

**Manchester City Council
Report for Resolution**

Report to: Executive - 12 December 2018

Subject: HS2 Working Draft Environmental Statement (WDES)

Report of: Strategic Director (Development)

Summary

This report informs the Executive of a consultation held by HS2 Ltd. on its Working Draft Environmental Statement (WDES) with a specific focus on the proposals within Manchester. The WDES covers Phase 2b of HS2 (from Crewe to Manchester and West Midlands to Leeds), It also provides an overview of the City Council's proposed response to the consultation and the key themes and issues raised.

Recommendations

The Executive is recommended to:

1. note the content of the WDES;
 2. consider the key issues proposed to be covered in the City Council's response to the consultation; and
 3. delegate authority to the Strategic Director (Development) to finalise a consultation response to HS2 Ltd. in consultation with the Leader of the Council and Executive Member for Environment and Skills.
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Wards Affected: Ardwick, Baguley, Didsbury East, Didsbury West, Fallowfield, Longsight, Northenden, Piccadilly, Rusholme, Withington, Woodhouse Park

Manchester Strategy outcomes	Summary of the contribution to the strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	<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</p>

	provide major opportunities for stimulating economic growth and regeneration in the surrounding areas.
A highly skilled city: world class and home grown talent sustaining the city's economic success	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.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	<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>
A liveable and low carbon city: a destination of choice to live, visit, work	<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>
A connected city: world class infrastructure and connectivity to	HS2, together with NPR and the Northern Hub rail schemes, will bring a step change in rail

drive growth	<p>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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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

Financial Consequences – Capital

None arising from this Report.

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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>

Report to Economy Scrutiny 7 November 2018 - HS2 Working Draft Environmental Statement (WDES)

1.0 Introduction

- 1.1 On 11 October 2018, the Secretary of State for Transport announced the launch of two High Speed 2 (HS2) consultations for the section of the route from Crewe to Manchester and West Midlands to Leeds (Phase 2b).
- 1.2 The consultations are on the Working Draft Environmental Statement (WDES) and the Working Draft Equality Impact Assessment Report (WEQIA). The WDES sets out the proposed HS2 Phase 2b scheme and its likely environmental effects, based on a stage in the ongoing design and assessment. The working draft is not a statutory consultation.
- 1.3 The purpose of the WDES is to provide the public and other stakeholders with an opportunity to review and comment on preliminary environmental information for Phase 2b. HS2 Ltd. states that comments on the WDES will inform the subsequent design and the Environmental Statement (ES) included in the hybrid Bill, which is due to be deposited in Parliament in June 2020.
- 1.4 Due to the fact that the WDES covers a range of highly specialist and technical environmental topics, the City Council has consulted Council and Greater Manchester (GM) specialists and statutory bodies (as we would do for a major planning application), to develop our response to the consultation. The response has to be made to HS2 Ltd. by 21 December 2018.
- 1.5 We have agreed with GM partners that there will be an overall response to the consultation from the Greater Manchester Combined Authority (GMCA). Manchester City Council, Trafford Council and Wigan Council will all submit individual responses, which will feed into the overall GMCA response. These will also raise issues of particular concerns within our respective local authority boundary areas.
- 1.6 The WDES and WEQIA are based on a point-in-time assessment of the design as of December 2017. This design phase was Control Point (CP) 1. This does not include Northern Powerhouse Rail at the proposed Airport and Piccadilly HS2 Stations. In addition, HS2 Ltd.'s Manchester Piccadilly station design has key differences to the City Council's preferred station design included in the Manchester Piccadilly Strategic Regeneration Framework (SRF) and the Greater Manchester HS2 and Northern Powerhouse Rail (NPR) Growth Strategy: *The Stops Are Just The Start* (Growth Strategy). Some aspects of the WDES such as construction sites include updated information from 2018.
- 1.7 Council officers and our Greater Manchester (GM) partners have also continued to work with HS2 to inform and influence the developing design at both Manchester Piccadilly and Manchester Airport. This includes the ongoing development of business cases for the elements of Piccadilly Station which differ to the SRF design layout. HS2 'CP2' (the design that has been developing since December 2017) proposals have moved forward in terms of achieving some limited integration with the SRF / Greater Manchester Spatial Framework proposals. Discussions are ongoing through the current 'CP2.1'

design phase with the aim of achieving the City Council's and GM's full Growth Strategy vision that the Executive endorsed in October 2017.

