



Economy Scrutiny Committee

Date: Thursday, 3 December 2020

Time: 10.00 am

Venue: Virtual Meeting: Webcast at <https://youtu.be/ZmxH-eTPc44>

This is a **Supplementary Agenda** containing additional information about the business of the meeting that was not available when the agenda was published

Advice to the Public

The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020

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Membership of the Economy Scrutiny Committee

Councillors - H Priest (Chair), Green, Hacking, Johns, Noor, Raikes, Shilton Godwin, K Simcock and Stanton

Supplementary Agenda

6. **HS2 Phase 2b Western Leg Design Refinement Consultation Response** 3 - 64
Report of the Strategic Director (Growth and Development) attached

This report outlines the Council's proposed response to the Design Refinement Consultation (DRC) being carried out by HS2 Ltd. on the western leg of Phase 2b of HS2 (Manchester-Crewe). The consultation seeks views on updates to station designs at both Manchester Piccadilly and Manchester Airport, in addition to a route alignment change, in order to reduce the impact on the existing train care facility at Ardwick, and to facilitate the integration of Northern Powerhouse Rail (NPR) at both Piccadilly and Manchester Airport high speed stations.

Further Information

For help, advice and information about this meeting please contact the Committee Officer:

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This supplementary agenda was issued on **Monday, 30 November 2020** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Lloyd Street Elevation), Manchester M60 2LA

**Manchester City Council
Report for Resolution**

Report to: Economy Scrutiny Committee – 3 December 2020
The Executive – 9 December 2020

Subject: HS2 Phase 2b Western Leg Design Refinement Consultation Response

Report of: Strategic Director – Growth and Development

Summary

This report informs the Executive of a Design Refinement Consultation (DRC) being carried out by HS2 Ltd. on the western leg of Phase 2b of HS2 (Manchester-Crewe). The consultation seeks views on updates to station designs at both Manchester Piccadilly and Manchester Airport, in addition to a route alignment change, in order to reduce the impact on the existing train care facility at Ardwick, and to facilitate the integration of Northern Powerhouse Rail (NPR) at both Piccadilly and Manchester Airport high speed stations.

The report outlines the Council's proposed response to the consultation. The draft response is attached at Appendix 1 and should be read in conjunction with this report.

Recommendations

The Economy Scrutiny Committee is recommended to endorse the recommendations to the Executive.

The Executive is recommended to:

- i. Note the proposed refinements within Manchester in the HS2 Design Refinement Consultation;
 - ii. Note and comment on the City Council's draft submission in response to the consultation; and
 - iii. Delegate authority to the Strategic Director – Growth & Development, in consultation with the Leader and Executive Member for Environment, Planning and Transport, to finalise the response and submit to HS2 Ltd.
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Wards Affected

Ardwick, Burnage, Didsbury East, Didsbury West, Fallowfield, Levenshulme, Northenden, Piccadilly, Rusholme, and Woodhouse Park.

Alignment to the Our Manchester Strategy Outcomes

Environmental Impact Assessment - the impact of the issues addressed in this report on achieving the zero-carbon target for the city

At the national level, whilst there are likely to be additional carbon emissions in the short-term from the construction of HS2, the project is likely to be less carbon intensive than other non-rail alternative transport schemes that would deliver similar transport outcomes. More crucially, high speed rail can encourage a modal shift away from car use, especially where it creates capacity on the conventional railway, to encourage more shorter-distance trips by rail.

In addition, improvements to rail capacity will enable more freight to be transported using rail, reducing the number of journeys by road, and has the potential to reduce demand for domestic flights. The integration of HS2 and NPR and investment in new rail infrastructure also provides opportunities for decarbonisation of rail, across the North.

All of these factors are important contributions to taking action on the climate change emergency declared by Manchester City Council, helping to reduce carbon emissions in line with policy aspirations to become a zero-carbon city by 2038, supporting the emerging Clean Air Plan for Greater Manchester.

Major investment in both Manchester Piccadilly and Manchester Airport HS2/NPR stations will provide excellent facilities for public transport connections and support the integration of the transport network in Manchester, as part of the wider integration of transport for Greater Manchester and across the North. This would contribute to the city's zero-carbon targets and the planning of sustainable transport infrastructure to support future growth.

All new development around Piccadilly under the Strategic Regeneration Framework will be expected to be zero-carbon. Similarly, we expect HS2 to use sustainable materials and methods of construction, which will not impact on the city's zero-carbon targets - the target for the city to be zero-carbon by 2038 at the latest aligns with the current estimated completion dates for HS2 in 2035-2040.

We are also challenging HS2 Ltd on proposals for highways layouts and levels of car parking in the city centre. The Greater Manchester Transport Strategy 2040 will be refreshed in 2020 to better align with the zero-carbon targets. A refreshed City Centre Transport Strategy will also be consulted on in 2020. The draft strategy includes the ambition to reduce vehicles in the city centre and increase the use of public transport and active travel modes for travelling around, to and from the city centre. If proposals appear to be contradictory to our local policies and targets on climate change, then we will look to petition against those aspects as part of the parliamentary process.

| Manchester Strategy outcomes | Summary of the contribution to the strategy |
|--|---|
| <p>A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities</p> | <p>A high-speed line between Manchester, the West Midlands and London, and improved rail connections in the North of England, as proposed by Transport for the North through Northern Powerhouse Rail (NPR) will support business development in the region. The scheme has the potential to provide a catalyst which can attract further investment into Greater Manchester by creating a new gateway into the regional centre and boost investor confidence in the area.</p> <p>Specifically, the proposals for HS2/NPR stations at Manchester Piccadilly and Manchester Airport provide major opportunities for stimulating economic growth and regeneration in the surrounding areas.</p> |
| <p>A highly skilled city: world class and home-grown talent sustaining the city's economic success</p> | <p>Development of a high-speed rail network serving the city centre and the Airport, and the regeneration of the Piccadilly area, together with continued development around the Airport, will provide much needed additional capacity and thus contribute towards the continuing economic growth of the city, providing additional job opportunities, at a range of skill levels, for local residents. As part of the high speed rail Growth Strategy, a Greater Manchester High Speed Rail Skills Strategy has been developed, to best enable local residents to access the opportunities created by both the construction of the High Speed rail infrastructure and from the additional investment and regeneration arising from it.</p> |
| <p>A progressive and equitable city: making a positive contribution by unlocking the potential of our communities</p> | <p>The economic growth brought about by high speed rail, and the regeneration of the Piccadilly area, will help to provide additional job opportunities for residents, as well as improved connections from communities to jobs in the city centre and beyond.</p> <p>The area will also provide new leisure opportunities, including new areas of public realm, accessible to all members of the public.</p> |

| | |
|--|---|
| <p>A liveable and low carbon city: a destination of choice to live, visit, work</p> | <p>The Manchester Piccadilly Strategic Regeneration Framework (SRF) provides a vision and framework for the regeneration of the Piccadilly area as a key gateway to the city, with a unique sense of place. Providing new, high quality commercial accommodation, new residential accommodation and the public amenities including public realm, retail and leisure opportunities, will create a desirable location in which to live, work and visit.</p> <p>HS2 will enable the provision of improved public transport, through the capacity released on the classic rail network and, if aligned with Greater Manchester's plans, integration with other transport modes at Manchester Piccadilly and Manchester Airport. This can encourage more public transport journeys and less reliance on cars. Improvements to rail capacity will also enable more freight to be transported using rail, reducing the number of journeys by road.</p> <p>The provision of HS2 and NPR will also support the planned development around Piccadilly and the Airport included within the draft Greater Manchester Spatial Framework.</p> |
| <p>A connected city: world class infrastructure and connectivity to drive growth</p> | <p>HS2, together with NPR and the proposed Northern Hub rail schemes, will bring a step change in rail connectivity both across GM and to the rest of the UK. HS2 and NPR will radically enhance north-south and east-west connectivity between the country's major cities, which will increase labour market accessibility, open up new markets for trade and stimulate economic growth, as well as better connecting people to job opportunities.</p> <p>The city's plans for Manchester Piccadilly and Manchester Airport Station are to provide world-class transport interchanges that can act as gateways to the city and city region.</p> |

Full details are in the body of the report, along with any implications for

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

Financial Consequences – Revenue

None directly from this report.

Financial Consequences – Capital

Whilst there are no direct financial consequences arising from this report, the Council notes the importance of DfT having an identified funding strategy which guarantees the delivery of the HS2 and NPR schemes in their entirety to ensure the economic benefits of the investment are maximised.

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Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the officers above.

- Report to Executive 14 December 2016 - Manchester Piccadilly High Speed 2 (HS2) Phase 2 Route Announcement
- Report to Economy Scrutiny 1 February 2017 - High Speed Rail – High Speed 2 (HS2) and Northern Powerhouse Rail (NPR)
- Report to Executive 18 October 2017 - Greater Manchester HS2 and Northern Powerhouse Rail Growth Strategy
- Greater Manchester HS2 and NPR Growth Strategy: The Stops are Just the Start 2018
- Report to Executive 7 March 2018 – Manchester Piccadilly Strategic Regeneration Framework Update 2018
- Report to Executive 27 June 2018 – Manchester Piccadilly Strategic Regeneration Framework Update 2018
- Manchester Piccadilly Strategic Regeneration Framework 2018

- HS2 Working Draft Environmental Statement 2018, available at:
<https://www.gov.uk/government/collections/hs2-phase-2b-working-draft-environmental-statement>
- Report to Economy Scrutiny 7 November 2018 - HS2 Working Draft Environmental Statement (WDES)
- Report to Executive - 12 December 2018 - HS2 Working Draft Environmental Statement (WDES)
- HS2 Phase 2b Working Draft Environmental Statement Consultation Response of the Greater Manchester Combined Authority 2018
- HS2 Phase 2b Working Draft Environmental Statement Consultation Response of Manchester City Council 2018
- HS2 Phase 2b Design Refinement Consultation 2019, available at:
<https://www.gov.uk/government/consultations/hs2-phase-2b-design-refinement-consultation>
- Report to Executive – 11 September 2019 – HS2 Phase 2b Design Refinement Consultation 2019
- HS2 Phase 2b Design Refinement Consultation 2020, available at:
<https://www.gov.uk/government/consultations/hs2-phase-2b-western-leg-design-refinement-consultation>

1.0 Introduction

- 1.1 On the 7 October 2020, HS2 Ltd launched a Design Refinement Consultation (DRC) on HS2 Phase 2b Western leg (Crewe-Manchester), which runs until 11 December 2020. This is expected to be the final consultation prior to the deposit of a hybrid Bill for the scheme, although a further route wide update may be published for information in advance of the hybrid Bill.
- 1.2 HS2's October 2020 DRC covers design changes to both Manchester Piccadilly and Manchester Airport High Speed Stations, in addition to a slight change in route alignment. These changes have been made to reduce the impact on the existing train care facility at Ardwick and facilitate the integration of Northern Powerhouse Rail (NPR) at both Piccadilly and Manchester Airport high speed stations. Other changes are also recommended to Crewe and Scotland as part of this DRC. A route wide update and response to the first DRC have also been published alongside this consultation. Although not formally part of the consultation, this response will also highlight any specific areas of concern included within the route update.
- 1.3 The Council, alongside its Greater Manchester partners, continue to support the development and delivery of HS2 and NPR at a local, regional and national level. We remain committed to working collaboratively with HS2 Ltd and Government to ensure that both rail schemes fully align with the economic growth context for the city, as well as adjacent and linked regeneration initiatives and other transport infrastructure schemes, to ensure that the optimum solution is delivered in Manchester, which maximises a once in a lifetime opportunity.
- 1.4 However, the Council retains concerns relating to several fundamental overarching issues relating to the Western leg of HS2 Phase 2b. Although some of these issues do not form part of the DRC consultation, the Council has highlighted these in its response (and previous consultation responses) to ensure HS2 Ltd is alert to and responds appropriately to these during the ongoing development of the hybrid Bill. These issues are set out within section 4 of this report.
- 1.5 The final route proposal will be submitted as part of the hybrid Bill, which is anticipated to be deposited in Parliament in early 2022. The full Environmental Statement (ES) will be included in the hybrid Bill and will be available to read online, detailing the likely significant environmental effects of HS2 in different areas along the Phase 2b route. The Council will also provide a response to the consultation which HS2 Ltd. will undertake on the full ES.

2.0 Background

- 2.1 This is HS2's second DRC, with the first undertaken in 2019, and reported to the Council's Executive on 11 September 2019. This consultation focused on specific changes to the route alignment, new scope, and new infrastructure for Phase 2b from the proposals covered by the Working Draft Environmental Statement (WDES) published and consulted on in 2018. In Manchester, the

refinements covered by the first DRC focused on proposed changes to the locations of tunnel ventilation shafts 2 and 4 (on Palatine Road and Lytham Road respectively) compared to the HS2 WDES. The Council provided a response to this consultation, which raised issues around the location of the ventilation shaft proposed for Birchfields Road, and the need for appropriate mitigation measures to manage the impact of construction.

