

## **Manchester City Council Report for Resolution**

**Report to:** The Executive – 26 July 2023

**Subject:** HS2 Phase 2b Update & Additional Provision 2 (AP2)

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

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### **Summary**

This report informs the Executive about the current progress of the High Speed (Crewe – Manchester) Bill (known as ‘HS2 Phase 2b’) in Parliament, and a second ‘Additional Provision’ (AP2) to the Bill. It outlines the key issues within AP2, and the Council’s proposed response to it by means of a petition, together with a consultation response to the Supplementary Environmental Statement (SES).

### **Recommendations**

The Executive is recommended to: -

- (1) Note the current progress of the High Speed (Crewe - Manchester) hybrid Bill (“the Bill”), as introduced into the 24 January 2022 session of Parliament, as detailed in this report.
  - (2) Note the contents of AP2 to the Bill including the supporting SES and the proposed contents of the City Council’s petition against aspects of AP2, and the proposed contents of the City Council’s petition against aspects of AP2 and the SES consultation response set out in this report.
  - (3) Note the delegated authority approved by Council on 4 March 2022 to the Strategic Director – Growth & Development, in consultation with the Leader and City Solicitor, to take all the steps required for the Council to submit any petition and thereafter to maintain and if considered appropriate authorise the withdrawal of any petition points that have been resolved in respect of the Bill, and to negotiate and/or seek assurances/ undertaking/agreements in relation to aspects of the Bill.
  - (4) Note that the petition against AP2 is within the scope of the above delegated authority approved by Council on 4<sup>th</sup> March 2022.
  - (5) Note that the full AP2 petition will be circulated to Members at the same time as its submission to the House of Commons by the deadline of 15 August 2023.
  - (6) Note that the AP2 consultation response on the SES will be circulated to Members at the same time as its submission to Government by the deadline of 31 August 2023.
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**Wards Affected:** Ardwick, Ancoats & Beswick, Baguley, Burnage, Didsbury East, Didsbury West, Fallowfield, Levenshulme, Northenden, Piccadilly, Rusholme, and Woodhouse Park.

**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 these factors are important contributions to acting 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 is expected to be zero-carbon. Similarly, we expect HS2 Ltd 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 2036-2041. We have challenged DfT/HS2 Ltd on these issues are part of our Environmental Statement response.

We are also challenging HS2 Ltd on proposals for highways layouts and levels of car parking in the city centre. The City Centre Transport 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.

**Equality, Diversity and Inclusion** - the impact of the issues addressed in this report in meeting our Public Sector Equality Duty and broader equality commitments

The HS2 Phase 2b Bill included and a full Equalities Impact Assessment. The Council provided a response to the consultation on the EqIA, which welcomed the commitment of HS2 Ltd to consider equality as part of the assessment for the Proposed Scheme, but highlighted issues that, in our view, could be resolved or improved by HS2 Ltd

The Council will seek to ensure, both through the parliamentary process and working with HS2 Ltd. and DfT, that equality issues are robustly considered by HS2 Ltd. throughout the design and implementation of the Proposed Scheme and ensure that any adverse impacts on Protected Characteristics Groups (PCG's) during construction or operation are avoided or mitigated appropriately, where possible

<b>Manchester Strategy outcomes</b>	<b>Summary of how this report aligns to the OMS/Contribution to the Strategy</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 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 the 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>The high-speed rail network serving the city centre and the Airport, regeneration of the Piccadilly area, will enable and further development around the Airport, and thus contribute towards the continuing economic growth of the city, providing additional job opportunities, at a range of skill levels, for residents. As part of the high-speed rail Growth Strategy, a Greater Manchester High Speed Rail Skills Strategy has been developed, to best enable residents to access the opportunities created by both the construction of the High-Speed rail</p>

	<p>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 for our 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 Places for Everyone 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</p>

	<p>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 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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Full details are in the body of the report, along with any implications for:

- Equal Opportunities Policy
- Risk Management
- Legal Considerations

### **Financial Consequences – Revenue**

There will be staff time resources and associated expenses arising from petitioning and negotiating and seeking agreements with HS2 Ltd. on petitioning points. These will be met through mainstream or HS2 related budgets. As part of the Council's Budget, an annual budget of £248k was allocated for additional staffing resource to support the Council's work on HS2, funded from the capital fund.