- 1.8 The final Environmental Statement and hybrid Bill deposit will be based on the CP3 design stage (due to start in March 2019 and end in September 2019), and should take into account responses to the current consultation. There will be a further formal Consultation on the final Environmental Statement when the hybrid Bill is deposited.
- 1.9 Department for Transport (DfT) has now instructed HS2 Ltd. to consider the integration of a realigned and expanded Metrolink at Piccadilly Station beneath the HS2 station (as per the Piccadilly SRF and Growth Strategy). HS2 Ltd. is currently working collaboratively with GM to develop an integrated solution for Metrolink to be incorporated into the Hybrid Bill scheme.
- 1.10 DfT has also instructed HS2 Ltd. to include NPR "touchpoints" within their Hybrid Bill design. For the City, this means additional platforms at the Airport and Piccadilly stations to accommodate NPR services. However, it should be noted that at Piccadilly, these additional platforms are for a surface (overground) turnback station only. The City and GM's preferred option (as per the Growth Strategy and Piccadilly SRF) is for an NPR underground through station below the HS2 station, which still allows for Metrolink to be accommodated. We believe this option not only accommodates proposed NPR services but allows for additional capacity to be accommodated in the future.

2.0 Background

- 2.1 The City Council has made a number of consultation responses to HS2 Ltd. over the past five years. In July 2013, Government launched a public consultation process on the proposed route for Phase 2 of the High Speed 2 (HS2) rail line, which closed in January 2014. The proposed route included proposals for HS2 stations at Manchester Piccadilly and Manchester Airport. The City Council and the Greater Manchester Combined Authority (GMCA) both provided a response to the consultation, following a report to the Executive on 15 January 2014.
- 2.2 In December 2016, a report was presented to Executive which summarised the announcement in September 2016 of the High Speed 2 (HS2) Phase 2b revised line of route, from Crewe to Manchester and West Midlands to Leeds. The report set out issues that this presented for the city and Greater Manchester, as well as providing background on HS2 and Northern Powerhouse Rail (NPR). It also informed Members of the work being carried out by the City Council, TfGM and partners to develop a HS2 and NPR Growth Strategy for Manchester Piccadilly and Manchester Airport, to ensure that Greater Manchester is best placed to maximise the benefits offered by HS2 and NPR.
- 2.3 Following this report, the City Council and GMCA made a response to the Phase 2b line of route consultation launched as part of the Secretary of

State's announcement. A subsequent report was presented to Executive in October 2017 providing Members with details on the Greater Manchester HS2 and NPR Growth Strategy *The Stops Are Just The Start*. The masterplanning work done as part of the Growth Strategy was used to inform an updated Strategic Regeneration Framework (SRF) for the Piccadilly area, which was approved by the Executive in June 2018. This included the revised line of route, NPR proposals and more commercial floorspace, to reflect the significant opportunity presented by this once-in-a-century opportunity.

- 2.4 Although the response to the Line of Route consultations covered wider design issues that are not part of the WDES, we propose to use this opportunity to restate the concerns raised previously, given their significant impact on the city.
- 2.5 As previously reported to Executive, our responses to the Government's consultation in January 2014 and March 2017 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 achieve those opportunities.
- 2.6 In all of the responses over the past five years, the City Council and partners have reiterated their support for HS2 stations at the Airport and Piccadilly. 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 whole of the North of England.
- 2.7 The key points made in our responses, and subsequently during ongoing design development with HS2 Ltd. have included:
 - The need 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 strategic approach to transport investment at Piccadilly which leads to the earliest transformation of Piccadilly Station; avoids significant and long term disruption and blight; and promotes investor confidence. In other words, a '*Build it Once, Build it Right*' approach.
 - A revised station layout at Manchester Airport which enables an interchange with an extended Metrolink service (the proposed "Western Loop") to properly connect the station to the Airport and surrounding communities.
 - An approach to funding for the Airport Station that is in line with those for other HS2 airport stations.
 - Highway solutions need to be adequate at both the Airport and Piccadilly,

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.
- The tunnel design and construction methodology must be developed in conjunction with the City Council and GM partners.
- Vent shaft locations must be appropriately sited and designed to fit with their context.