- 2.2 The Council has previously responded to 3 HS2 Phase 2b route consultations, submitted in 2014, 2017 and 2019, and to the WDES, submitted in 2018, as well as to the National Infrastructure Commission's (NIC) call for evidence and interim report for the Rail Needs Assessment.
- 2.3 All these responses highlight the Council's support for the Government's intention to progress with the proposed HS2 Phase 2b extension from Crewe to Manchester, and the Government's consideration of the case for NPR, to improve capacity, reliability and frequency of services. They also highlight our ongoing concerns with elements of the DRC proposals for the schemes, as set out in section 4.

3.0 Response Context

- 3.1 The Council's response fully supports, and is aligned with, the responses being submitted by the Greater Manchester Combined Authority (GMCA), Trafford Council, and Manchester Airport Group (MAG) in response to the DRC.
- 3.2 The Council welcomes the opportunity to comment on the design refinement proposals to both Manchester Piccadilly and Manchester Airport high speed stations, and the associated infrastructure to support the design, specifically the inclusion and integration of NPR into the design. However, there are concerns associated with the proposed designs, which HS2 Ltd. needs to address, and which are set out in our response.
- 3.3 We welcome the opportunity to work with HS2 Ltd. in a collaborative way on these key issues. One of our major areas of concern is the current surface station proposal at Manchester Piccadilly, which we do not believe to be the right solution for the station. This is set out in more detail below. We are currently working with HS2 Ltd. and partners on an underground station design, to try and reach the right solution for Piccadilly.
- 3.4 Our responses to the Government's previous consultations set out the benefits of HS2 to the UK, the city region and Manchester. They outlined the economic growth and regeneration opportunities at Manchester Piccadilly and Manchester Airport. They also emphasised what needed to be done in order to maximise those opportunities. In all responses over the past six years, the Council and partners have reiterated their support for HS2 stations, and subsequently NPR at the Airport and Piccadilly.
- 3.5 The Council's response to this DRC consultation, and all previous consultations, notes the critical importance for the HS2 proposals to be

aligned with, and support, the city's range of existing and emerging strategies and policy documents. These include:

- City Centre Transport Strategy to 2040
- Manchester Climate Change Framework 2020-25
- Our Manchester Strategy and Our Manchester Industrial Strategy
- City Centre Strategic Plan (CCSP)
- Greater Manchester HS2 & NPR Growth Strategy
- Greater Manchester Clean Air Plan
- Greater Manchester Spatial Framework (GMSF)
- Strategic Regeneration Frameworks (SRFs) for the localities surrounding, and linked to, the Stations including:
 - Piccadilly SRF 2018
 - Mayfield SRF
 - Portugal Street East SRF
 - IQ Manchester (North Campus) SRF
 - Wythenshawe Hospital Campus SRF
 - Airport City

3.6 In addition to the DRC for Phase 2b, HS2 Ltd are also currently consulting on Class Approvals for Phase 2A matters ancillary to development. This consultation is due to end on 8th December and relates to specific construction issues such as: soil handling, storage sites, construction camps, and works screening. Given this relates specifically to Phase 2a, the Council have not responded to this consultation. However for all matters relating to construction management for Phase 2b, the Council and its partners would expect to be engaged at the earliest possible opportunity to develop an approach that is bespoke to the local areas affected as a result of the construction of this phase. It is our expectation that separate consultation on matters ancillary to development for Phase 2b will be undertaken by HS2 at the appropriate time.

4.0 Overarching Issues

4.1 The draft response provides HS2 Ltd. with a summary of the main issues to which the city continues to seek resolution, and which the Council and its partners expect further collaborative engagement on. Ensuring the successful resolution of these issues will be fundamental to ensure that the Council can fully support the hybrid Bill once deposited.

Station Design & Urban Integration

4.2 All designs, including the stations and key infrastructure such as viaducts, headhouses and vent shafts, needs to be of high quality and appropriate for their setting, and consistent with the principles included in HS2 Ltd.'s Design Vision document.

- 4.3 The HS2 Stations need to act as key gateways to the wider master planned areas around them, including the Piccadilly and Mayfield SRF's at Piccadilly and Timperley Wedge and Davenport Green GMSF development areas at the Airport station, enabling the maximum growth to be achieved. This includes scheduling and sequencing works to avoid extended blight and to make efficient use of resources.
- 4.4 There are aspects of the current operational and functional design of the Manchester Piccadilly surface station that MCC disagree with. Our vision is for a HS2 & NPR integrated underground station design for Manchester Piccadilly, which has capacity for future train service growth. It is critical to the levelling up agenda that the right station is constructed in Manchester.
- 4.5 The Council believes that Gateway House should be removed in order to provide an appropriate entrance sequence to the station that has the capacity to accommodate the expected growth in station users; provides an appropriate gateway to the city; and supports effective connectivity between the station, the SRF and the city centre.
- 4.6 It is imperative that Manchester Airport HS2 station is a fully integrated station solution, that serves adjacent communities, and that the impact on surrounding communities and the environment is minimised and fully mitigated.

Funding

- 4.7 The Council notes the importance of DfT Ltd having an identified funding strategy which ensures the delivery of the HS2 and NPR schemes in their entirety, and as an integral part of the Integrated Rail Plan, which will also include local rail improvements. This, coupled with proposals that are aligned with the range of planned regeneration initiatives adjacent to HS2/NPR Infrastructure and our citywide policies, will be fundamental in ensuring that the economic benefits of HS2 are maximised.

Highways

- 4.8 All highways proposals should be developed in line with local transport, environmental and regeneration plans, strategies and policy, to ensure they are appropriate. The Council considers that the current highway solutions need considerable improvement to make them appropriate. This must account for non-motorised transport and public transport users and should:
- Be adequate at both the Airport and Piccadilly stations, and consider the wider strategic road network.
 - Avoid adverse impacts on the M56 and local highway network and protect the operation and future growth of Manchester Airport.
 - Optimise the Pin Mill Brow junction, avoiding any adverse impact on the adjacent SRF proposals; enabling the appropriate circulation of traffic around Piccadilly Station; and providing appropriate pedestrian linkages through and within the area.

- An assessment of the impact effects in relation to traffic and transport during construction of the proposed scheme, including the effects on air quality, should be reported in the formal Environmental Statement. Appropriate mitigation measures should be agreed in advance of the hybrid Bill submission.
- Seek to limit carbon emissions.

Metrolink

- 4.9 HS2 Ltd will also need to address the impact of the hybrid Bill on the existing Powers for Metrolink at Manchester Piccadilly & Manchester Airport, including the powers in relation to Metrolink lines that have been authorised but not yet constructed, ensuring that appropriate Powers are included and safeguarded through the Bill process. The Council expects HS2 Ltd and DfT to continue to engage on this matter.

Construction

- 4.10 All proposals must protect the operation and future growth of Manchester Airport and not impact on the function or blight the city centre throughout construction.
- 4.11 Further comprehensive details on the construction programme, methodology, impact assessment and mitigation are required. It is essential that the construction programme minimise the impact on communities, businesses and transport across the region.
- 4.12 The Council expects that the construction programme, methodology and mitigation measures will be developed in full consultation with partners, appropriate statutory bodies and key stakeholders along the route. Also accounting for other developments, highways works and infrastructure projects within Manchester and adjacent local authorities, to allow for the sequencing of works to avoid extended blight and to make efficient use of resources. We are requesting that HS2 Ltd. look at options to move as much of the materials as possible by rail, in order to reduce the level of lorry movements, and the impact on the highways and local communities.

5.0 Design Refinement Specific Response - Manchester Piccadilly Station

- 5.1 It is imperative to create a station at Manchester Piccadilly that is a world class, fully integrated transport hub which can actively maximise economic growth and the regeneration of the eastern side of the city centre. A 'Build it Once, Build it Right' strategic approach to transport investment at Piccadilly can ensure the earliest transformation of Piccadilly Station; avoid significant and long-term disruption and blight; and promote investor confidence. The key points included within the Council's response to the DRC are set out below.

Inclusion of NPR at Piccadilly

- 5.2 HS2's inclusion of Northern Powerhouse Rail in the station design at Piccadilly is welcomed. Piccadilly Station is central to the HS2 / NPR network in the north. It is therefore essential to deliver a solution which ensures that there is capacity to meet long term rail demand, provide connectivity across the north and support economic growth. We believe that the design for Manchester Piccadilly High Speed station should specifically consider Piccadilly in terms of the integration between HS2, NPR, the wider rail network and local growth and regeneration.
- 5.3 The Council's response sets out our belief that the surface terminus station proposed within the DRC does not deliver the right solution to provide the required level of reliability and resilience to effectively support the wider High Speed network. Furthermore, it significantly impacts on the delivery of the place-making and economic growth agenda set out in the approved Piccadilly SRF and the GM HS2 / NPR Growth Strategy. The DRC proposal illustrates a 'bolt on' of NPR onto the HS2 scheme, as opposed to taking a holistic view of how to best deliver a fully integrated HS2 and NPR solution, considering long term capacity, reliability, connectivity and future proofing (North / South and East / West). As such the Council do not believe that the proposals fully respond to the points set out at 2.62 of the consultation documents.
- 5.4 The Council, along with TfGM, recently commissioned Bechtel external review of the proposed HS2/NPR station at Piccadilly Station. This work concluded that whilst the HS2 alignment could be considered appropriate for a HS2-only station option, it is not the optimal solution in properly considering NPR and the need to provide both East-West and North- South connectivity. The report concluded that a fully underground and re-orientated through-station could address the constraints of the existing proposal, offer much more flexibility and long-term capacity for future train service provision, as well as potentially reducing the amount of track required to connect to the Airport station. Specific issues at Piccadilly highlighted in the report relate to:
- **Capacity, Resilience & Future Proofing** – lack of capacity in the current surface station, which would be at full capacity on day 1 of its operation.
 - **Customer Experience** – the need for a fully integrated and connected multi-modal transport hub, able to accommodate predicted future user numbers.
 - **Place making & Supporting Economic Growth** - the loss of development land, and therefore economic and regeneration benefits as a result of the combined HS2 and NPR surface station.
 - **Sequencing of investment** – “build it once, build it right” approach,
 - **The application of onerous standards for HS2** – which may have impeded the development of an optimum solution for Piccadilly station
- 5.5 The report has since been considered by the Richard George Independent Review of Piccadilly and agreed by the Transport for the North (TfN) Board. Richard George notes that whilst the surface turnback solution may be the most cost-effective way to deliver HS2's current remit, the solution in terms of

the best way forward for the long-term development of land use and resilient transport infrastructure would likely be an underground solution.

- 5.6 The Council have requested that HS2 Ltd. and DfT work in a fully collaboratively way with the City and its partners to consider an alternative, underground solution for the Manchester Piccadilly High Speed station, which takes a holistic view of the station; considers the long term future of rail for a leading regional city that serves the north of England; minimises disruption and blight on city centre development; and reduces significant valuable land take. This work needs to be concluded in good time for it to be included as an “Additional Provision” within the hybrid Bill, or for an alternative route to be approved for taking it forward.
- 5.7 The DRC consults on the proposed passive provision of an NPR junction to Leeds. Again, this inclusion is supported, but the Council’s response sets out concern around the minimal scope of the provision, which will lead to additional construction on the new railway in the city after the HS2 works are complete, meaning further future disruption for not only residents, but the future passengers of HS2. i.e. replacement bus services. The Council asks for Active provision to avoid further blight. The response highlights the critical need to ensure that the NPR junction design to Leeds enables the delivery of the optimal solution for both Piccadilly Station and the NPR route network and takes account of the developing underground station design.

Metrolink

- 5.8 The Council are in full support of the relocation and enhancement of the Metrolink stop at Manchester Piccadilly Station, and the opportunity for an additional tram stop at Piccadilly Central (within the SRF area) set out within the DRC. The relocation and improvement of the Piccadilly Metrolink Station is essential to both the future capacity of the Metrolink system and the experience of passengers. The Metrolink stop at Piccadilly needs to align with the proposals set out in the Piccadilly SRF and GM Growth Strategy, to enable the transformative growth and regeneration of the area, creating a world-class, ‘one station solution.’
- 5.9 The existing Metrolink stop at Manchester Piccadilly offers a poor passenger environment and experience It will not be able to accommodate the predicted growth in Metrolink traffic on the current network or provide any capacity for further network expansion. Given the aspiration to create a well-integrated, passenger-focused station, Metrolink requires a stop at the current Piccadilly Station that provides the capacity for its future growth, as well enabling easy interchange with HS2, NPR and classic rail passengers. The additional stop at Piccadilly Central will critically provide enhanced access and connectivity to the Piccadilly and Mayfield SRF areas. It will be important to ensure that the construction of the Metrolink and High Speed stations at Piccadilly are properly sequenced.
- 5.10 GM partners have confirmed that they support the prioritisation of future local transport funding for the enhanced Metrolink facilities at Piccadilly. It is

imperative that Government make sufficient funding available within devolution settlements to enable local infrastructure schemes such as Metrolink to be delivered, as part of meeting the challenge of levelling up Northern cities

- 5.11 The proposals within the DRC assume that Metrolink will be routed underneath Gateway House. It is currently not clear if this will be technically possible while Gateway House remains. As outlined earlier, officers have consistently repeated our position that Gateway House should be removed to enable a proper entrance for Piccadilly Station, to allow the station to properly connect into the city centre, to accommodate the anticipated increase in people using the station, and maximise the user experience and surrounding development opportunities. Its removal would also considerably simplify and de-risk the relocation of Metrolink. Our response requests that HS2 Ltd., DfT and MHCLG work with the Council and GM partners to identify a solution for Gateway House.