MCC's original petition and ES response sought resources from HS2 Ltd. for any additional work or resources required as a result of the delivery of the HS2 scheme. This will also be included in our response to AP2 where appropriate. It is anticipated that this matter will be an area of future negotiation with HS2 Ltd.

### **Financial Consequences – Capital**

None directly from this report.

### **Legal Considerations**

The Council is being supported by Parliamentary Agents through the petition process.

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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 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>

- Report to Executive - 9 December 2020 - HS2 Phase 2b Western Leg Design Refinement Consultation Response
- Report to Economic Scrutiny 5 March 2020 - High Speed North (High Speed 2 and Northern Powerhouse Rail) Update
- Report to Economic Scrutiny 10 March 2022 - HS2 Phase 2b Western Leg - Environmental Statement Consultation & hybrid Bill Petitioning Response
- Report to Executive 16 March 2022 - HS2 Phase 2b Western Leg - Environmental Statement Consultation & hybrid Bill Petitioning Response
- HS2 Phase 2b hybrid Bill and related documents:  
<https://Bills.parliament.uk/Bills/3094>
- Report to Economic Scrutiny 21 July 2022 - HS2 Update and Petition
- Report to Executive 22 July 2022 - HS2 Update and Petition
- HS2 Phase 2b hybrid Bill Additional Provision 2: [HS2 Phase 2b: High Speed Rail \(Crewe – Manchester\) Additional Provision 2 - GOV.UK \(www.gov.uk\)](#) and Additional Provision 2 Supplementary Environmental Statement: [HS2 Phase 2b \(Crewe – Manchester\) Additional Provision 2 Environmental Impact - GOV.UK \(www.gov.uk\)](#)

## **1.0 Background**

- 1.1 High Speed Two (HS2) is the Government's scheme to implement a new high speed north – south railway network, from Manchester to London via Birmingham and Crewe. This is a major national infrastructure proposal that would be progressed over several decades and is being taken forward in a number of phases. 'Phase one' will connect London with Birmingham and the West Midlands. 'Phase 2a' will extend the route from the West Midlands to Crewe. 'Phase 2b' will connect Crewe to Manchester. Phase one received Royal Assent on 23 February 2017 and Phase 2 received Royal Assent on 11 February 2021.
- 1.2 As reported to Executive in March 2022, the Bill for HS2 Phase 2b (Crewe – Manchester) was deposited in Parliament by the Department for Transport (DfT) on 24 January 2022.
- 1.3 The Phase 2b Bill would grant the powers and permission for HS2 Ltd to build and operate the railway between Crewe and Manchester. This would include powers to implement new HS2 stations at Manchester Piccadilly and Manchester Airport, and a railway tunnel from Davenport Green to Ardwick with ventilation shafts at Junction 3A of the M56, Withington Golf Club (Palatine Road), a site near the Christie Hospital (Wilmslow Road), and Fallowfield retail park (Birchfield Road).
- 1.4 As previously reported to Executive, the Council is fully supportive of the introduction of HS2 and NPR and the provision of stations at Manchester Piccadilly and Manchester Airport. However, we have consistently retained a clear position on the need to ensure that the schemes are delivered in a manner that fully complements the connectivity, place-making, local employment, and sustainable growth objectives as set out in the Manchester Piccadilly Strategic Regeneration Framework (SRF) and the Greater Manchester HS2 and NPR Growth Strategy.
- 1.5 The extraordinary Council meeting on 4<sup>th</sup> March 2022 granted delegated authority to the Strategic Director for Growth and Development, in consultation with the Leader of the Council and City Solicitor, to petition against the HS2 Phase 2b hybrid Bill (the Bill). The Council submitted its petition to Parliament on 4 August 2022, in line with the deadline. The report to Executive on 22 July 2022 outlined the key issues included in the petition and a full copy of the petition was made available to Members following its submission.