2.8 To date, no formal response has been received from HS2 Ltd. to our consultation responses. However, the City Council and its partners continue to work 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 SRF and Growth Strategy.

3.0 The Working Draft Environmental Statement (WDES)

3.1 Within the City Council administrative boundary, the WDES covers land between the River Bollin and the M56, roads at the Airport and M56; a 7.5 mile tunnel under South Manchester to Ardwick Depot; four vent shaft locations and a tunnel portal; a viaduct; and the proposed HS2 station at Piccadilly. (The maps at Appendix 1 show the route and each of the Community Areas described below. Colour maps are available on request).

3.2 The WDES is structured as follows:

- Non-technical Summary** – this provides a summary of the working draft Environmental Statement in non-technical language.
- Volume 1: Introduction and Methodology** – an introduction to the working draft Environmental Statement and an overview of the route and the environmental impact assessment process.
- Volume 2: Community area reports and maps** - HS2 has split the Phase 2b route into 25 “Community Areas”. Three contain land in the City Council boundary: MA06 Hulseheath to Manchester Airport; MA07 Davenport Green to Ardwick; and MA08 Manchester Piccadilly. A description of each of the Community Areas is set out below. 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.

The Community area reports describe likely significant route-wide environmental effects of the construction and operation, based on the December 2017 level of design.

- iv. **Volume 3: Route-wide effects** - This describes the impacts and effects that are likely to occur at a geographical scale greater than the community areas described in Volume 2.
- v. **Volume 4: Off-route effects** - This describe an assessment of the off-route effects of the proposed scheme i.e. those aspects of the construction and operation of the proposed scheme that have the potential to generate significant environmental effects in locations remote from the route corridor.
- vi. **Supporting Information and Planning** - HS2 Phase 2b Environmental Impact Assessment Scope and Methodology Report; Alternatives Report for the HS2 Phase 2b working draft Environmental Statement; and Draft Code of Construction Practice for HS2 Phase 2b working draft Environmental Statement.
- vii. **Working Draft Equalities Impact Assessment Report** – this considers the potential effects of the construction and operation of HS2 Phase 2B on people with protected characteristics and explains how HS2 Ltd. proposes to avoid /reduce any adverse effects. These are people protected by the Equality Act 2010.

3.3 The Community Areas

MA06 Hulseheath to Manchester Airport

- 3.4 This includes an area of land between the River Bollin and the M56, as well as the westbound carriageway of the M56 in the City Council's boundary.
- 3.5 Proposed work includes: a viaduct over the River Bollin (92m long by up to 17m in height); a balancing pond for railway drainage; an embankment (80m long, 34m wide by up to 4m high); an auto transformer station (200m by 135m); a cutting at Halebank (467m long by 100m wide and up to 15m deep); closure and realignment of Sunbank Lane and other footpaths; a box structure under M56 of 139m in length and up to 17m in depth; and access from Junction 6 to the proposed Airport Station.

- 3.6 It also includes a proposed four platform Airport HS2 Station and associated access, servicing and parking. These lie within Trafford Council's administrative boundary, although the proposal impacts on both Council areas.

MA07 Davenport Green to Ardwick

- 3.7 This section is 13.4km long, of which 12.8km is in tunnel under the electoral wards of Ardwick, Longsight, Rusholme, Withington, Didsbury West, Didsbury East, Northenden and Baguley. 573m of the route is in cutting at Ardwick.
- 3.8 There are a number of features associated with the tunnel. This includes four vent shafts/headhouses 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).
- 3.9 The vent shafts/headhouses would be approximately 25m x 43-54 wide and 6m high (above ground level) except at Altrincham Road which would be 14.5m high (due to the fact that the tunnel is shallower at this location). Each vent shaft would have a construction compound (during construction) and there would be vent shaft auto transformer stations at Palatine Road and Lytham Road (each 45.5m long by 24m wide).
- 3.9 At the Ardwick end there would be a 'porous portal' (a perforated structure at the tunnel entrance, designed to allow the passage of air from the tunnel) with a head house substation (24m long, 30m wider and 6m high) and a tunnel portal building.