Tunnel Portal Relocation

- 5.12 The changes to track alignments to avoid the Ardwick depot, and the widening of the viaduct conflict with existing and approved plans set out within the Piccadilly SRF and causes severance to the Mayfield area. The Council requests that a 'place based' approach is taken to the Piccadilly and Ardwick areas, to ensure that the proposals fully support the regeneration and growth plans at Piccadilly and Mayfield. There is also a need to consider the impact of the new alignment on proposed future alignments for NPR, as well as future alignments for tram train, and alternative highways layouts that are being considered, re-emphasising the need for a fully holistic approach. It should also be noted that the proposed alignment would result in the demolition of the Hooper St depot.

Highways

- 5.13 The highways proposals described in the DRC are too expansive and do not take into account local transport and environment policies, which look to reduce car trips into the city centre, or of the station's city centre location. They also take a considerable amount of land in the SRF area, creating a loss of development land, and a poor local environment.
- 5.14 Similarly, the amount and location of car parking at Manchester Piccadilly needs to be appropriate to its city centre location, next to a major transport hub, and in the context of the Piccadilly SRF and wider policy initiatives, including Manchester's Climate Change Framework, the City Centre Transport Strategy, GM 2040 Strategy and GM Clean Air Plan.
- 5.15 MCC also have significant concerns about the proposed new access ramp to the Network Rail viaduct referred to in the consultation document, but not previously discussed. The proposals would have substantial impacts on the Mayfield development, affecting development plots, and routing heavy duty vehicles through the regeneration area.

- 5.16 We are working with HS2 Ltd. to develop more appropriate proposals for highways, parking and Network Rail ramp access, and our response requests that this work is concluded and is taken forward into revised proposals within the hybrid Bill. We also request that construction traffic routes and mitigation measures (for local residents, communities and road users) are developed in conjunction with the Council and its partners.

6.0 Design Refinement Specific Response - Manchester Airport Station

Airport Station Design Changes

- 6.1 As the UK's third busiest airport after Heathrow and Gatwick, Manchester Airport serves over 29 million passengers annually. The Airport functions as the key international travel hub for the North and Midlands. It plays a pivotal role in providing access to international markets from the North of England and is central to delivering a Northern Powerhouse economy, as a key part of the levelling up agenda and post COVID-19 economic recovery.
- 6.2 HS2, NPR and Metrolink connectivity at Manchester Airport will require fully integrated station solutions. The Council welcome the fact that Manchester Airport high speed station now incorporates NPR into the station design, however, there are several concerns that relate to the new station design.
- 6.3 The design of the HS2 Airport Station needs to be fully integrated with local development plans and existing planning policies, including the Greater Manchester Spatial Framework. It should also ensure proper connections to the surrounding development areas included within the GMSF.
- 6.4 The DRC states that the design and delivery of the Manchester Airport High Speed Station is subject to the agreement of local funding contributions. This is a key issue which the Council and GM Partners have challenged consistently, and our previous consultation responses have requested that Manchester Airport Station is treated consistently with other high-speed airport stations. The current funding context for local partners makes this issue even more critical. The business case for HS2 is considerably strengthened by the inclusion of a station at Manchester Airport and this needs to be recognised in the funding approach, as does the role of the Airport in the levelling up agenda. Collaborative discussions and a clear funding strategy need to be progressed with Government and local funding partners as an urgent priority.
- 6.5 The updated DRC design raises the alignment of the railway, reducing the depth of the cutting at the station, which raises a number of issues of concern. Raising the level of the station has increased the height of Metrolink, impacting on design and cost.
- 6.6 The environmental impacts of the shallower cutting also need to be fully understood and appropriately mitigated., However, at present the full impacts will not be shared until the hybrid Bill is published. This prevents the Council and its partners commenting on the additional noise pollution that this could

bring, in addition to any impact on train performance. The visual impact of the elevated station, and the retaining wall, are also areas of concern.

- 6.7 The inclusion of Metrolink at the Airport station is crucial to connectivity, both to the Airport terminals and to surrounding communities. The Council's response highlights that construction sequencing and delivery of Metrolink needs to be aligned with the construction of the HS2 station in order to minimise construction costs and excessive disruption in the area. The DRC states that HS2 are currently only providing passive provision for delivery of Metrolink. Our response requests that the hybrid Bill should include the appropriate powers to allow Metrolink works to progress to create an integrated airport network.

Highways

- 6.8 Once operational, the scheme will have a significant highways impact on the Strategic Road Network (particularly the M56 Junctions 5 & 6). Any highways design should facilitate both HS2 and NPR demand, but also critically ensure that committed schemes are also taken into account. There is a concern that presently, the proposals fail to adequately facilitate capacity which includes:

- Airport growth & projected passenger numbers
- Key adjacent development including the GMSF sites and at Airport City
- Highways England land safeguarding either side of the M56

- 6.9 The Council and its partners share a number of concerns about HS2 Ltd.'s highways proposals for the Airport station. These have been raised formally with HS2 Ltd. on a number of occasions. Key issues include:

- Adequate station access and impact on the surrounding environment.
- Car park locations, numbers and design and level of mitigation.
- Concern that the highways and traffic modelling undertaken fails to provide enough robust evidence to support the design.
- HS2's latest modelling has significantly increased modal share by car which is not in line with local policy.
- Lack of accurate demand forecasting and transport mode-share, including the exclusion of trips by Airport staff and passengers.
- Limited resilience on the road network proposed, which is already severely constrained, including a concern that the works proposed will mean that the revised junction 6 is at full capacity from the outset and will be unable to accommodate any future demand.
- Impact on strategic routes (Motorways, motorway junctions and local roads). Suitability of Hasty Lane and Hale Road as access points.
- Construction access impacts and mitigation.
- Opposition to the use of Runger Lane/Thorley Lane as a construction route because of its critical role in terms of Airport access.
- Adequacy of walking and cycling routes.

- 6.10 Our concerns about highways access cover both the construction phase and the longer term operation of the Airport station. Significant construction impact is expected from the construction of the Airport station and the associated tunnel portal, much of which will be in close proximity to Manchester Airport and surrounding development. More work is needed to minimise the impact of disruption and to provide robust mitigation measures. Further information is also required on the full impact of construction.
- 6.11 MCC and GM partners have previously requested that HS2 consider options to use rail to move a proportion of materials required to construct the Airport station and tunnel portal, in order to reduce the level of road-based construction traffic. We welcome the fact that HS2 Ltd. are now looking into potential options for this. We would request that this work is taken to conclusion, considers the impact on local residents, and maximises the legacy opportunities from the temporary rail links needed for the construction material.
- 6.12 In addition to highways capacity, vehicle parking will need to be carefully considered and tested to ensure that provision at the Airport Station can adequately facilitate both HS2 and NPR demand.

7.0 Route Wide Update

- 7.1 In addition to the station specific aspects detailed above, the DRC provides an update for the whole of the Western Leg of HS2 Phase 2b. This update is based on the final designs and construction boundaries which are expected to be submitted within the bill, and which supersede the designs that have previously been shared. The route wide updates involve comments on connectivity around a Golborne link to the west coast mainline and a northern chord to link the Manchester High speed station to towns and cities further north.

Birchfield Road Vent shafts

- 7.2 Alongside this consultation, HS2 Ltd. has published a high-level response to the first DRC (although a specific response has not been provided to individual respondents). Unfortunately, this response notes that there will not be a fundamental change to the proposed location of the ventilation shaft on Birchfield Road.
- 7.3 The Council were opposed to the original location of the vent shaft in the WDES at Lytham Road, situated on the site of the Manchester Enterprise Academy, (MEA) Central. HS2 Ltd. are subsequently proposing an alternative location at Fallowfield Retail Park.
- 7.4 The Council were also opposed to HS2 Ltd. locating the vent shaft on Fallowfield Retail Park, with a response setting this out provided as part of the 2019 DRC response.

- 7.5 Our response sets out our disappointment and concern that, despite the strong and consistent objections raised by both the Council and local residents, the ventilation shaft is still proposed to be located on Fallowfield retail park. It is acknowledged that the position has changed slightly, however, this location remains unacceptable to the Council and the local community.
- 7.6 In the Council's previous response, and subsequent discussions with Council and community representatives, alternative locations considered as acceptable by both the Council and local community were provided, including:
- a. The site of Pronorm Kitchens and Kwik-Fit (Mosley Road, M14 6PB)
 - b. The site of Car Centre (Mosley Road, M14 6PA)
 - c. University of Manchester Armitage Sports Centre
- 7.7 The first DRC response only provides reasons for the rejection of the University of Manchester Armitage sports centre. This location was dismissed based on resulting in less attractive landscape and visual impact. The Council do not believe these reasons represent a sufficient rationale to discount this location. The response made no specific reference to the impact on Birchfields Primary School which is located in close proximity to the proposed vent shaft.
- 7.8 As a result of previous discussions last year, HS2 Ltd, undertook to carry out further work on alternative locations. However, despite assurances that the work was being commissioned, it has either not taken place or not been shared with the Council. Our previous DRC response requested that HS2 Ltd. consult appropriately with the local residents, Councillors, schools and businesses, take on board their views, and respond to them appropriately. Again, we do not feel that this has taken place. HS2 Ltd. need to undertake further investigations on alternative sites, collaboratively with the Council, as a matter of urgency, in order to identify an alternative solution. The Council also expects mitigation measures to be taken by HS2 Ltd. in relation to the construction and placement of these ventilation shafts in proposed alternative locations.

Safeguarded Land

- 7.9 The DRC Maps which illustrate HS2 safeguarded land, exclude some properties located on Pittbrook Street and Chancellor Lane from the safeguarded area. These areas are crossed by some of the Pin Mill Brow Junction options that are currently being developed and may need to be included as an Additional Provision.
- 7.10 It is understood that Hoyle Street, Chapelfield Road and Temperance Street have been included in the safeguarded area in relation to an access route to a ramp proposed on North Western Street to provide access to the top of the existing railway viaduct for Network Rail road vehicles. This access route would pass through an area of the proposed Mayfield Development that will not be suitable for road vehicles. As such, HS2 Ltd will need to develop alternative arrangements for the ramp access.

- 7.11 Land that is identified in the safeguarding maps that is potentially required for construction envelopes the classic Piccadilly station and the Mayfield SRF site. The Council would expect HS2 to provide a construction plan to ensure that access to Piccadilly station is maintained, along with construction and patron access to the Mayfield SRF site throughout the HS2 project lifecycle. It should be noted that the Mayfield Partnership are submitting a response to the consultation, which sets out the significant impact on this major regeneration scheme for the city. Full consideration to this response also needs to be taken by HS2 Ltd.

Technical Route Wide Comments

- 7.12 The DRC provides an update for the whole of the Western Leg of HS2 Phase 2b, based on the final designs and construction boundaries which are expected to be submitted within the bill.
- 7.13 The connections on and off HS2 and the West Coast Main Line (WCML) at Crewe are a positive which will provide flexibility to service patterns and enabling diversionary routes. The opportunity to deliver additional trains at Crewe should be considered against the impact this could have on journey times to other destinations with a bigger catchment, north of Crewe. Such as Manchester. We are supportive of the infrastructure required to enable NPR to be delivered in its entirety. Also, we are supportive “build it once, build it right” approach and so would want to see this work delivered with HS2, rather than a disruptive later add.
- 7.14 HS2’s Golbourne link will provide direct high-speed rail connectivity almost all of the way into Wigan Town Centre from the Midlands and the south. The link therefore maximises the time that services can travel at high-speed on journeys between London/Birmingham and Scotland, thereby minimising end-to-end journey times.
- 7.15 Whilst DRC proposal includes the Golborne Link, it does not include the HS2 Northern Chord. This chord, at High Legh, was included in earlier HS2 proposals with the aim of enabling HS2 trains to travel from a depot proposed at Golborne (which has subsequently been relocated to Crewe) to Manchester. Whilst the depot has been relocated, GM Partners believe that the Northern Chord should be reintroduced. It is acknowledged that HS2 are providing passive provision for this, but inline with the ‘build it right, build it once’ principle, this is removing a key element for the North which allow services for not only NPR, but for HS2 services from Scotland to access the Manchester HS2 terminus.
- 7.16 It should be noted that previous consultation responses have highlighted that Trafford Council have raised concerns about the impact of the route alignment and the Northern Chord, and also identified the need for HS2 Ltd. to work closely with GM partners to consider options to mitigate local impacts, including the visual and heritage impact on local communities. Trafford Council have also submitted a response to this DRC.

