

**Manchester City Council  
Report for Information**

**Report to:** Economy Scrutiny Committee – 7 November 2018

**Subject:** HS2 Working Draft Environmental Statement (WDES)

**Report of:** Strategic Director (Development)

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**Summary**

This reports informs Members of the consultation being held by HS2 Ltd. on the recently published Working Draft Environmental Statement (WDES) in relation to the construction of HS2 Phase 2b, with a specific focus on the proposals within Manchester. It also invites Members to provide their views on the WDES.

**Recommendations**

Committee Members are requested to note, and give their views on, the contents of the HS2 WDES.

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**Wards Affected:**

Ardwick  
Baguley  
Didsbury East  
Didsbury West  
Fallowfield  
Longsight  
Northenden  
Piccadilly  
Rusholme  
Withington  
Woodhouse Park

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**Alignment to the Our Manchester Strategy Outcomes (if applicable)**

<b>Manchester Strategy outcomes</b>	<b>Summary of how this report aligns to the OMS</b>
<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 the North of England (as proposed by 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, could help 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. This could include the creation of new residential neighbourhoods and significant new public spaces. As well as providing new high quality commercial accommodation, the 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.</p>
<p>A connected city: world class infrastructure and connectivity to drive growth</p>	<p>HS2, together with NPR and the 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>

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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 contact officers above.

Report to Executive 11 September 2013 - High Speed 2 (HS2) Consultation and HS2 Manchester Piccadilly Strategic Regeneration Framework (SRF)

Report to Executive 18 December 2013 - High Speed 2 (HS2) Manchester Piccadilly and Mayfield Strategic Regeneration Framework (SRF) Consultations

HS2 Strategic Regeneration Framework (2014)

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/consultations/hs2-phase-2b-working-draft-environmental-statement>

HS2 Working Draft Equality Impact Assessment Report 2018, available at:

<https://www.gov.uk/government/consultations/hs2-phase-2b-working-draft-equality-impact-assessment-report>

## 1.0 Introduction

- 1.1 In February 2017, a report was presented to Economy Scrutiny Committee, providing Members with background on High Speed 2 (HS2) and Northern Powerhouse Rail (NPR) and outlining the latest position with both initiatives. This included details of the development of a Growth Strategy for Greater Manchester, designed to maximise the benefits from high speed rail investment, to the areas surrounding the proposed stations at Manchester Piccadilly and Manchester Airport, the whole of Greater Manchester, and across the North of England. The masterplanning work done as part of the Growth Strategy was used to inform an updated Strategic Regeneration Framework for the Piccadilly area, which was approved by the Executive in June 2018.
- 1.2 The City Council and GMCA consider HS2 as vital in increasing the capacity and connectivity of Britain's rail network. 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.

## 2.0 Background

- 2.1 On 11 October 2018, the Secretary of State for Transport announced the launch of two HS2 consultations for the sections of the route from Crewe to Manchester and West Midlands to Leeds, which is known as Phase 2b. These consultations are on:
  - The **working draft Environmental Statement (WDES)** that describes the potential environmental effects of building and operating Phase 2b of HS2; as well as proposed ways to avoid, reduce, mitigate and monitor the effects; and
  - The **working draft Equality Impact Assessment Report** that considers the potential effects of the construction and operation of HS2 Phase 2b on people with protected characteristics.
- 2.2 Both consultations will close at 11:45pm on 21 December 2018.

## 3.0 The Working Draft Environmental Statement (WDES)

- 3.1 The consultation covers the Phase 2b route from Crewe to Manchester and Leeds. HS2 splits the route into "Community Areas". One area is at Manchester Piccadilly and a second covers the proposed tunnel section from Ardwick to Davenport Green in Trafford.
- 3.2 As well as background information, each Community Area report includes information under the following headings:

- Stakeholder engagement and consultation.
  - Agriculture, forestry and soils.
  - Air Quality.
  - Community.
  - Ecology and biodiversity.
  - Health.
  - Historic environment.
  - Land quality.
  - Landscape and visual.
  - Socio-economics.
  - Sound, noise and vibration.
  - Traffic and transport.
  - Water resource and flood risk.
- 3.3 Within the City Council administrative boundary, the WDES covers land and roads at the Airport and M56; a 7.5 mile tunnel under South Manchester to Ardwick Depot; four vent shaft locations and tunnel portal; a viaduct; and the HS2 station at Piccadilly.
- 3.4 The tunnel passes under the electoral wards of Ardwick, Longsight, Rusholme, Withington, Didsbury West, Didsbury East, Northenden and Baguley. The proposed Piccadilly station is in Piccadilly ward (while the Airport station sits within the Trafford local authority area).
- 3.5 HS2 Ltd. has confirmed that the WDES is based on its 2017 design (which is now superseded by further stages of design, due to be completed in March/April 2019). However, some aspects of the WDES such as construction include more up to date information.

### **Vent Shafts**

- 3.6 Based on the 2017 design, there are four vent shafts proposed at:
- Altrincham Road/M56 junction 3a (Northenden Ward) (Vent Shaft 1);
  - Withington Golf Course, Palatine Road (Didsbury West) (Vent Shaft 2);
  - The Christie Car Park D, Wilmslow Road (Didsbury East/boundary with Didsbury West) (Vent Shaft 3); and
  - Manchester Enterprise Academy (MEA) Central, Lytham Road (Rusholme) (Vent Shaft 4).
- 3.7 HS2 Ltd has confirmed that the vent shafts would be approximately 25m in diameter (except at Withington Golf Course, Palatine Road, which would be 54m). The structures would be 6m high (above ground level). Each vent shaft would have a construction compound (during construction) and substation (permanently) next to it.