MA08 Piccadilly Station

- 3.10 The route would exit the tunnel at the Siemens Train Care Facility, Rondin Road in Ardwick Ward, into a cutting 130m long, 18m wide and 0.5m deep. It then rises up to a viaduct (1km long and up to 11.5m in height) then widens to three tracks, then four at the proposed station (in the Piccadilly Ward). The station would be located alongside the existing railway station building (next to platform one) and have four platforms. It would be approximately 455m long and 50m wide, covered by a roof and canopy 20m high.
- 3.11 There would be an Autotransformer station at Chancellor Lane of 46m long by 24m wide (no height given). At Pin Mill Brow and other streets around Piccadilly, changes to the road layout are proposed along with three multi-storey car parks. Five temporary compounds are proposed for the construction of the railway.

4.0 Key Themes, Issues and Feedback

- 4.1 As described earlier in this report, the WDES is based on a superseded HS2 Ltd. (Control Point 1) design from December 2017. The proposed scheme has developed since then and HS2 Ltd. is currently progressing towards its CP3 design. However, we note that some of the information in the WDES is different to CP1. For example, the construction boundary shown in the WDES is different to the one shown in the CP1 scheme. HS2 Ltd. has not indicated which elements are more up to date than the CP1 scheme.
- 4.2 There is no design detail on the plans other than locations and proposed use. The WDES does go into some detail describing the size of some of the scheme elements.
- 4.3 Given that the Working Draft is based on a superseded 2017 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 technical issues identified during the review of the documents. Key issues from City Council, GM and Government specialist responses, which will be covered in our formal response to the consultation, are summarised below. It should be noted that the majority of the responses received highlighted the lack of detail in many areas and the need for further information from HS2 Ltd. Many of the issues previously raised by the City Council and partners have not been addressed in the WDES.

Volume 1 – Introduction and Methodology

- 4.4 **Design** – The *HS2 Design Vision* sets core principles around three themes of people, place and time and creating a sense of place that will stand the test of time. In response, Planning, Building Control and Licensing has highlighted that it is important that these high level principles are followed through to the detailed design of all elements that could singularly or cumulatively have an impact on Manchester.
- 4.5 HS2 Ltd.'s design approach should be consistent with its own guidance. It should fully assess the particular location and context. It should then develop a suitable and appropriate design response to suit the location and context, rather than providing generic, engineering solutions which would not be appropriate.
- 4.6 The resulting structures should be a high quality design response, in particular where the proposals create a significant new intervention. This is important in terms of landscaping and integrating and retaining existing features such as trees, as well as ensuring that the structures are of a high-quality design.
- 4.7 The proposed stations and their landscaping and associated works, including the approach viaduct to the new station at Piccadilly, will need an exemplary design response that will respond positively to their context and support the regeneration masterplans in these locations. It is important that the Local Planning Authority (LPA) is engaged in early and detailed discussions over the designs of these new structures to ensure the highest design quality and

landscaping, and to ensure that they respond positively to their setting. In the case of Piccadilly, the design should respond positively to the historic environment and adjacent Grade II listed train shed.

- 4.8 Further detailed investigation and surveys may be needed in terms of historic buildings, character appraisal, archaeology and built heritage to inform the proposals and to enable a proper assessment of impact and interventions needed. This further work is encouraged to enable better understanding of the historic environment.
- 4.9 Volume 1 refers to a considerable amount of work to be done for the final ES. This includes full investigation and visual survey work to inform the design and this includes a full list of designated, curtilage structures and non-designated assets. HS2 Ltd. needs to ensure that this work is adequately covered in the final ES.
- 4.10 Volume 1 also states that the route-wide approach has been developed with Historic England and Local Authorities at Phase 1 and Phase 2a. It says that a route wide Written Scheme of Investigation has also been prepared setting out a framework for design, evaluation and investigation. It would be helpful to understand what lessons have been learned and if these have been documented and brought forward to this phase.
- 4.11 In Landscape and Visual Impacts, the WDES states that measures to mitigate are part of an integrated design approach. It is important that best practice and high-quality design are at the forefront in developing bespoke responses, and that any harm or adverse impact is avoided rather than mitigated.
- 4.12 Electromagnetic Interference is mentioned in relation to the 25 kilovolt electrification traction power of trains. It is being assessed and sensitive receptor sites are being identified along the track route corridor. We await the results of this as the ongoing electromagnetic field modelling.