8.0 Conclusion

- 8.1 In all of the responses over the past six years, the City Council and partners have reiterated their support for HS2 and the location stations at Manchester Airport and Piccadilly Station. HS2 is vital in increasing the capacity and connectivity of Britain's rail network, and the combination of HS2 and NPR improvements can help deliver a transformational step-change in the connectivity of the North's major city regions, helping to underpin economic growth across the North of England.
- 8.2 However, there remain several concerns that still need to be resolved with the HS2 scheme in order to maximise this opportunity.
- 8.3 We welcome the opportunity to comment on the second Design Refinement Consultation. The City Council's draft response is being prepared for submission by the 11th December 2020, in line with HS2 Ltd.'s consultation deadline. The response sets out the key scheme issues not yet responded to by HS2 in addition to those arising from the information provided within the DRC. Members comments on the draft response are welcome in advance of its submission.
- 8.4 Officers will continue working with HS2, DfT, TfN and other partners on the design development of the proposed schemes in advance of hybrid Bill submission. It is important that MCC are engaged in detailed discussions over the designs of the new stations and associated infrastructure (including vents shafts) to minimise their impact on local communities and ensure seamless integration with their surroundings, and will respond to the contents of the hybrid Bill once they are published.
- 8.5 The Council and partners have also requested early and meaningful engagement with HS2 Ltd. on the final construction, operational and safeguarding boundaries before hybrid Bill submission, and for engagement on the programme for construction, including the impacts associated with traffic, and the mitigation measures to be taken. We also ask for early consultation on the impacts included in the ES, before deposit of the hybrid Bill. Our response states our intention to comment on the formal Environmental Statement, published at hybrid Bill deposit to parliament in June 2020 and our expectation is that the ES will provide sufficient detail to respond to issues raised previously.

9.0 Key Policies and Considerations

(a) Equal Opportunities

- 9.1 HS2 and NPR, and the development of the areas surrounding the stations are anticipated to provide additional job opportunities available to local residents and improved transport connections to those opportunities. As part of the GM Growth Strategy, a GM High Speed Rail Skills Strategy has been developed to ensure that residents are able to acquire the skills to access the jobs created.

(b) Risk Management

9.2 The Council will work closely with Government, Transport for the North (TfN), TfGM and other partners to minimise risks arising from the design and delivery of HS2, NPR and the GM Growth Strategy.

(c) Legal Considerations

N/A

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HS2

**High Speed Rail – Phase 2b
(Crewe to Manchester and West Midlands to Leeds)**

Design Refinement Consultation

Response of Manchester City Council

11th of December 2020



Contents

| | |
|--|-----------|
| Contents | 2 |
| 1. Introduction | 3 |
| 2. The opportunity from HS2 and Northern powerhouse rail..... | 4 |
| 3. Response context..... | 5 |
| 4. Overarching comments on key issues | 8 |
| 5. Technical comments on Manchester Piccadilly high speed station | 12 |
| 6. Technical comments on Manchester Airport high speed station..... | 21 |
| 7. Technical comments on Crewe Northern Connection & Route Wide Update..... | 30 |
| 8. Comments on DRC Government response to Birchfield Road Ventshafts | 32 |
| 9. Safeguarding | 33 |
| 10. Further engagement..... | 35 |
| 11. Summary & Conclusion | 37 |
| 12. Appendix 1 – Links to Bibliography | 39 |

1. Introduction

- 1.1. This paper sets out the response of Manchester City Council (MCC) to HS2 Ltd.'s High Speed 2: Phase 2b Design Refinement Consultation (DRC). This response fully supports, and is aligned with, the responses made by the Greater Manchester combined authority GMCA, Trafford Council, and Manchester Airport Group (MAG). It should also take into consideration our response to the previous consultations made in 2014, 2016, 2018 and 2019, along with the NIC response.
- 1.2. The response reprovides HS2 Ltd. with a summary of the main issues to which the city continues to seek resolution, as set out in previous consultation responses, and which the Council and its partners expect further engagement on. The previous responses are attached as appendices to this document and should be considered alongside this response.
- 1.3. Issues relating to Manchester Piccadilly high speed station and Manchester Airport high speed station are outlined in this document, along with the need for appropriate mitigation by HS2 Ltd. The response also provides comment on the line of route, as covered in the route update and first DRC response, in particular, the vent shaft located at Birchfields Rd included as part of the previous DRC in 2019.
- 1.4. MCC welcomes the opportunity to comment on the design refinement proposals to both Manchester Piccadilly high speed station and Manchester Airport high speed station, and the associated infrastructure to support the design, specifically the inclusion of Northern Powerhouse Rail (NPR) integration into the design. The proposals to integrate NPR into the HS2 scheme are welcome. However, there are issues associated with the proposed designs, which HS2 Ltd. needs to address.
- 1.5. We welcome the opportunity to work with HS2 in a collaborative way on key issues. One of our major areas of concern is the current surface station proposal at Manchester Piccadilly, which we do not believe to be the right solution for the station. This is set out in more detail below. We are currently working with HS2 Ltd. and partners on an underground station design, to try and reach the right solution for Piccadilly.
- 1.6. MCC also expects appropriate mitigation measures related to the infrastructure to be developed by HS2 Ltd., in collaboration with stakeholders, and to be fully set out within the Environmental Statement which will accompany the Phase 2b hybrid Bill.

2. The opportunity from HS2 and Northern powerhouse rail

- 2.1. HS2 and NPR offer considerable opportunities for economic growth in Greater Manchester (GM) and the North. The schemes have significant potential to benefit the wider agenda for rebalancing the economy in the UK. The delivery of this new infrastructure, and the economic growth that they can bring, are crucial part of the economic recovery following Covid-19. It is essential, therefore, that the growth opportunities and benefits afforded by HS2 and NPR are maximised. Levelling up the north demands that railway development recognises the strategic importance of Manchester and other cities, as key growth drivers, highly connected and attractive destinations, and for sufficient funding to be made available to deliver the right infrastructure.
- 2.2. MCC welcomes and fully supports the Government's intention to progress with the proposed HS2 Phase 2b extension from Crewe to Manchester. MCC also welcome the Government's consideration of the case for Northern Powerhouse Rail (NPR) to improve capacity, reliability and frequency of services.
- 2.3. MCC and our GM partners also strongly support the commitment to an Integrated Rail Plan for the North and Midlands, with HS2 and NPR as component parts of an integrated short, medium and long term infrastructure investment programme. We are encouraged by the principle set out in the NIC's Interim Rail Needs Assessment report of looking at dynamic interactions between transport and economic growth beyond the conventional appraisal approach. It is more critical than ever to factor in these wider benefits, especially in the context of the Government's levelling up agenda and the shared aim of economic stabilisation and growth.
- 2.4. The Council has retained a clear position on the need to ensure that HS2 and NPR are delivered in a manner that fully complements the connectivity, place-making, local employment and sustainable growth objectives in the Greater Manchester (GM) Growth Strategy. This position is set out in our responses to the Government's consultation on the HS2 Phase 2b Design Refinement Consultation (2019), Working Draft Environmental Statement (2018), and line of route consultations 2014 and 2017, as well as to the NIC's call for evidence and interim report consultation for the Rail Needs Assessment earlier this year.

- 2.5. MCC endorses the identified station locations at Manchester Piccadilly and Manchester Airport High speed stations, and welcomes the opportunity to work collaboratively with HS2 Ltd. and partners to develop these plans to ensure they are integrated with our aspirations for the City and to capitalise on the economic stimulus of the airport and its growth, and support the objectives of the Growth Strategy. However, there are a number of areas where proposals do not currently achieve this, and these are highlighted within this response. We are also concerned that the work currently being done to develop alternative options on a number of these areas still will not meet the aspirations of partners and still do not have a formal status within the Bill.

3. Response context

- 3.1. This response should be considered in the context of other MCC and GM strategies, in particular the GM HS2 & NPR Growth Strategy; 'The Stops Are Just The Start' (2018). Our MCC, along with the GMCA and Trafford Council, with input from Manchester Airport Group (MAG), published the comprehensive Growth Strategy for the stations at Manchester Airport and Manchester Piccadilly. The Growth Strategy sets out how HS2 can have maximum impact through station planning; wider connectivity; full support for committed and new economic and residential growth and regeneration; and local skills and supply chain benefits.
- 3.2. The key strategies that relate to HS2 are set out within our response to the Working Draft Environmental Statement in 2018. As well as the Growth Strategy they include (but are not limited to) the Our Manchester Strategy, Greater Manchester Strategy and Local Industrial Strategy, GM Transport Strategy 2040, draft GM Spatial Framework, GM HS2 & NPR Growth Strategy, Piccadilly Strategic Regeneration Framework, City Centre Strategic Plan, and the GM Enterprise Zone.
- 3.3. A summary of new/refreshed strategies since the WDES response is also set out below:
- **City Centre Transport Strategy to 2040** (currently out to consultation) - setting out an integrated package of measures to support more sustainable transport options when travelling to and from and within the city centre, taking account of the city centre's continuing economic and population growth, and Manchester's ambition to become a zero-carbon city, by 2038. The draft strategy sets an ambitious goal for 90% of all trips to the city centre to be non-car modes by 2040 in the morning peak.
 - **Climate Change Framework 2020-25** - The five year Manchester Climate Change Framework was published in February 2020 to meet the ambitious target for a zero-carbon city by 2038, ahead of the UK's target of 2050. HS2

must consider ambitions to reduce car travel, and fully integrate green travel modes.

- **GM Clean Air Plan** - In order to meet national targets for clean air, Manchester is working in partnership with other GM local authorities to develop and implement proposals to reduce air pollution (with a focus on nitrogen dioxide emissions) in the shortest time period possible. Consultation on the draft Clean Air Plan ran between 8 October and 3 December.
- **The Our Manchester Strategy** – The strategy is currently being refreshed, collaboratively with the city’s communities and stakeholders. The document will update the ambitions for Manchester; a thriving city, filled with talent, fair, well-connected and a great place to live – in the topflight of world-class cities. **The Our Manchester Industrial Strategy** sets out how a more inclusive economy can be developed for the city’s residents and workers. Both policies are important in considering how the benefits that HS2 and NPR brings can be fully maximised, and accessible to, Manchester residents.
- **City Centre Strategic Plan (CCSP)** – The Council’s CCSP is currently being updated to cover the period up to 2025. This provides the regeneration and strategic development priorities for the city centre outlining, the ambitions and planned development for the different city centre neighbourhoods and key development areas.
- **Strategic Regeneration Frameworks (SRFs)** There are several SRFs which set out the development context for the localities surrounding, and linked to, the Stations. These include:
 - Piccadilly SRF 2018
 - Mayfield SRF
 - Portugal Street East SRF
 - ID Manchester (North Campus) SRF
 - Wythenshawe Hospital Campus SRF
 - Airport City

The SRFs take a holistic approach to transforming the overall places. The railway, station and local transport interventions need to be a part of this place-based approach. The railway, station and local transport interventions need to be a part of a holistic, place-based approach, so that development and growth are not blighted.

- **Greater Manchester Spatial Framework** – This is Greater Manchester's Plan for Homes, Jobs and the Environment prepared on behalf of the city-region's 10 local authorities, covering the period 2020-2037. This strategic framework a plan to manage growth so that Greater Manchester is a better place to live, work and visit;

- providing the right homes, in the right places, for people across our city-region.
 - Creating jobs and improving infrastructure to ensure the future prosperity of Greater Manchester.
- 3.4. Previous responses have requested HS2 Ltd. develop schemes in line with Manchester and GM strategies and policies, to realise regeneration opportunities, and provide the right scheme for users and the future. This will help HS2 to maximise the impact of the Phase 2b route to Manchester and contribute to HS2's objective to be an "Engine for Growth", as well as helping to meet future growth demand.
- 3.5. The MCC response to the Design Refinement Consultation also fully supports, and should be read alongside, the GMCA consultation response, and those of other GM partners; Trafford Borough Council and Manchester Airport Group (MAG). The issues outlined in these responses align with Manchester City Council's views.
- 3.6. In addition to the DRC for Phase 2b, HS2 Ltd are also currently consulting on Class Approvals for Phase 2A matters ancillary to development. This consultation is due to end on 8th December and relates to specific construction issues such as: soil handling, storage sites, construction camps, and works screening. Given this relates specifically to Phase 2a, the Council have not responded to this consultation. However, for all matters relating to construction management for Phase 2b, the Council and its partners would expect to be engaged at the earliest possible opportunity to develop an approach that is bespoke to the local areas affected as a result of the construction of this phase. It is our expectation that separate consultation on matters ancillary to development for Phase 2b will be undertaken by HS2 at the appropriate time.

4. Overarching comments on key issues

- 4.1. Manchester City Council, alongside the Greater Manchester Partners, continue to facilitate ongoing dialogue with HS2 Ltd. on the issues raised through previous consultations and ongoing design discussions. We welcome opportunities to work collaboratively with HS2 Ltd. on key issues and progress is being made in some areas. However, a range of aspects of the HS2 Phase 2b scheme remain a cause of significant concern for the City Council and GM partners.
- 4.2. MCC has previously responded to the three HS2 Phase 2b route consultations, submitted in 2014, 2017 and 2019, and to the WDES, submitted in 2018, as well as to the NIC call for evidence and interim report for the Rail Needs Assessment.
- 4.3. These responses raised a number of specific, which need to be fully addressed in the final scheme designs. There are several areas where it is crucial HS2 Ltd. fully engages with MCC to inform the design, minimise impacts ahead of hybrid bill submission. An overview of the key issues are provided below, some of which are covered in more detail in answer to the specific consultation questions.
- 4.4. The Council notes the importance of DfT Ltd having an identified funding strategy which ensures the delivery of the HS2 and NPR schemes in their entirety, and as an integral part of the Integrated Rail Plan, which will also include local rail improvements. This, coupled with proposals that are aligned with the range of planned regeneration initiatives adjacent to HS2/NPR Infrastructure and our citywide policies, will be fundamental in ensuring that the economic benefits of HS2 are maximised.