## **Piccadilly Station**

- 3.8 The route would exit the tunnel at the Siemens Train Care Facility, Rondin Road in Ardwick Ward. It then rises up to a viaduct, then widens to three tracks, then four at the proposed station (in the Piccadilly Ward). The station would be located alongside the existing railway shed (next to platform one) and have four platforms.
- 3.9 Proposed construction sites are shown in the WDES information but no design detail for the station is given in the plans.

## **City Council Issues and Feedback**

- 3.10 Since HS2 Ltd. began the process of identifying locations for vent shafts, the City Council has consistently raised concerns (including in our response to the formal consultation on the HS2 Phase 2 Line of Route made in 2014 and 2017) about some of the proposed locations. It has given HS2 feedback including:
- **Altrincham Road/M56 junction 3a** – location acceptable in principle, subject to an acceptable highways scheme being developed to accommodate anticipated increases in traffic.
  - **Withington Golf Course** – location in the footprint of golf course could be acceptable, but the current location is not acceptable. It needs to move away from residential properties and be outside the flood storage reservoir and zone (the Environment Agency are also understood to have concerns about the location within the flood storage area). We understand that HS2 Ltd. are now looking at alternative locations at the Golf Course.
  - **The Christie Car Park D** – location within the foot print of the car park acceptable in principle, subject to design for future use. However, it needs to be sited in such a way as it allows for maximum use of the remainder of the site. Construction should avoid demolition of homes/shops and mature trees on Wilmslow Road.
  - **MEA Central** – location on school car park and playing fields is not acceptable. Officers have consistently advised HS2 Ltd. that there was planning permission for a school, and now an operational school, on the site and alternatives must be looked at. HS2 Ltd. have not taken this advice on board for the 2017 design on which the WEDS is based, but have subsequently started to look at alternative locations. We have suggested that they consider Fallowfield Retail Park, Birchfields Road, as a possible substitute location.
- 3.11 Officers have given HS2 Ltd. formal feedback on the proposals for the HS2 station at Piccadilly in the Line of Route Consultation in January 2014 and March 2017, following consideration by the Executive. To date, no formal

response has been received from HS2 Ltd. However, the City Council and its partners are working with HS2 Ltd. on an ongoing basis as the designs for the station progresses, to try and bring the design closer to the one proposed in the approved 2018 Strategic Regeneration Framework.

- 3.12 We have also repeatedly pushed HS2 Ltd. for further details on the arrangements for, and impacts of, the tunnel construction, particularly at either end of the tunnel. In particular, there are likely to be considerable transport movements arising from the movement of materials to and from the sites, associated with the construction process. The WDES includes a draft Code of Construction Practice, including mitigation measures to reduce and manage traffic and transport impacts as well as issues such as noise, and the document also includes a commitment to limit the use of materials and the generation of waste. However, the details of how construction would be managed are still emerging and officers will continue to work with HS2 Ltd. to further understand the impact and the proposed mitigation to limit this. We are also liaising with Highways England, and stressing to HS2 Ltd. the need to involve them in this issue, given the likelihood that it will considerably add to existing pressures on the M56 and routes into and out of the city centre.

### **Consultation Process**

- 3.13 HS2 Ltd. is holding a series of information events from late October to early December 2018. This includes events at:

- The Britannia Country House Hotel, Palatine Road on 20 November (3-7pm).
- The Holiday Inn, Piccadilly on 3 December (2-8pm).
- The Marriott, M56 Junction 6 on 4 December (2-8pm).

- 3.14 HS2 Ltd. has also produced a series of videos to introduce and explain the consultations. These are available via the website along with a new interactive tool that has been designed to help people find the information in the working draft Environmental Statement most relevant to them.

- 3.15 The links to the consultation documents is given in the Background Documents section of this report.

## **4.0 Response to the WDES and WDIA**

- 4.1 The Working Draft is not a statutory legislative component, but is intended to inform the finalised design for the HS2 Phase 2b Hybrid Bill, due to be submitted to Parliament in mid- 2020.
- 4.3 The City Council is consulting Council and Greater Manchester specialists and statutory bodies (as we would do for a major planning application) in order to develop our response to the consultation. The response has to be lodged by 21 December.



- 4.4 We have agreed with partners that there will be an overall response to the consultation from the Greater Manchester Combined Authority. In addition, Manchester City Council, Trafford Council and Wigan Council (where a HS2 depot will be located) will all submit individual responses, which will feed into the overall GMCA response, and will also raise issues of particular concerns within our respective local authority areas.
- 4.5 Given that the Working Draft is based on a superceded design, it is intended that our response will cover the major issues of concern highlighted in previous consultation responses, and during the ongoing design work with HS2 Ltd., together with any further major issues identified during the review of the documents. There will be a full Environmental Statement issued as part of the Hybrid Bill process, which will take into account comments made during the Working Draft consultation, and will give the Council and its partners the opportunity to provide further feedback.
- 4.6 We welcome the views of Scrutiny Committee Members to help inform our response as it develops.
- 4.7 A report outlining our response to the consultation on the Working Draft will be taken to the Executive on 12 December 2018, prior to its submission on 21 December.