Volume 2 – Community Area Reports and Map Books General Comments Applicable to MA06, MA07 and MA08

- 4.13 **Development** - committed development is defined as ‘developments with planning permission and sites allocated for development’. As the Council generally does not allocate development sites, this approach is likely to underestimate the level of development expected in Manchester, for example, development outlined in the Core Strategy, Regeneration Frameworks and other Planning documents.
- 4.14 The proposed scheme should take account of all proposals contained in the Council’s anticipated development pipeline (publicised through the Greater Manchester Spatial Framework evidence map).
- 4.15 **Agriculture, Forestry and Soils** - this environment topic has been scoped out of the assessment for MA07 and MA08.

- 4.16 **Air Quality, Land Quality, Sound, Noise and Vibration** - HS2 Ltd. will develop Local Environmental Management Plans (LEMP) to supplement the final Code of Construction Practice. Environmental Health recommends that the Plans should be developed in consultation with the Council.
- 4.17 Site investigation data is required to enable the Council to review and provide comments on land quality. Environmental Health notes that likely significant sound, noise and vibration impacts have been identified at certain locations/premises, but the level of detail is not there.
- 4.18 Any buildings that qualify for noise insulation or temporary re-housing will be reported in the formal ES. This should be developed in discussion with the Council.
- 4.19 Proposed construction hours include Saturday working hours from 0800 - 13.00 hours and 24 hour working. Any variation to standard working hours will need to be discussed and agreed with the Council as part of the LEMP work.
- 4.20 **Ecology** – Greater Manchester Ecology Unit (GMEU) considers that, due to the level of detail provided, it is extremely difficult to assess the impacts of HS2 on ecology and biodiversity. The WDES does not include any of the necessary habitat and species survey information required for a formal ES. Air quality, noise and hydrological assessment are also not included. The appropriateness of any proposed mitigation/compensation measures also cannot be fully assessed at this time.
- 4.21 GMEU further commented that it is extremely disappointing that HS2 Ltd. has only committed to “no net loss in biodiversity insofar as reasonably practicable in the local area” and to achieving “no net loss in biodiversity at a route-wide level”. This is contrary to government guidance in the National Planning Policy Framework and the 25 Year Environment Plan which seek biodiversity net gain.
- 4.22 **Health** - Manchester Health Care and Commissioning (MHCC) notes the following points:
- The impacts on health and wellbeing of the scheme could have a particular impact on vulnerable or disadvantaged populations, including those that fall within the list of protected characteristics. HS2 Ltd. needs to provide a detailed assessment of any potential impacts and proposed mitigation measures.
 - Monitoring should be carried out in partnership with local public health and health care agencies.
 - HS2 Ltd. should identify principles of social value and opportunities to maximise the social value gained from the proposed scheme through the recruitment of local people and the use of local businesses.
 - The final ES should consider measures to mitigate the impact of the loss or relocation of local businesses on the more vulnerable members of a community.
 - The commitment of HS2 Ltd. to provide clear and transparent information

to communities in order to provide more clarity and certainty about how neighbourhoods along the route of the Proposed Scheme will be impacted is welcomed and should be fulfilled.

- It is imperative that HS2 Ltd. liaises with the local health care system at the earliest opportunity in order to identify potential impacts on the provision of health and care services during construction. The health care needs of construction staff and the level of need for in-house health care provision should also be assessed.
- MHCC urges HS2 Ltd. to carry out a Mental Well-being Impact Assessment (MWIA) to identify vulnerable populations and provide clear mitigation strategies that are linked to any local services or assets.

4.23 **Historic Environment** - Historic England notes that there is very little detail on measures which might mitigate some of the impacts on heritage assets. The final ES should contain much more detail on site specific measures for the mitigation of the impacts of the proposed scheme.