4.5. Station design and Urban Integration

- 4.5.1. The design for the scheme, including the stations and key infrastructure such as viaducts, headhouses and vent shafts and other major structures, needs to be of high quality and appropriate for its setting. MCC supports HS2 in its Design Vision document and expects to see the principles of 'people, place and time' embraced within the HS2 design within MCC.
- 4.5.2. There are aspects of the current operational and functional design of the Manchester Piccadilly surface station that MCC disagree with. The rationale for this decision is stated within the Bechtel report, which promotes a HS2 & NPR integrated underground station design vision for Manchester Piccadilly, which has capacity for future train service evolution. It is critical to the levelling up agenda that the right station is constructed in Manchester.

- 4.5.3. The HS2 Stations need to act as key gateways to the wider master planned areas around them, including the Piccadilly SRF and Timperley Wedge and Davenport Green areas around the Airport station, enabling the maximum growth to be achieved. As part of this, it will be necessary for timescales to be sequenced to avoid extended blight and to make efficient use of resources. To enable this, the design and construction methodology must be prepared and delivered in conjunction with MCC and its partners.
- 4.5.4. MCC believe that Gateway House should be removed in order to provide an entrance to the station that has the capacity to accommodate the growth in numbers, provides an appropriate gateway to the City and supports effective connectivity between the station, the SRF and the city centre. It is fundamental that the station is designed in a way that provides a gateway to the city, properly connected into the surrounding area, and fully integrates all transport modes. The removal of Gateway House can enable the delivery of the SRF vision for a new large public plaza, to anchor the SRF proposals, and provide an excellent arrival space and first impression of Manchester.
- 4.5.5. The proposed locations for car parks at Manchester Piccadilly are not considered appropriate. The size, location and access of the proposed multi-storey car parks are not in accordance with the approved Piccadilly SRF and are not aligned with local policy including GMSF and the GM Transport Strategy 2040.
- 4.5.6. It is imperative the Manchester Airport high speed station is a fully integrated station solution, with full public transport connectivity via Metrolink provided from its opening. The impact on surrounding communities and the environment, including those arising from the higher station design, is minimised and fully mitigated.

4.6. Highways

4.6.1. Highway proposals should be developed in line with Local Plans and Strategies, including the draft Clean Air Plan, to ensure they are appropriate and fit for purpose. MCC considers that the current highway solutions need considerable further design/development to make them acceptable. This must consider provision for non-motorised and public transport users and should:

- Be adequate at both the Airport and Piccadilly stations, consider the wider strategic road network, and involve both local stakeholders and Highways England.
- Avoid adverse impacts on the M56 and local highway network and protect the operation and future growth of Manchester Airport in relation to traffic and access.
- An assessment of the impact effects in relation to traffic and transport during construction of the proposed scheme, including the effects on air quality, should be reported in the formal Environmental Statement. Appropriate mitigation measures should be agreed in advance of the hybrid Bill submission.
- Seek to limit carbon emissions.
- Optimise the Pin Mill Brow junction whilst avoiding adverse impact on the adjacent SRF proposals. Circulation of traffic around Piccadilly Station needs to be developed and agreed with TfGM and MCC.

4.6.2. It is essential that HS2 Ltd ensures there is ongoing engagement with GM Partners and Highways England (HE) to agree appropriate highways solution that are in line with MCC and GM policy.

4.6.3. It is expected that the assessment of the impact effects in relation to traffic and transport during construction of the proposed scheme, including the effects on air quality, will be reported in the formal ES. Appropriate mitigation measures should be agreed in advance of the hybrid Bill submission.

4.7. **Metrolink**

- 4.7.1. HS2 Ltd will also need to address the impact of the Hybrid Bill on the existing Powers for Metrolink at Manchester Piccadilly & Manchester Airport, including the powers in relation to Metrolink lines that have been authorised but not yet constructed, ensuring that appropriate Powers are included and safeguarded through the Bill process. MCC expects HS2 Ltd and DfT to continue to engage on this matter.

4.8. **Construction, Traffic and Transport**

- 4.8.1. Further comprehensive details on both the construction programme, methodology, impact assessment and mitigation are required. It is essential that the construction programme and methodology aims to minimise the impact on communities, businesses and transport modes across the region. It is anticipated that, in accordance with the growth strategy, the principles of 'build it once, build it right' and minimising blight are adopted. This includes enabling adjacent development opportunities to be realised prior to HS2 becoming operational.
- 4.8.2. MCC anticipates that the programme, methodology and mitigation measures will be developed in full consultation with partners, appropriate statutory bodies and key stakeholders along the route. The programme and methodology must consider other development projects, highway work and infrastructure projects within Manchester and adjacent local authorities, to allow timescales of work to be sequenced to avoid extended blight and to make efficient use of resources.
- 4.8.3. We are requesting that HS2 Ltd. look at options to move as much of the materials as possible by rail, in order to reduce the level of lorry movements, and the impact on the highways and local communities.
- 4.8.4. Proposals must protect the operation and future growth of Manchester Airport in relation to traffic and access during both the construction and operational phases. It is also essential the city centre continues to function through construction works and that any blight is minimised.

5. Technical comments on Manchester Piccadilly high speed station

- 5.1. MCC welcome the fact that Manchester Piccadilly high speed station has now incorporated Northern Powerhouse Rail into the station design. However, there are a number of concerns that surround the new station design. These are set out in answer to the questions below.
- 5.2. **Question 3a: What are your comments on the inclusion of two additional platforms into the design of Manchester Piccadilly High Speed station?**
- 5.2.1. MCC fully supports the inclusion of NPR at Piccadilly. Piccadilly is central to the HS2 / NPR network in the north. Therefore, it is essential to get the right solution to ensure there is capacity to meet long term demand, provide connectivity across the north and support economic growth. We believe that the design for Manchester Piccadilly High Speed station should specifically consider Piccadilly in terms of the integration between HS2, NPR, the wider rail network and local growth and regeneration.
- 5.2.2. However, MCC does not believe that the current surface terminus station proposed within the DRC will provide the right solution to offer the level of reliability and resilience needed to effectively support the wider High Speed network. Furthermore, it undermines delivery of the place-making and economic growth agenda set out in the Piccadilly SRF and the GM HS2 NPR Growth Strategy. The DRC proposals plan for a 'bolt on' of NPR onto the HS2 scheme, as opposed to taking a holistic view of how to best deliver a fully integrated HS2 and NPR solution, considering long term capacity, reliability, connectivity and future proofing (North / South and East / West). In short, we do not believe that the proposals fully takes account of the points set out at 2.62 of the design refinement consultation document.
- 5.2.3. This is demonstrated by the recent work commissioned by MCC and TfGM and carried out by Bechtel to review Piccadilly Station. This work notes that whilst the HS2 alignment could be considered to be appropriate for a HS2-only solution, it is not the optimal alignment in properly considering NPR and the need to provide both East-West and North- South connectivity. The report concludes that a fully underground and re-orientated through-station could address the constraints of the existing proposal and offer much more flexibility and long term capacity for future train service provision.

- 5.2.4. The Bechtel report was also considered by the Richard George Independent Review of Piccadilly, agreed by the Transport for the North (TfN) Board. Richard George notes that whilst the surface turnback solution may be the most cost effective way to deliver HS2's current remit, the solution in terms of the best way forward for the long-term development of land use and resilient transport infrastructure would be most likely to be an underground solution.
- 5.2.5. Specific issues at Piccadilly highlighted in the Bechtel report, and previous correspondence with HS2 Ltd. and DfT, include:
- **Capacity, Resilience & Future Proofing:** Modelling work carried out as part of the Bechtel study has shown that the proposed HS2/NPR turnback station does not have any spare capacity or the ability to accommodate the future evolution of train services (i.e. it would be at capacity at Day 1). This is a significant disadvantage given existing and predicted growth trends for rail passenger volumes, and the potential need to run further NPR services into Piccadilly as the route options are developed. We have significant concerns that the station will not be able to accommodate the combined HS2 & NPR service specification and to take into service disruption and capacity for future expansion.
 - **Customer Experience – Need for a Whole Station Approach:** MCC believes that it is important that Piccadilly Station is a fully integrated and connected multi-modal transport hub, which is able to accommodate predicted future user numbers; allows easy interchange between modes; a properly sequenced arrival point for the city; and proper connections to the rest of the city centre and surrounding communities. We do not feel any of these matters are appropriately accommodated for by the current design, while the pedestrian modelling used to inform the design fails to fully take into account growth in classic rail use, and growth in the surrounding areas and from non-rail users. Specific areas of concern include pedestrian flows, the adequacy of station entrances; and lack of legible connections into the surrounding areas. In addition, there are impacts on journey times across the north, as well as questions of customer perceptions, resilience and service reliability, of passengers having to wait for NPR services to turn back, rather than carrying on through the station. MCC believes this is not the right solution for a station at the heart of the HS2 NPR network.
 - **Place making & Supporting Economic Growth:** The loss of development land, and therefore economic and regeneration benefits as a result of the combined HS2 and NPR wider surface station. The surface station has a significant impact on the ability to deliver the most

valuable commercial development in the SRF area, reducing the development land available and the ability to deliver the Boulevard alongside the station, which will be the prime commercial route and a key piece of public realm connecting the area. This land take would be difficult to navigate at a human scale and is an essentially asset. There is a need for a more integrated approach to Rail Infrastructure Planning at Piccadilly, which combines infrastructure solutions with place-making and economic growth.

- **The need for proper sequencing of investment** - a "build it once, build it right approach" - which can minimise blight and support timely future development. We emphasize the need for jointly developed, integrated programmes.
- **The application of onerous standards:** The Bechtel review found that determination of an optimum solution for Piccadilly station may have been impeded by design parameters developed by HS2 Limited for its high-speed line. This could lead to a potential missed strategic opportunity to deliver best value in terms of more effective regeneration of central Manchester, reduced land-take, flexibility to develop train services beyond those initially envisaged, and even in terms of more direct, and therefore less expensive, approaches to the new station.

5.2.6. The Council requests that HS2 Ltd. and DfT continues to work collaboratively with MCC, TfGM and TfN, at each step of the process and before decisions are made, to consider an alternative, underground solution for the Manchester Piccadilly High Speed station, which takes a holistic view of the station, considers the long term future of rail for a leading regional city that serves the north of England, minimises disruption and blight on city centre development, and reduces significant valuable land take. This work needs to conclude as quickly as possible, ideally to enable it to be included as an Additional Provision within the hybrid Bill, or, if this is not possible, for an alternative route to be approved ASAP for taking it forward.

- 5.3. **Question 3b: What are your comments on the proposed changes to Metrolink around Manchester Piccadilly High Speed station?**
- 5.3.1. MCC are in full support of the relocation and enhancement of the Metrolink stop at Manchester Piccadilly Station, and the opportunity for an additional tram stop at Piccadilly Central. The relocation and improvement of the Piccadilly Metrolink Station is essential to both the future capacity of the Metrolink system and the experience of passengers. MCC want to see Metrolink as active provision, to avoid delay in reconnecting the Metrolink network as hastily as possible to minimise disruption to patrons. The Metrolink stop at Piccadilly needs to align with the proposals set out in the Piccadilly SRF and GM Growth Strategy, to enable the transformative growth and regeneration of the area, creating a world-class, 'one station solution.'
- 5.3.2. The existing Metrolink stop at Manchester Piccadilly offers a poor passenger environment. It will not be able to accommodate the predicted growth in Metrolink traffic on the current network due to HS2 & NPR, or provide any capacity for further network expansion, for example, through the implementation of Tram-Train proposals or increased frequency on existing lines. Given the imperative of creating a well-integrated, passenger-focused station, Metrolink needs to have a stop at the current Piccadilly Station that provides the capacity for its future growth, as well enabling easy interchange with HS2, NPR and classic rail passengers. The additional stop at Piccadilly Central will support the Piccadilly and Mayfield SRFs, and provide enhanced access to the regeneration areas.
- 5.3.3. The consultation document notes that GM partners have confirmed that they support the prioritisation of future local transport funding to the enhanced Metrolink facilities at Piccadilly, and that this will form part of the shared programme between DfT and GM. It is imperative that Government make sufficient funding available within devolution settlements to enable local infrastructure schemes such as Metrolink to be delivered as part of meeting the challenge of levelling up Northern cities.
- 5.3.4. It will be important to ensure that the construction of the Metrolink and High Speed stations at Piccadilly are properly sequenced. In particular, HS2 Ltd. need to demonstrate how they will ensure the operation of the existing Metrolink service during construction.

- 5.3.5. The proposals within the DRC assume that Metrolink will be routed underneath Gateway House. It is currently not clear if this solution will be technically possible to construct the Metrolink line through the basement of Gateway House, whilst the Gateway house structure remains standing. We have consistently repeated our position that Gateway House should be removed to enable a proper entrance for Piccadilly Station, to allow the station to properly connect into the city centre, to accommodate the anticipated increase in people using the station, and maximise the user experience and surrounding development opportunities.
- 5.3.6. MCC believe that Gateway House limits pedestrian movements in and out of the proposed new station, funnels passengers through inadequate station entrance/exits, will require passengers accessing HS2 and the relocated Metrolink stop to make level changes, and prevents the development of a gateway public realm. We have major concerns that the existing entrance hall has already reached the limit of its capacity. Removing Gateway House facilitates development of an arrival Plaza, as proposed within the SRF, a wider, better-connected and city centre-facing station entrance that can provide capacity and space to cater for the anticipated levels of pedestrian traffic; facilitates the development of a 'world class gateway'; and delivers the full scope and benefits of the Boulevard. The removal of Gateway House is also needed to reduce the risk and simplify the construction of Metrolink.
- 5.3.7. MCC and its partner TfGM request that HS2 Ltd., DfT and MHCLG work with MCC and GM partners to identify a solution for Gateway House, in order to facilitate the construction of the enhanced Metrolink facilities at Piccadilly, and an adequate entrance to Piccadilly Station.

