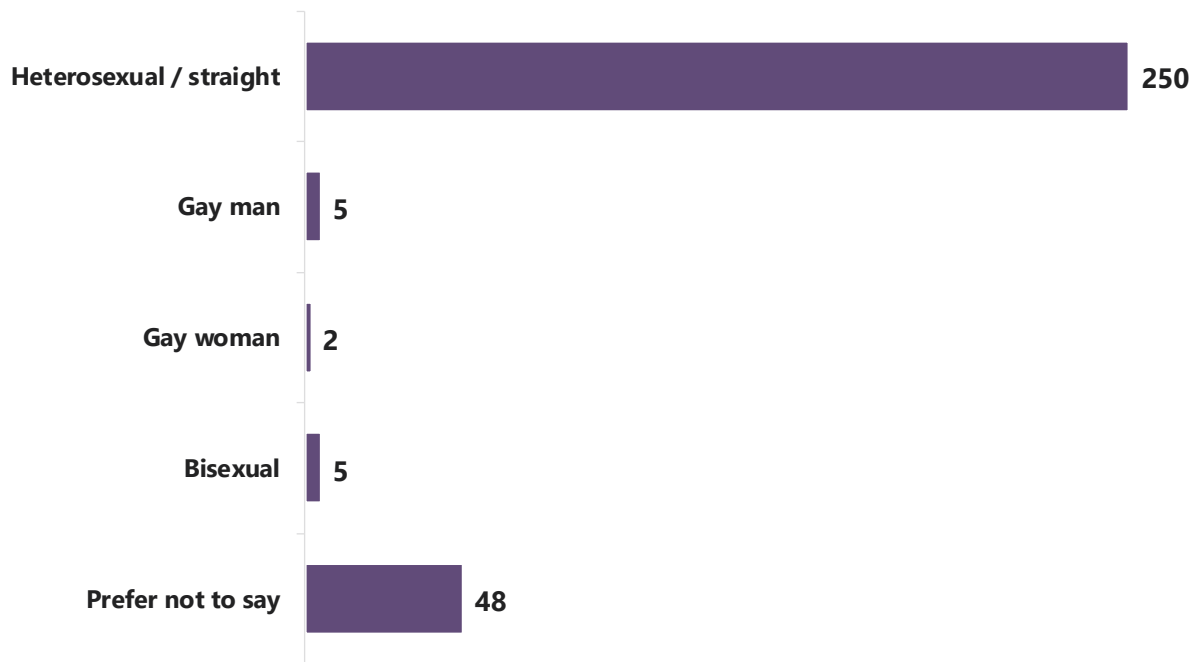
Base: 315 individuals who answered the diversity monitoring question on response form

Age Category



Base: 316 individuals who answered the diversity monitoring question on response form

Sexual orientation



Base: 310 individuals who answered the diversity monitoring question on response form

For more information

3 Thomas More Square
London
E1W 1YW

t: +44 (0)20 3059 5000

www.ipsos-mori.com

<http://twitter.com/IpsosMORI>

About Ipsos MORI's Social Research Institute

The Social Research Institute works closely with national governments, local public services and the not-for-profit sector. Its c.200 research staff focus on public service and policy issues. Each has expertise in a particular part of the public sector, ensuring we have a detailed understanding of specific sectors and policy challenges. This, combined with our methods and communications expertise, helps ensure that our research makes a difference for decision makers and communities.