## **2.0 Progress of the Bill in Parliament**

- 2.1 The HS2 Phase 2b Bill has now gone through the following stages:
  - High Speed Rail (Crewe – Manchester) Bill deposited to Parliament on 24 January 2022.
  - Environmental Statement and Equality Impact Assessment Consultation period closed on 31 March 2022.



- Independent Assessors Report regarding consultations on the Environmental Statement published on 6 June 2022.
- Second Reading of the Bill in the House of Commons on 20 June 2022.
- Additional Provision 1 deposited on 6 July 2022 making amendments to the Bill outside the city on the removal of the Golborne Link (a piece of infrastructure connecting HS2 to the West Coast Mainline south of Wigan).
- The deadline for petitions against the Bill was 4 August 2022.
- The deadline for petitions against Additional Provision 1 was 9 August 2022.
- HS2 (Crewe-Manchester) Bill Select Committee began to formally meet in September 2022.
- Select Committee heard cases from petitioners whose “right to be heard” (ie to appear at Committee to present their petitions) had been challenged by HS2 Ltd. in early March. This included a number of GM MP’s.
- Select Committee began hearing petitions against the Bill in March 2023.
- MCC and Transport for Greater Manchester (TfGM) gave evidence to the Select Committee on the petition request for Piccadilly High Speed Station to be an underground through station in June 2023 (more detail below).
- Additional Provision 2 deposited on 3 July 2023, setting out a number of amendments along the route between Manchester Airport and Manchester Piccadilly, and with a deadline for petitions of 15 August.
- Consultation on the Supplementary Environmental Statement, which sets out the effects, mitigations, and compensation from the changes in Additional Provision 2 launched on 4 July 2023, with a deadline of 31 August for responses.

## 2.2 **Piccadilly Underground Select Committee Hearings**

- 2.3 One of the key issues included within the Council’s petitions was that the proposal within the Bill for a 6 platform surface, turn-back high speed station at Manchester Piccadilly was inadequate for reasons of reliability, capacity, resilience and future proofing, as well as negatively impacting the ability to deliver regeneration both around Piccadilly and out towards East Manchester. The petition requested that this proposal be re-considered in favour of an underground, through station option, which would better serve both HS2 and future Northern Powerhouse Rail (NPR) services, and bring maximum benefit to both the city and the wider North.
- 2.4 The Select Committee invited the Council, GMCA and TfGM to present the arguments within the petition on the Piccadilly underground station issue on 12-13 and 19-20 June 2023.
- 2.5 The Council, GMCA and TFGM were represented by the Leader of the Council, TfGM’s Transport Strategy Director and technical expert witnesses on rail operations, engineering, development and economic analysis. DfT and HS2 Ltd. also presented their case as to why the proposals in the Bill are preferable to the Manchester and GM plans.

- 2.6 Lucy Powell, MP for Manchester Central, was also invited to appear on 20 June, as she had separately submitted a petition on this issue, amongst others.
- 2.7 The Select Committee have since carried out a visit to Old Oak Common on 5 July 2023 to see a station under construction, and are expected to announce their decision on the issue in due course. Although there is no specific date for this, it is expected before summer recess.
- 2.8 It is expected that the Council and other GM Partners will be invited to present evidence to the Select Committee on the other outstanding issues in our petitions from the autumn.