5.4. Question 3c: What are your comments on the proposed inclusion in the design of passive provision for a future Manchester to Leeds junction?

- 5.4.1. The additional passive provision for NPR services demonstrates and is welcomed to integrate services. Concern, though, remains which revolves around the minimum specification of the passive provision. There is a need to ensure that the junction design enables the delivery of the optimal solution for both HS2 and NPR.
- 5.4.2. GM partners have significant concerns around the proposed NPR Piccadilly surface station option (as set out above), and whether this will meet future demand requirements and provide a resilient, reliable operation. We do not believe that the surface station design has the capacity to provide for the additional NPR services required to deliver some of the NPR route options. Alternatively, an underground station at Piccadilly could potentially provide the capacity for extra services, enabling a more resilient operation and the future growth of NPR.
- 5.4.3. It should be noted that an underground station could result in a different route alignment to Leeds and this should be considered within the final design.
- 5.4.4. It is noted that the passive provision set out in the DRC only includes the footprint of the design and not the additional infrastructure to support the link required to access the NPR lines. This infrastructure includes the grade separated junction, additional rail track, additional Switches and crossings, overhead line equipment and the overhead viaduct allowing access from the proposed platform 1 to the spur in order avoid conflict with the junction with HS2.
- 5.4.5. To incorporate these changes after HS2 finishes their construction with the high speed railway into full operation could result in significant delays & disruption to the operational railway and Manchester whilst the above additional infrastructure for NPR is constructed. The design for the station should be right first time.

- 5.4.6. The approach taken by HS2 for passive provision only contradicts with the “Build it Once, Build it Right” approach as it leaves legacy work to be completed by another party on HS2 infrastructure and doesn’t align with the Oakervee review – conclusion 4 which states “*HS2 can be part of transformational economic change, but only if properly integrated with other transport strategies, especially those seeking to improve inter-city and intra-regional transport, and also with national, regional and local growth strategies. Transport investment alone will not ‘rebalance’ the UK economy*”. The passive provision proposal isn’t the proper integration that MCC would expect.
- 5.4.7. The passive provision junction for the NPR Leeds connection will bring additional years of blight to the Manchester area which will have just been through years of HS2 construction activity and then subjected to additional years of NPR construction in the heart of the expanding city. This is why MCC ask for **active provision** for the NPR spur in order to minimise additional disruption to Manchester residents and avoid disturbance for patrons of the HS2 service. Once HS2 is operational patrons of the HS2 service will be subjected to closure of the network at Manchester to enable the NPR construction interface to be completed. HS2 can only level up our economy if it can be used reliably.
- 5.4.8. MCC see that the provision for all infrastructure that curtails the frequency of NPR suspending HS2 services and causing blight to residents for the future construction of the NPR spur, as crucial. These construction activities should be completed before HS2 commences operational services.
- 5.4.9. As outlined in the GMCA response, the proposed junction is positioned close to the existing Siemens Depot in Ardwick in an area proposed to be shared with a future tram-train extension (that would connect the Metrolink tracks at Piccadilly Central Tram Stop to the heavy rail network at Ashbury’s) and ideally with a modified highway proposal at Pin Mill Brow (as suggested by MCC). The option to modify the design of the NPR and HS2 alignments to enable a modified junction proposal should be explored. It is MCC and GMCA’s view that this should be investigated as part of future design development. There is a need to develop an integrated solution for the HS2, NPR, highway and tram-train proposals.

5.5. Question 3d: What are your comments on the proposed relocation of the Manchester tunnel portal to avoid the need to demolish the train care facility at Ardwick Depot?

- 5.5.1. The changes to track alignments to avoid the Ardwick depot, and the widening of the viaduct conflict with existing and approved plans set out within the Piccadilly SRF, cutting through a core piece of development land, creating an undevelopable plot of land and severance to the Mayfield regeneration area. Mayfield is the MCC flagship regeneration project and needs to have any blight minimised. MCC requests that a 'place based' approach is taken to the Piccadilly and Ardwick areas, rather than a purely engineering approach, to ensure that the right solution is reached and investment and growth maximised. The design of the station and associated infrastructure should fully support the regeneration and growth plans at Piccadilly and Mayfield, set out within the approved SRF's, rather than impede their delivery.
- 5.5.2. There is also a need to consider the impact of the new alignment on proposed future alignments for NPR, as well future alignments for tram train, and alternative highways layouts that are being considered. All of these issues should be considered together, to enable designs which are work for all of the proposed schemes, as well as the development of the wider area.
- 5.5.3. The Council notes that the new layout could result in the demolition of the Hooper St depot. MCC would expect appropriate compensation for the loss of this facility, identification and provision of an agreed alternative suitable site if this alignment is taken forward.

- 5.6. **Question 3e: What are your comments on the proposed changes to the road network around the new Manchester Piccadilly High Speed station?**
- 5.6.1. The highways proposals at Pin Mill Brow described in the DRC are too expansive and do not take into account local transport and environment policies, which look to reduce car trips into the city centre, or of Piccadilly's location in the city centre, as part of a major public transport hub. The proposals conflict with the city's traffic aspirations (included in City Centre Transport Strategy and 2040 Strategy) and zero carbon strategy. They also take a considerable amount of land in the SRF area, creating a loss of development land, and a poor local environment, especially in combination with the other major transport infrastructure being created in the area.
- 5.6.2. According to the DRC document, the Pin Mill Brow highway proposals have been designed using "normal design standards for urban roads, based on the current projection of future traffic growth". This projected growth is in part driven by the level of parking and "kiss and ride" provision made at the new HS2 station which promotes private vehicle trips. Adoption of a strategy to reduce vehicle trips would increase opportunities for delivery of a smaller scale highways scheme at Pin Mill Brow.
- 5.6.3. The currently proposed car park locations and sizes also have adverse impacts, both in terms of the additional traffic generated and the loss of two prime development sites. The size of the proposed car parks will encourage thousands more car trips into the city centre, contradicting local policy and national emissions targets.
- 5.6.4. The proposed changes to the road network do not provide evidence of prioritising public transport or delivering high quality walking and cycling connections to support sustainable access to the station and the SRF area. Where walking and cycle connections are coming into conflict with high volumes of vehicular traffic adequate segregation should be provided.

- 5.6.5. The DRC design includes a ramp positioned on North Western Street to provide access to the top of the existing railway viaduct for Network Rail road vehicles. It is currently proposed that vehicles will access the new ramp by travelling along Hoyle Street, Chapelfield Road and Temperance Street. This route passes through an area of the proposed Mayfield Development that will not be suitable for road vehicles.
- 5.6.6. MCC have significant concerns about the new access ramp. The proposals would have substantial impacts on the Mayfield development, affecting development plots, and routing heavy duty vehicles through the regeneration area. Of particular concern is the fact that the construction of the ramp will coincide with the occupation of the first phase of development at Mayfield, which could detract from the ability to attract and retain tenants to the area, and consequently the ability to deliver the growth and jobs outcomes. MCC requests that more work is done to find an alternative solution, to make sure that one of the city's major regeneration areas is not so severely impacted.
- 5.6.7. MCC is aware that HS2 Ltd is considering an alternative location for the ramp near the east end of the HS2 station. However, this location conflicts with MCC and TfGM's preferred position for a "multimodal hub", incorporating a bus and coach interchange, taxi/kiss and ride provision and parking. Further work needs to be undertaken by HS2 in collaboration with MCC and GM partners on collaboratively developing an optimal design and position for a multimodal hub.
- 5.6.8. We welcome the fact that HS2 Ltd. are working with the Council and other GM partners to develop more appropriate proposals for highways, parking and Network Rail ramp access. However, we are significantly concerned that the alternative options are still a way removed from the aspirations and policies of the Council and our partners. We request that this work is further developed, in full collaboration with MCC and GM partners, and is taken forward into revised proposals within the hybrid Bill.
- 5.6.9. To ensure an efficient construction programme, traffic routes and mitigation measures (for local residents, communities and road users) need to be developed in conjunction with the Council and its partners.

6. Technical comments on Manchester Airport high speed station

- 6.0. MCC welcome the fact that Manchester Airport high speed station has now incorporated Northern Powerhouse Rail into the station design, however, there are a number of concerns that surround the new station design which are outlined below the following questions.

- 6.1. **Question 2a: What are your comments on the proposed changes to the design of Manchester Airport High Speed station?**
- 6.1.1. MCC fully support the inclusion of provision for NPR at the Airport. The additional two platforms are a welcomed alteration to accommodate the additional forecast NPR services. HS2 and NPR are core transformational infrastructure components in Greater Manchester's HS2 Growth Strategy and the wider agenda for economic rebalancing in the UK.
- 6.1.2. MCC believe the design of the HS2 Airport Station needs to be fully integrated with local development plans within the area and existing planning policies, including the Greater Manchester Spatial Framework.
- 6.1.3. As the UK's third busiest airport after Heathrow and Gatwick, Manchester Airport serves over 29 million passengers annually. The Airport functions as the key international travel hub for the North and Midlands. HS2, NPR and Metrolink connectivity at Manchester Airport will require fully integrated station solutions, delivered by a funding strategy that it is in line with other HS2 airport stations (the station is currently unfunded within the HS2 and NPR budgets) and agreed by an integrated senior level review by government and local partners.. Manchester Airport plays a pivotal role in providing access to international markets from Greater Manchester and across the North of England and is central to delivering a Northern Powerhouse economy, as a key part of the levelling up agenda and post COVID-19 economic recovery.
- 6.1.4. MCC have concerns relating to the raising of the railway alignment, and reduction in the depth of the cutting at the Airport station. Raising the level of the station has caused a visual impact to the surrounding environment. The impact of the latest design of the station and associated infrastructure, particularly on Metrolink, is covered in more detail in the GMCA response.
- 6.1.5. The published DRC states that design at Manchester Airport High Speed Station are subject to the agreement of local funding contributions. This is a key issue which we have challenged consistently, and our previous consultation responses have requested that Manchester Airport Station is treated consistently with other high speed airport station. The current funding context for local partners makes this issue even more critical. The business case for HS2 is

considerably strengthened by the inclusion of a station at Manchester Airport and this needs to be recognised in the funding approach.

- 6.1.6. The environmental impacts of the shallower cutting station need to be fully understood and appropriate mitigation provided. At present the impacts of the shallower cutting won't be shared until the hybrid bill is published. This prevents MCC and partners commenting on the additional noise pollution that this will bring. The visual impact of the elevated station, and the retaining wall, are also areas of concern. Trafford Council have highlighted the impact on the surrounding developments at Davenport Green and Timperley Wedge, and on Timperley Brook and Davenport Green Ancient Woodland. The design should also ensure proper connections to the surrounding development areas. We support the requirement in the GMCA's response for HS2 Ltd. to carry out further engagement with GM partners on design optimisation, environmental impact mitigation and additional cost implication of the shallow cut design of the high speed station.
- 6.1.7. The inclusion of Metrolink at the Airport station is crucial to connectivity, both to the Airport terminals and to surrounding communities, and needs to be provided from the opening of the HS2 station. However, as the GMCA response notes, the DRC Consultation Document refers to the 'future extension of the Metrolink Airport Line.' It is MCC's and GM partners' view that the Metrolink connection to and from the Manchester Airport high speed station should be constructed by HS2 Ltd and should be operational from the day of opening alongside HS2 services. This is needed to provide appropriate public transport links to the HS2 station, and to help minimise the construction disruption, and reduce blight.

- 6.1.8. The construction sequencing and integration of Metrolink needs to be aligned with the construction of the HS2 station in order to minimise future construction costs and minimise additional disruption in the area. The DRC states that currently HS2 are only providing passive provision for Metrolink. In order to deliver the Metrolink extension at the Airport, there is a need for new and modified powers to be obtained to enable construction and operation of the proposed works. MCC supports the position in the GMCA response that the powers needed to construct and operate the modified Metrolink proposal should be obtained as part of the HS2 hybrid Bill. In line with the GM response, the Council will oppose the design for a Manchester Airport high speed station with no sustainable / public transport mode of access from its day of opening.
- 6.1.9. It is MCC's understanding that the HS2 tracks were raised to reduce the HS2 excavation works, thereby reducing the HS2 infrastructure costs and amount of spoil to be disposed offsite. These proposed changes have however had the result of raising the Metrolink stop, which is proposed on a viaduct structure positioned above the HS2 concourse, to a higher level (around 75m AOD) which is approximately 6m higher than that previously proposed. The increased height of the Metrolink stop requires its approaches to be on viaducts, leading to an increase in its construction cost.
- 6.1.10. MCC require further engagement with HS2/DfT on design optimisation and environmental impact mitigation of the shallow cut design of the high speed station, and to ensure full integration with local transport networks.
- 6.2. **Question 2b: What are your comments on the proposed changes to the road network around the new Manchester Airport High Speed station?**
- 6.2.1. MCC welcome HS2's identification of the additional challenges that will be experienced on the Strategic Road Network (SRN), and expect HS2 to work with council and partners to reach a satisfactory conclusion for all parties around the vicinity of the Manchester Airport HS2 station.



- 6.2.2. There will be a significant highways impact on the Strategic Road Network notably the M56 - Junction 6, Hale Road, Hasty Lane and Runger lane and a second access into the station at its western side including additional car parks. Any highways design should account for HS2 and NPR demand, as well as ensuring committed schemes are also factored in including Airport growth and surrounding development sites identified in the GMSF (Timperley Wedge and Global Logistics). Wider connectivity, including active modes (cycling and walking), must also be properly addressed into the hybrid Bill scheme.
- 6.2.3. MCC, Manchester Airport Group, Trafford Council and TfGM share a number of concerns about HS2 highway proposals for the Airport station. These have been raised formally with HS2 Ltd. on a number of occasions.
- 6.2.4. Key issues include:
- Adequate station access and impact on the surrounding environment.
 - Car park locations, numbers and design and level of mitigation.
 - Absence of traffic modelling.
 - Lack of accurate demand forecasting and transport mode-share, including the exclusion of trips by Airport staff and passengers.
 - Limited resilience on the road network proposed.
 - Impact on strategic routes (Motorways, motorway junctions and local roads).
 - Construction access impacts and mitigation.
 - Opposition to the use of Runger Lane/Thorley Lane as a construction route because of its critical role in terms of Airport access.
 - Adequacy of walking and cycling routes.



- 6.2.5. MCC and our partners are of the view that inadequate evidence has been provided on how the proposed station can be accessed by various modes; what the implications are for Junction 6 of the M56; the wider highways access; impact on airport operations and accessibility. The project needs to be designed and constructed with NPR, and surrounding development, considered holistically, from the outset, not as a solution for only HS2 that would be inappropriate if NPR is only considered passively. There is concern that the works proposed to Junction 6 will mean that the junction is operating at full capacity from the outset and will be unable to accommodate any future demand. We are also concerned about the scale and environmental impact of the large gyratory design and the adequacy of pedestrian and cycling connectivity.
- 6.2.6. The DRC document states that changes to the road network have the objective of “accommodating the predicted increase in vehicle numbers generated by HS2” and to “integrate NPR... and HS2, thereby reducing the amount of infrastructure required to deliver the NPR network and avoiding disruption to HS2 operation in the future”. However, the approach adopted to develop these changes to the road network is likely to result in sub-optimal highway arrangements for a number of reasons.
- 6.2.7. The design rationale has been confined to designing a road network suitable for HS2 demand, and then separately identify additional measures that could be feasible to address NPR access and capacity requirements. The approach should seek to identify the optimal solution for HS2 and NPR demand combined and then value engineer this design to understand which elements are needed to support HS2 in the interim. The current approach is likely to lead to additional highway infrastructure, prolonged disruption, and sub-optimal arrangements that do not integrate the public transport connections needed to reduce private vehicle mode share. It is, therefore, not in line with GM’s 2040 Transport Strategy, Right Mix Target, the GM Clean Air Plan and MCC’s aspiration to be carbon neutral by 2038.

- 6.2.8. There is a concern that the highways and traffic modelling undertaken fails to provide robust enough evidence to support the design. The modelling assessment presented to stakeholders used dated assumptions for development and background traffic growth, in particular it does not account for Timperley Wedge or Global Logistics and therefore will underestimate local traffic demand (and also not include new infrastructure such as the Spine Road associated with Timperley Wedge). Traffic modelling has not been made available to enable MCC to undertake due diligence and assurance checks. It is noted, however, that HS2 are working with stakeholders in the area to establish future demand and infrastructure needs through the South Manchester Highways & Transportation working group and study. However, how this fits into the wider HS2 programme is yet to be fully clarified, and needs to be resolved as a matter of urgency.
- 6.2.9. A review of the existing traffic level on the local road network shows that there are significant congestion issues around the Manchester Airport. On workday an estimated 57% of the classified road network (Motorways, A and B roads) within 7km of the Airport are operating close to or at capacity at some point in the day.

| % of network | Level of delay |
|---------------------|------------------------|
| 23% | Up to 50% |
| 19% | > 50% <= 100% |
| 24% | > 100% <= 200% |
| 12% | > 300% <= 300% |
| 22% | More than 300% |
| 57% | Total > 100% |

Table 1: Capacity of Local Road Network within 5km of Manchester Airport

[Please note that “Close to or at capacity” has been defined as a peak delays of more than 100% compared to free flow (i.e. a journey time of more than double free flow); free flow speeds have been defined as the average from 22:00 to 05:00 and the data in Table 1 is for term time during February 2020.]

- 6.2.10. On the Strategic Road Network (SRN) 70% of the M56 and 71% of the M60 are operating at or over capacity at some time of the day, with the issues most severe during the PM.
- 6.2.11. The completion of the A555 has relieved some of the congestion issues on the south eastern section of the M60. However, the scheme has increased the amount of traffic using Junction 5 of the M56, pushing the junction which serves the Airport to capacity. Any additional traffic associated with construction, or following completion, of HS2 will further increase the pressure on this junction increasing delays.
- 6.2.12. The capacity issues between Junctions 5 and 6 of the M56 are demonstrated by the obligations for MAG to provide additional lane capacity on the M56 once passenger numbers reached a certain threshold, known as the “Rainbow Works”.
- 6.2.13. There needs to be a collaborative approach between HS2, MCC, GM partners (Trafford Council, TfGM and MAG) and Highways England to deliver a holistic set of improvements across Junctions 5 & 6 to incorporate both HS2 and NPR demand. This should include work to consider an appropriate access from Junction 5 to the Manchester Airport station, that is environmentally acceptable, and could accommodate future demand as part of a ‘Right Mix’ solution. For example, intercepting traffic bound for the HS2 station from the north and east via Junction 5 could relieve this section of M56 and movement on A538 between eastern & western parts of Junction 6. The current scheme allows access only for bus and taxi from the North side. There needs to be more detailed work by HS2 to ensure that sufficient road connections are provided to the surrounding development areas, with connections from both sides of the station. Public transport and active travel access needs to be part of the access strategy from the outset.
- 6.2.14. More detail will be required for the proposed closure and realignment of Sunbank Lane, and all proposed closures/realignments to Ringway footpaths. The routes will need to be kept under review due to local development aspirations for the area. Careful consideration is required for access and parking works for construction in this area to avoid unacceptable impact to the residents of Ringway and the operation of the Global Logistics Hub, (GLH) for several years. Sustainable travel options for residents and employees and visitors to the GLH will need to be provided.

- 6.2.15. Providing a connection to Junction 5 as part of the enabling works would balance the pressure and provide resilience on the local and strategic highway network during the construction phase and into the operation of the station, on a 'build it once, build it right' basis.
- 6.2.16. Shuttle buses are being proposed until Metrolink is constructed. This will have a further impact on the road network both at the HS2 station and on the local highway network around the airport. The Metrolink station needs to be provided from the opening of the HS2 station to avoid these additional road trips and eliminate the area suffering from extended construction impacts.
- 6.2.17. HS2 designs assume the Rainbow works will be delivered prior to HS2 construction commencing. There is a significant possibility that COVID-19 impacts on the airport will mean that this may not be the case and the infrastructure may be delayed. As a result, assurance of the suitability of the HS2 road network under the existing highway configuration is required. There are significant concerns about the suitability of Runger Lane (post yellow Works) for use as a construction route without unacceptable delays to airport traffic, hence the investigations into alternative haul routes / railhead, Using Runger Lane in an unimproved condition will not be acceptable.
- 6.2.18. More evidence is required to assess whether the level of proposed car parking is appropriate for both HS2 and NPR. However, the number of car parking should not promote private vehicle use and contribute to unsustainable traffic volumes on the local road network. A greater focus is needed on providing access via sustainable modes and ensuring NMU connections are attractive and direct.
- 6.2.19. Significant construction impact is expected from the construction of the Airport station and the associated tunnel portal, much of which will be in close proximity to Manchester Airport.
- 6.2.20. Further detail of construction activities and access and routing needs to be shared with MCC and partners as the design develops to minimise stress to the highways network. This is especially important around the numerous compound sites, including at vent shafts and where local neighbourhood life could otherwise be blighted. More work is needed to minimise the impact of disruption and to provide robust mitigation measures.
- 6.2.21. There is traffic severance for walkers and cyclists during construction. These vulnerable modes should be protected. Appropriate mitigation measures will be required to ensure that walkers and cyclists are not disadvantaged and that sustainable journeys do not decline.

- 6.2.22. GM partners do not support the usage of Runger Lane for construction traffic and believe further analysis is required to ensure the capacity for traffic is maintained without adding adverse impacts on access to Manchester Airport and its surrounding areas.
- 6.2.23. MCC and GM partners have previously requested that HS2 consider options to use rail to move a proportion of materials required to construct the Airport station and tunnel portal, in order to reduce the level of road-based construction traffic. We would request that HS2 undertake further work to review potential options for removal of spoil by rail. This work should take into account the impact on local residents and maximises the legacy opportunities from the temporary rail links needed for the construction material. The consideration of rail based transportation is critical for HS2 to meet its sustainability objectives, as well as local environmental policy.

7. Technical comments on Crewe Northern Connection & Route Wide Update

- 7.1. The DRC provides an update for the whole of the Western Leg of HS2 Phase 2b. This update is based on the final designs and construction boundaries which are expected to be submitted within the bill, and which supersede the designs that have previously been shared.
- 7.2. The connections on and off HS2/ WCML at Crewe are a good thing, giving flexibility to adapt service patterns and enabling diversionary routes. The opportunity to deliver additional trains at Crewe should be considered against the impact this could have on journey times to other destinations with a bigger catchment, north of Crewe, such as Manchester. We are supportive of the infrastructure required on HS2 that will enable NPR to be delivered in its entirety. Also, we are supportive “build it once, build it right” approach and so would want to see this work delivered with HS2, rather than a disruptive add on at a later date.
- 7.3. The Golbourne link provides direct connectivity on a purpose-built high-speed railway almost all of the way into Wigan Town Centre from the Midlands and the south. The link therefore maximises the time that services can travel at high-speed on journeys between London/Birmingham and Scotland, thereby minimising end-to-end journey times



- 7.4. Whilst HS2's DRC proposal includes the Golborne Link, it does not include the HS2 Northern Chord (see below). This chord, which is located at High Legh, was included in earlier HS2 proposals with the aim of enabling HS2 trains to travel from a depot proposed at Golborne (which has subsequently been relocated to Crewe) to Manchester. Whilst the depot has been relocated, MCC's position is that the Northern Chord should be reintroduced to provide faster and greater capacity links from Scotland, Cumbria and Lancashire to Manchester and to reduce pressure on the existing Euston Junction to Manchester; Manchester to Preston; and Castlefield rail corridors. It is acknowledged that HS2 are providing passive provision for this, but in the ethos of build it once, build it right, this is removing a key piece for the puzzle to transform the North and allow services for not only NPR, but for HS2 services from Scotland to access the Manchester HS2 terminus.



- 7.5. It should be noted that previous responses have highlighted that Trafford Council have raised concerns about the impact of the route alignment and the Northern Chord, and also identified the need for HS2 Ltd. to work closely with GM partners to consider options to mitigate local impacts, including the visual and heritage impact on local communities. Trafford Council have also submitted a response to this DRC.



7.6. MCC understand the need for a stabling facility at Annandale, between Glasgow, Edinburgh and Carlisle to reduce the distance of empty coaching stock workings and allow for early service provision from Carlisle. Although the proposed location is some distance from Glasgow and Edinburgh which are deemed to be the core markets for HS2 services north of Manchester, we appreciate detailed commercial and operational analysis on alternative sites and the expansion of existing stabling facilities has been undertaken. MCC seek reassurance from HS2 Ltd that sufficient capacity is available on the WCML for the level of empty coaching stock movements (and other supporting train movements) required.

8. Comments on DRC Government response to Birchfield Road Ventshafts

8.1. MCC were opposed to the original location of the vent shaft in the WDES at Lytham Road, situated on the site of the Manchester Enterprise Academy; (MEA) Central. In the first DRC, an alternative location at Fallowfield Retail Park was proposed.

8.2. The Council were also opposed to HS2 Ltd. locating the vent shaft on Fallowfield Retail Park, with the details being highlighted in the 2019 DRC response.

8.3. We are extremely disappointed and concerned, to see within the response to the first DRC, published alongside this consultation, that despite the objections raised, the ventilation shaft is still proposed to be located on Fallowfield retail park. It is acknowledged that the position has changed slightly, however, this location remains unacceptable to the council and the local community.