### **3.0 Additional Provision 2 (AP2) Content & Petition Points**

- 3.1 DfT submitted a second Additional Provision to the Bill ('AP2') on 3 July 2023 detailing further changes to the proposals currently in the Bill. This was accompanied by a Supplementary Environmental Statement (SES), which sets out the environmental impacts of, and mitigation measures planned for, the proposed changes. As with the main Bill, parties who are directly and specifically impacted by the AP2 proposals are invited to submit petitions by 15 August 2023, and a consultation on the SES is being undertaken, with a closing date of 31 August 2023.
- 3.2 There are a number of changes in AP2 which impact the Council and other Greater Manchester (GM) Partners (TfGM, Trafford Council and Manchester Airport Group (MAG)). We propose that the Council submits a petition to aspects of AP2 that adversely affect the city, and a response to the SES consultation. The main changes proposed which affect the Council, and our proposed petition response, are set out below. The issues set out are based on an initial review of the AP2 documents and may need to be updated following a full review of the AP2 documents.
- 3.3 As with the main Bill petition, the Council is continuing to work closely with GM Partners in preparing their respective petitions. The Council's petition will be in alignment and consistent with those of other GM partners, whilst emphasising and highlighting issues of particular concern for the city. It should also be noted that this petition will cover the changes proposed by AP2 and not seek to repeat the concerns included within the original petition which still stand, except where AP2 impacts those issues.
- 3.4 A copy of the full petition will be provided to Members at the time the submission is made.

### **3.5 Manchester Airport Area**

- 3.6 **Relocation & re-configuration of Junction 6 M56 & associated highways works:** AP2 proposes major changes to the existing Bill design of the M56 Junction 6. The new design now accounts for NPR traffic demand and has incorporated updated highways modelling, which were concerns raised in our

earlier petition. It also only requires the M56 to be realigned once, rather than twice as with the Bill design. However, the design solution raises areas of concern for GM partners, which we will look to include in our AP2 petition.

- 3.7 The proposed solution is a very large junction, located in a relatively constrained area. Although the revised junction design considers NPR demand, it does not include all of the demand related to wider developments included within Places for Everyone allocations, and we would require additional modelling to be undertaken to assess this demand. Crucially, we will request that HS2 Ltd. work with GM Partners and National Highways to develop a multi modal, rather than a vehicle dominated, approach to station access, as requested in our original petition.
- 3.8 Further active travel provisions are being proposed as part of the highways access to the station, including reinstatement of Footpath Hale 16. This is welcome, but we feel that the provisions are still not sufficient for the numbers of people anticipated to access the station by foot or cycle, and we will be seeking enhancements to the proposals.
- 3.9 Further key issues which we plan to petition on are the extent of the land take, which we believe to be excessive, and the visual impact on local communities. Both of these issues particularly affect Ringway Parish. We will request that appropriate mitigation and compensation is provided to local residents who are impacted. The proposals also involve the direct loss of non-designated heritage assets such as Keeper's Cottage, and raise concerns about the long term viability of Yewtree House (Grade II listed) which is now directly adjacent to the proposed construction boundary.
- 3.10 There is a concern regarding the proximity of the M56 Junction 6 slip road to the Global Logistics Hub and the removal of the lorry park and the consequent impact on the Amazon warehouse and the Hut Group. Our petition will request that HS2 Ltd. works with us to ensure that there is no loss of local employment or adverse impact on existing business operations.
- 3.11 The size of the new junction impacts on TfGM's proposed tram train route.
- 3.12 **Airport Metrolink Western leg:** The Bill grants HS2 Ltd powers to construct, operate and maintain a variation to the Western Leg extension to the Airport Metrolink line to the one included within TfGM's approved Transport & Works Act Order. This was a major point within the Council's petition, as the Bill proposals severed TfGM's powers without providing an alternative arrangement. However, the Council is still reviewing whether the land acquisition powers included in AP2 are sufficient for the construction of Metrolink. The Council will support TfGM in ensuring that all required powers are included.
- 3.13 **Metrolink Southwest link:** AP2 includes provision for a Metrolink turnout for a southwest link joining the Mid Cheshire Line between Ashley and the Manchester Airport High Speed Rail Station. However, the increased size of the new M56 Junction 6 design conflicts with the ability to deliver the

southwest tram train route. MCC will further support TfGM in requesting that HS2 incorporates appropriate amendments to the Bill to provide sufficient safeguarding for the future construction of tram train routes in the area.