8.4. In the Council's previous response, and subsequent discussions with Council and community representatives, alternative locations considered as acceptable by both the Council and local community were provided, including:

- a. The site of Pronorm Kitchens and Kwik-Fit (Mosley Road, M14 6PB)
- b. The site of Car Centre (Mosley Road, M14 6PA)
- c. University of Manchester Armitage Sports Centre

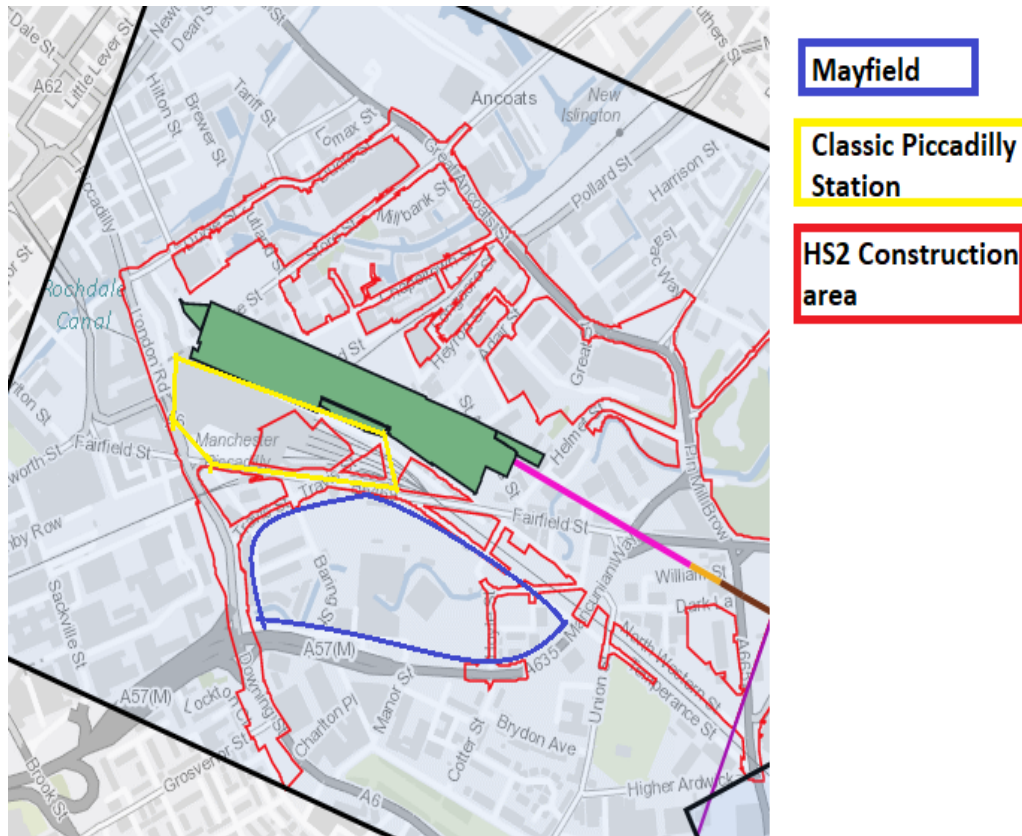
- 8.5. The first DRC response only provides reasons for the rejection of the University of Manchester Armitage sports centre. This location was dismissed based on resulting in less attractive landscape and visual impact. The Council do not believe these reasons represent a sufficient rationale to discount this location. The response made no specific reference to the impact on Birchfields Primary School which is located in close proximity, or on the facilities at the retail park which many local residents depend on.
- 8.6. As a result of previous discussions last year, HS2 Ltd, undertook to carry out further work on alternative locations, including the potential for a 5th ventshaft. However, despite assurances that the work was being commissioned, it has either not taken place or not been shared with the Council. Our previous DRC response requested that HS2 Ltd. consult appropriately with the local residents, Councillors, schools and businesses, take on board their views, and respond to them appropriately. Again, we do not feel that this has taken place. HS2 Ltd. need to undertake further investigations on alternative sites, collaboratively with the Council, as a matter of urgency, in order to identify an alternative solution. The Council also expects mitigation measures to be taken by HS2 Ltd. in relation to the construction and placement of these ventilation shafts in proposed alternative locations.

9. Safeguarding

- 9.1. The DRC Safeguarding Maps exclude some properties located on Pittbrook Street and Chancellor Lane from the safeguarded area (Ref. Map Number SG-02-123). These areas are crossed by some of the Pin Mill Brow Junction options that are currently being developed and may need to be included as an Additional Provision.
- 9.2. Hoyle Street, Chapelfield Road and Temperence Street are included in the safeguarded area (Ref. Map Number SG-02-123). It is understood that these roads have been included in relation to an access route to a ramp proposed on North Western Street to provide access to the top of the existing railway viaduct for Network Rail road vehicles. This access route would pass through an area of the proposed Mayfield Development that will not be suitable for road vehicles. There is a need for HS2 Ltd to develop alternative arrangements for the ramp access.



- 9.3. Land that is identified in the safeguarding maps that are potentially required for construction envelopes the classic Piccadilly station and the Mayfield SRF site. MCC expect HS2 to provide a construction staging process to ensure that access to patrons of the classic Piccadilly station is maintained, along with construction and patron access to the Mayfield SRF site throughout the HS2 project lifecycle.



- 9.4. It should be noted that the Mayfield Partnership are also submitting a response to the updated safeguarding information, which sets out the significant impact on this major regeneration scheme for the city. Full consideration to this response also needs to be taken by HS2 Ltd.

10. Further engagement

10.1. MCC expects HS2 Ltd to engage and work with us and our partners throughout the ongoing design development and ES process, to pay due regard to the requirements detailed in the local strategies listed above, and in this, and previous, consultation responses. These include:

- 'Build it once, build it right' principle;
- Fully integrated, fit for purpose stations;
- Integration of HS2 with wider local transport and active travel ambitions;
- Minimising blight to ensure the arrival of HS2 complements the development of adjacent areas rather than negatively impacting the regeneration of land around stations and the route. To ensure this, timescales must be sequenced, and the design and construction methodology be prepared and delivered in conjunction with MCC and its partners, including Manchester Airport Group;
- Station and rail infrastructure of a design quality appropriate for the setting and acceptable to the Local Planning Authority;
- A fully integrated one-station solution with seamless integration between national, regional and local transport modes; and
- Maximising the opportunity to upskill the GM population.
- Accommodate Metrolink
- Deliver appropriate highway capacity

- 10.2. A significant number of issues were raised by MCC and GM Partners through the first DRC, WDES and previous consultation responses. The majority of these remain unresolved. Whilst HS2 Ltd. have published high level summary responses on previous consultations, disappointingly formal feedback is not provided on individual responses, and it remains unclear how our comments will be reflected in the final scheme design and in the final ES.
- 10.3. MCC wishes to continue to work with HS2 Ltd. through the current design phase leading to the Bill deposit, with the aim of achieving the full vision set out in the GM Growth Strategy, and to ensure that all of the issues that we have raised are properly addressed before the hybrid Bill is submitted.
- 10.4. We are disappointed that HS2 Ltd. only plan to share the detailed environmental information at the time when the hybrid Bill is submitted, and the full Environmental Statement is published.
- 10.5. GM partners have requested specific technical discussions with HS2 Ltd to engage with, and respond to, issues under the specific WDES topics for and on wider topic areas, including route-wide construction. This engagement is now urgent regarding the Birchfield Road Vent shaft, which is of deep concern.
- 10.6. MCC expect HS2 Ltd to thoroughly engage in more detailed discussions with GM Partners to provide detailed information on the scheme impacts and agree proposed mitigation measures in advance of the hybrid Bill deposit. MCC request early and meaningful engagement with HS2 Ltd. on the final construction, operational and safeguarding boundaries before hybrid Bill submission, and for engagement on the programme for construction, including the impacts associated with traffic, and the mitigation measures to be taken. We also ask for early consultation on the impacts included in the ES, before deposit of the hybrid Bill.

11. Summary & Conclusion

- 11.1. In all responses over the past six years, MCC and partners have reiterated our support for HS2, and the significant benefits that will arise from having HS2 stations at Manchester Airport and Manchester Piccadilly. It is essential that the right solutions for Manchester Piccadilly and Manchester Airport Stations are delivered to support the long-term growth set out in the Piccadilly SRF and GM Growth Strategy.
- 11.2. The Council welcomes the opportunity to comment on the second DRC. We fully support the proposal to integrate both NPR and Metrolink with HS2 at Manchester Piccadilly and Manchester Airport High Speed Stations. However, there remain major concerns around the design of the stations and associated infrastructure which we request HS2 take into account in the final designs included within the hybrid Bill. Our response sets out the key scheme issues raised during previous consultations not yet responded to by HS2, in addition to those arising directly from the information provided within the DRC. Although not formally part of the consultation, our response also highlights specific areas of concern included within the route wide update.
- 11.3. Key Issues covered in our response, which need to be resolved within the hybrid Bill, include:
- 11.3.1. Significant concerns about the capacity, resilience, future proofing, and regeneration impact of the current surface station design at Manchester Piccadilly, and the need for full integration of NPR and HS2, to enable the optimum station solution, for both Piccadilly and the full high speed network. We believe that this would be provided by an underground station solution, and request that HS2 Ltd. and DfT continue to work collaboratively with the Council and other partners to develop an underground station design for Manchester Piccadilly's high speed station.
- 11.3.2. The need for the design of Piccadilly station and surrounding infrastructure to integrate with, and not detract from, the Piccadilly and Mayfield SRF's. The current highways and car parking solutions, Network Rail ramp access, track and viaduct alignment all fail to do this, and alternative solutions need to be developed in collaboration with the Council and partners and included within the Bill.

- 11.3.3. The need for full integration of Metrolink at both stations, and the inclusion of powers in the hybrid bill for both Manchester Airport & Piccadilly stations, and to make enough funding available within devolution settlements to enable local infrastructure schemes such as Metrolink to be delivered
- 11.3.4. The impact of the shallower cutting station at Manchester Airport, including on the construction of Metrolink, need to be fully considered and appropriate mitigation provided.
- 11.3.5. The funding of Manchester Airport Station must be consistent than at other high speed airport stations, and recognition given to the fact that the business case for HS2 is considerably strengthened by the inclusion of a station at Manchester Airport.
- 11.3.6. The highways design at both Manchester Airport Station need to be holistically designed to not only includes HS2 and NPR predicted traffic, but traffic generated by the Airport and surrounding developments. The highways solutions at both stations need to consider local transport and environmental policy, which look to encourage modal shift to non-car modes.
- 11.3.7. MCC are opposed to the proposed location of the ventilation shaft on Fallowfield Retail Park, due to the impact on Birchfield Road Primary School and on local retail and community facilities. HS2 Ltd. need to undertake further investigations on alternative sites, collaboratively with the Council, as a matter of urgency, in order to identify an alternative solution.
- 11.3.8. The construction programme and methodology must aim to minimise the impact on communities, businesses (including Manchester Airport) and transport modes, including the full consideration of options to use rail to move materials, in order to reduce the level of road-based construction traffic.
- 11.4. The Council are committed to continuing to work with HS2, DfT, TfN and other partners on the design development of the proposed schemes in advance of hybrid Bill submission, and request that HS2 Ltd. and DfT engage collaboratively in this. It is important that MCC and partners are engaged in detailed discussions over the designs of the new stations and associated infrastructure (including vents shafts) to minimise their impact on local communities and ensure seamless integration with their surroundings, and will respond to the contents of the hybrid Bill once they are published.



11.5. We will provide a response to the formal Environmental Statement, published at hybrid Bill deposit to parliament in June 2020 and our expectation is that the ES will provide sufficient detail to respond to issues raised previously.

12. Appendix 1 – Links to Bibliography

1. City Centre Transport Strategy (Consultation Draft)

https://www.manchester.gov.uk/downloads/download/7277/draft_city_centre_transport_strategy_2020

2. Manchester Climate Change Framework 2020 - 2025

<https://www.manchesterclimate.com/framework-2020-25>

3. Our Manchester Strategy

https://www.manchester.gov.uk/downloads/download/6426/the_manchester_strategy

4. The Our Manchester Industrial Strategy

https://www.manchester.gov.uk/downloads/download/7156/our_manchester_industrial_strategy

5. City Centre Strategic Plan

https://secure.manchester.gov.uk/downloads/file/24745/city_centre_strategic_plan

6. Greater Manchester Clean Air Plan

https://images.ctfassets.net/tlpgbvy1k6h2/38mpTrGAw7qtuneFVln93c/c919fd3e08d54ec1f17e114a3b014093/20-0565_CAP_Consultation_Summary_WEB.pdf#page=8

7. Greater Manchester Spatial Framework

<https://www.greatermanchester-ca.gov.uk/media/3663/221020-agma-issue-opt.pdf>

8. Manchester Piccadilly Strategic Regeneration Framework (2018)

https://www.manchester.gov.uk/downloads/download/6868/manchester_piccadilly_srf_march_2018

9. Mayfield Strategic Regeneration Framework

https://secure.manchester.gov.uk/downloads/download/6851/mayfield_srf_february_2018

10. Portugal Street East Strategic Regeneration Framework

https://www.manchester.gov.uk/downloads/file/24866/portugal_street_east_srf_april_2017

11. ID Manchester Strategic Regeneration Framework

https://secure.manchester.gov.uk/downloads/download/6619/north_campus_srf_january_2017

12. Wythenshawe Campus Hospital Strategic Regeneration Framework

<https://democracy.manchester.gov.uk/documents/s16521/Appendix%20-%20Wythenshawe%20Hospital%20Campus%20SRF.pdf>

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