- 3.14 **Car parking:** Additional car parking spaces have been added on the roof areas of the car parks at the Manchester Airport station, increasing the number of spaces to 3,952. This is out of line with GM's 2040 Strategy aspirations to reduce car travel in favour of other modes of transport. Our petition will seek justification for the number of car parking spaces, noting also our request for a multi-modal approach to be taken to station access.
- 3.15 **Thorley Lane / Runger Lane Junction:** The Thorley Lane/Runger Lane junction is proposed to be modified to enable construction in this area. Updated transport modelling now assumes that Runger Lane will be a single carriageway when HS2 construction commences (rather than a dual carriageway having already been provided by MAG as in the Bill) and a dual carriageway will be provided in 2038. The Council's petition will seek assurance that HS2 Ltd. will deliver appropriate mitigation for any significant adverse traffic if Runger Lane is not a dual carriageway by 2038 as assumed.
- 3.16 **Sunbank Lane Closure and Overbridge:** AP2 proposes to significantly realign the overbridge crossing the new M56 alignment. Sunbank Lane will be permanently closed to the east of Yewtree House to accommodate the M56 junction 6 Wilmslow Road link road and the M56 junction 6 westbound exit slip road, with access to properties retained on the southern side of the HS2 route. The Council's petition will raise concerns regarding the impacts of these proposals on local residents and businesses in the immediate vicinity of the area, and will seek appropriate mitigation.
- 3.17 **Sunbank Wood and Cotteril Clough:** AP2 proposals would directly and indirectly impact areas of special biological important (SBI) which include ancient woodland. The proposals would result in the loss of approximately 0.41 hectares of ancient woodland. HS2 Ltd have indicated additional ecological mitigation in the wider area on their current plans and the Council intends to petition to ensure any adverse impacts on Manchester's blue and green infrastructure are avoided, where possible, or minimised and mitigated.
- 3.18 **Local Highways Impacts in the Airport Area:** There are a further 83 junctions in the Airport area where serious adverse effects are predicted. The Thorley Lane/Runger Lane junction modification may provide some positive implications for construction and logistic routes. However, there are additional construction routes proposed, including the whole of Sunbank Lane (see above) and a longer route along Roaring Gate Lane, which impacts on the construction of Metrolink. Mitigation for these impacts will be sought.
- 3.19 **Ventilation Shafts, Manchester Tunnel & Ardwick Tunnel Portal**
- 3.20 AP2 includes proposals to revise the ventilation system at the ventilation shafts, from 3 vertical fans to 2 horizontal fans (except for the Wilmslow Road shaft as explained below), for safety and maintenance reasons. This has the

effect of increasing the footprints of the headhouses, and we will expect HS2 Ltd. to provide appropriate mitigation.

- 3.21 **Palatine Road / The Hollies ventilation shaft:** AP2 proposes to relocate the ventilation shaft from the Bill location on the site of Withington golf course's clubhouse (known as the 'Palatine Road vent shaft') to the former Hollies Convent School (renamed "The Hollies vent shaft"). Our original petition requested that a new location be identified for this vent shaft, due to its location within the flood mitigation basin and local community impact.
- 3.22 While it is positive that HS2 have responded to our concerns, and an alternative location has been sought, there are concerns related to the access road to the ventilation shaft, which passes from Barlow Moor Road, through land which is planned for a new school development. We propose that the petition includes a request that HS2 Ltd. consider alternative access routes to the site that avoid adversely impacting on adjacent communities, including impacts on the wider road network and/or existing or planned facilities. Also, the construction compound will be located on the car park of the site. This may impact on the ability to operate the new school and appropriate mitigation will need to be provided.
- 3.23 We also have concerns about safety issues, as the location is still within the flood plain (though not in the flood basin), and about the noise and visual impact of the ventilation shaft headhouse on local properties particularly on Mersey Road. The headhouse will be a sizeable structure taking several years to construct. Our petition will request adequate mitigations to address these issues. It should be noted that no further mitigation measures are proposed at this, or any of the other ventilation shafts.
- 3.24 **Birchfield Road ventilation shaft:** The location of the Birchfield Road ventilation shaft and auto transformer station remains on Fallowfield Retail Park, as in the Bill, despite our petition request to consider an alternative location. The tunnel realignment, resulting from the relocation of the Palatine Road ventilation shaft, could have provided an opportunity to reconsider the location.
- 3.25 The tunnel realignment requires a slight shift of the headhouse towards the railway line, and there is also an increase in the below ground footprint, in order to minimise the surface profile and increase ventilation efficiency. This slightly reduces the surface dimensions of the headhouse at the surface, but increases the permanent ventilation shaft compound from 0.4ha to 0.6ha.
- 3.26 We will reference our original petition request for an alternative location to be found, and further object to the increased land take proposed by AP2, and the visual impact of the illustrative design of the auto transformer station, which is unacceptably large and out of keeping with the area.
- 3.27 **Wilmslow Road ventilation shaft:** Unlike the other ventilation shafts, it is proposed that the structure at Wilmslow Road retains vertical, rather than horizontal fans, in order to avoid the need to demolish existing properties. The

change in the ventilation system increases the height of the headhouse from 7.3m to 12.7m. Whilst it is positive that HS2 Ltd. are sensitive to the need to avoid demolishing more properties, the illustrative design shows that the structure would have a significant visual impact. We would need robust assurance from HS2 Ltd. that they would work with the Council to ensure a sympathetic design for the headhouse, and that the impact of any additional height on local residents and users of the Christie Hospital would be appropriately mitigated as far as possible. We will also request that consideration is given to increasing some of footprint below ground, as is being suggested at Birchfield Road, in order to reduce the above ground height.

- 3.28 **Manchester Tunnel alignment:** The relocation of the Palatine Road ventilation shaft requires a localised re-alignment of the tunnel between Newall Green and Birchfield Road. We will need to ensure that affected residents are fully informed of this change, and compensated for any impacts resulting from it.
- 3.29 **Spoil storage & removal - Rail Sidings, Ardwick:** AP2 proposes increasing the area for spoil storage in Ardwick, prior to its removal, due to a reduction in the size of freight trains available to HS2 Ltd. Due to the availability of train “paths” to remove spoil, HS2 Ltd. are now planning to run trains during the night (each day), rather than just during the day. This is likely to be for the full period of the main construction works. Our petition will raise the impact on local residents, and request that options are considered to run more trains during the day. Significant mitigation against noise, light pollution, vibration and visual impact will also be sought.
- 3.30 AP2 also refers to the fact that changes will be made to the volume of excavated material to be removed by road. We will seek further information from HS2 on the movement of material, and re-emphasise our view that solutions should be found to remove as much material by rail as possible. We will also seek further mitigation from any additional HGV movements on the local road network.
- 3.31 Rondin Road has also been permanently realigned, and a modified junction proposed, to accommodate the extended rail sidings. The cycle crossings for the realigned junction do not appear to be compliant with the latest guidance and our petition will request that the cycle crossings are re-designed appropriately.
- 3.32 **New Electricity Northwest Substation, Ashton Old Road, Ardwick:** A new substation is proposed on Ashton Old Road, with a new access road off Rondin Road. As well as taking land in a potential development area, the location of a substation in this location could impact on future Metrolink tram train routes. We will request that an alternative location is found for this facility.
- 3.33 **Greening area - Ardwick Station:** A “greening” area is indicated near the existing Ardwick station, to replace grassland lost elsewhere. We view this to be in the wrong location, taking land which could be used for redevelopment,

as part of the wider regeneration of East Manchester, leading out from Piccadilly station. We will ask that a more appropriate location is identified.

3.34 **NPR viaduct:** AP2 includes the addition of a single track viaduct as part of the NPR Manchester to Leeds Junction. Notwithstanding our overall position that Manchester Piccadilly Station should be an underground station (that would remove the need for the viaduct), we will request assurance that this will be constructed at the same time as the HS2 works (to avoid sterilising land for a lengthy period, extending construction impacts and causing long term blight) and that appropriate mitigation is provided both during and following construction, including adequate screening.

### 3.35 **Piccadilly Area**

3.36 **Pin Mill Brow:** Minor changes are proposed to the gyratory junction, to provide an additional cycle link and pedestrian crossing. The revised design also takes additional land within the junction, which is contrary to our previous petition request. We do not believe that the revised proposals provides adequate active travel provision, and will petition to request a design which minimises car use and maximises active travel and public transport. We believe that this will require additional land to be brought into the Bill Limits. The junction design also prevents an at-grade segregated crossing for future tram train routes.

3.37 **Car parking:** In AP2, HS2 Ltd. propose the relocation of one of the two car parks from its current Bill proposed location on the Boulevard (the Boulevard is a central component of the Piccadilly SRF) into the Multi Modal Hub (MMH), located between the HS2 viaduct and the existing Network Rail viaduct. This removes the bus and coach facilities from the MMH, which is contrary to the view given in our first petition that the MMH should prioritise public transport (i.e. buses and coaches) rather than parking. It also relocates taxi pick up to Fairfield Street, conflicting with future aspirations by Network Rail and for the Mayfield development, to create a future southern entrance and arrival point for the existing station.

3.38 HS2 propose to maintain the position of the second car park in its current Bill position, on the Boulevard, which also conflicts with the Portugal Street East development. There is no indication that the overall number of parking spaces is to be reduced, and it is unclear how vehicles would access the car park. The Council will retain the current petition points opposing the location and excessive number of car parking spaces.

3.39 Accessible car parking provision has been relocated from the proposed car parks on the Boulevard to the existing Network Rail short-stay car park, next to the existing taxi rank. Whilst this is a more compliant location for accessible parking, we would wish to ensure that there remains a route for pedestrians from the High Speed station to Mayfield. AP2 also makes this a permanent facility (as opposed to temporary whilst the car parks were built as proposed in the Bill). We oppose a permanent arrangement in this location, as it would prevent the future creation of a southern entrance and arrival point for the

classic rail station, meeting the aspirations for Mayfield and of Network Rail. We will further request that HS2 Ltd. work with us on alternatives for accessible parking provision.

- 3.40 **Boulevard** – As indicated above, the SRF includes a high quality Boulevard along the North side of the high speed station, which would be a key public realm connector, catering for pedestrians and cyclists, with vehicle traffic limited to the free bus. AP2 does remove most of the general traffic running on the Boulevard (known as New Sheffield Street) proposed in the Bill, but retains and increases taxi drop off provision. There are also concerns with the adequacy of active travel provision on the Boulevard, and access arrangements to local roads and a loading bay, which could impact on the overall use and environment of the Boulevard. Our petition will request that HS2 Ltd. work with us to agree the design of the Boulevard and find an alternative arrangement for taxi drop off at the station.
- 3.41 **HS2 fire escape & access ramp:** A new fire escape is also proposed at the corner of the remaining car park plot, together with a new access road. Our petition will raise concerns about the impact on the Portugal Street East development and request that alternatives are considered.
- 3.42 **Network Rail ramp:** The ramp remains in the same location as in the Bill. However, AP2 proposes an alternative route to access the ramp, removing the necessity for vehicles to travel through the Mayfield area. While the avoidance of the Mayfield site is positive, there remain impacts on the overall environment surrounding Mayfield, particularly at Temperance Street. We will, therefore, request that further access routes to the ramp are considered, which further reduce or remove the impact on Mayfield. AP2 continues to indicate the stopping up of Hoyle Street, Chapeltown Street and Temperance Street, with routes for maintenance vehicles only, impacting on access routes to this flagship regeneration area. Our petition will seek assurance that access to Mayfield will continue to be provided.
- 3.43 **Fairfield Street:** As well as the proposals for accessible parking and taxi pick up, Fairfield Street will be impacted by a proposed bus layby. All of these changes affect the overall environment of the area from Piccadilly station to Mayfield, compromising the development.
- 3.44 **Gateway House (GWH):** AP2 includes Gateway House as having been assessed for demolition and would provide the ability to demolish the building down to the level of the ramp if required. However, we understand that this has been included as a worst-case scenario, and that HS2 Ltd. do not intend to demolish the building. In the event that it proves to be required, the proposal is to build a slab at ramp level and hoarding off the site for future re-development. This both fails to provide the arrival plaza area requested in our original petition, and to deal with the risks to the delivery and operation of the re-located Metrolink station. We will retain our original petition position that Gateway House should be fully demolished (to true ground level) and seek assurances that this will be part of the final Piccadilly High Speed Station design.



- 3.45 **North Block relocation:** The construction of the Piccadilly high speed station requires the relocation of the “North Block” office building, located next to Gateway House. This is due to be relocated to above the existing station’s “relay room” (signalling facility) and an existing catering facility. AP2 removes the catering facility to a different location (within the railway arches), but has reconfigured the new building structure so that it sits at surface level and, therefore, severs access to the joint Network Rail & HS2 concourse. This would prevent a new eastern entrance being created to facilitate access to the Network Rail station for residents from East Manchester, parts of the SRF area, and passengers arriving at the MMH.
- 3.46 The safeguarding of an eastern entrance is included in our original petition. The AP2 petition will reference this point in our original petition, note that the new proposals further compromise the ability to achieve this, and request that HS2 Ltd. redesign the building so that it safeguards the ability to deliver an eastern entrance in future.
- 3.47 **Network Rail loading bay:** AP2 proposes moving Network Rail’s loading bay to the rear of Gateway House for a period of 5 years during construction, resulting in significant construction traffic and loading along Ducie Street. Assurances around adequate traffic management and mitigation will be sought.
- 3.48 **Travis Street sewer diversion:** The access to enable the required sewer diversion is to be moved from within Stockton's site (within the East Village Central SRF Area) into the junction on Great Ancoats Street. The move is positive in that it enables the redevelopment plans on a key regeneration site, but we will need to ensure that HS2 Ltd. work with the Highways Authority to ensure that any traffic disruption is carefully managed.
- 3.49 **Store Street sub stations & realignment:** AP2 proposes locating a number of sub stations on land off Store Street outside of the footprint of the High Speed Station. The location of the proposed sub stations would likely adversely impact the development potential of the nearby land in this area, which will front onto the new High Speed Station along the new boulevard. We will request that alternative locations be found for the sub stations.
- 3.50 In addition, the proposed realignment of Store Street included in AP2 impacts on the Metrolink proposals and safeguarding for Metrolink will be requested.
- 3.51 Further issues may be identified during the finalisation of the petition.

#### **4.0 Supplementary Environmental Statement Response**

- 4.1 Officers are in the process of reviewing the detail in the SES and preparing a response to the consultation. The issues contained in the SES include the following topics:
- Cumulative Environmental Impacts

- Air Quality
- Community impacts
- Climate Change
- Ecology & Biodiversity
- Electromagnetic
- Historic Environment
- Health
- Major Accidents & Natural Disasters
- Socio Economic
- Sound Noise & Vibration
- Traffic & Transport
- Water Resources and Flood Risk

4.2 Where appropriate, issues will also be brought into the petition

## **5.0 Next Steps**

5.1 The Council will complete the petition on AP2 and submit it to the House of Commons by the deadline of 15 August 2023. We will work with GM Partners to ensure that the Council's petition complements and aligns with those of our partner organisations.

5.2 The Council will also complete the response to the SES in time for the deadline of 31 August 2023.

5.3 Following submission, we will prepare to appear before the Select Committee to make the case for both the outstanding points within our original petition, and the contents of the AP2 petition.

5.4 We expect that HS2 Ltd will look to negotiate with us leading up to, and throughout, our Select Committee appearances. We will seek satisfactory agreements, undertakings and assurances with them to remedy our concerns and issues regarding the proposed scheme. Where issues are satisfactorily resolved during negotiation, it may be possible to withdraw these petition points before appearing at Select Committee, in line with the delegated approval granted by Council.

## **6.0 Recommendations**

6.1 Recommendations appear at the front of the report.