4.24 It states that it would expect to see a great more detail in the final document on the potential impacts of the proposed scheme on the designated and non-designated heritage assets identified as at risk.

4.25 There is very little information in the WDES on setting. Historic England would expect to see more on these impacts, including if necessary, cross referencing to the Landscape and Visual assessment.

4.26 **Traffic and Transport** - a key element of the Growth Strategy is wider connectivity and transport infrastructure in the vicinity of the stations to spread the benefits throughout the conurbation. The Growth Strategy should form the basis of wider transport improvements that the WDES and ES need to consider and deliver, either at the time of the stations' construction or safeguarded in later phases, in order that the full overall wider benefits are achieved.

4.27 Considerable further transport modelling work is required. Modelling the impact of the proposals on the highway network will need to be agreed with Transport for Greater Manchester (TfGM). The impact during the construction phase will also need to be considered and modelled. Future Transport Assessments should consider the full range of appropriate mitigation, including accommodating any increases in traffic generation and increased pedestrian and cyclist movements. Any appropriate mitigation should be identified with TfGM, who can assist in adopting a coordinated approach.

4.28 The Transport Assessment should consider the impact of the proposals upon existing public transport networks in terms of additional person trips. Mitigation measures should be considered where appropriate.

4.29 **Water Resources and Flood Risk** – these impacts will be assessed at the design stage and are therefore not part of the WDES.

4.30 The proposed route is crossing a number of ordinary watercourses so careful

management of these crossings is required to maintain their hydraulic and environmental properties.

- 4.31 Flood Risk Management highlight the need for an integrated management approach for water resources (surface and ground water) to holistically assess the impact of this scheme. Consultation is requested with the City Council, Environment Agency and United Utilities as the design develops.

Specific Comments to MA06 Hulseheath to Manchester Airport

- 4.32 **Ecology** – there would be a direct habitat loss and permanent hydrological changes at Sunbank Woods and Ponds, a Site of Biological Importance and Ancient Woodland, and at the Wood near Chapel Lane, a Site of Biological Importance.
- 4.33 **Historic Environment** - it doesn't appear that any above ground heritage assets are affected by the proposals. However further desk based, and fieldwork surveys will be needed to identify any non-designated heritage assets.
- 4.44 **Landscape** - while the Airport Station lies outside the City Council boundary, there will be visual impacts from the station, associated multi-storey car parks, new highway layouts and landscaping works. The new station and associated buildings works should be of an exemplary design quality in terms of architectural design and public realm and landscaping works. Mitigation works associated with the construction and operational aspects of the scheme should be carefully considered to minimise any adverse effects.
- 4.45 Existing landscape features including high quality trees and hedgerows should be given due consideration at the advanced design stages. The impact caused by any new highways should be minimised and mitigated.
- 4.46 **Traffic and Transport** - the City Council, Manchester Airport Group, Trafford Council and TfGM share a number of concerns about HS2 Ltd.'s highways proposals at the Airport station. These have been raised formally with HS2 Ltd. on a number of occasions.
- 4.47 The City Council and its partners feel that inadequate evidence has been provided on how the proposed station can be accessed; what the implications are for Junctions 5 and 6 of the M56 and the wider M56; the wider highways access; and impact on airport operations and accessibility.
- 4.48 Our concerns about highways access cover both the construction phase and the longer term operation of the Airport station. There is also a lack of detail about NPR provision and access to the Growth Strategy masterplan area to the northwest. Demand modelling and the passenger modal split work are not yet complete, leading to the concern about the adequacy of the solutions being proposed.
- 4.49 Key issues include:

- The need for full integration of the HS2 and NPR stations, Metrolink and appropriate connections to the Airport;
- 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 including the exclusion of trips by Airport staff and passengers;
- 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.

4.50 More detail will also be required for the proposed closure and realignment of Sunbank Lane, all proposed closures/realignments to Ringway footpaths and all associated access and parking works for construction in this area.

Specific Comments to MA07 Davenport Green to Ardwick

4.51 **Community** - several community issues, such as severance and open space provision, need to be addressed in the formal ES. It is not possible to express any view on these at this stage, because there is no design detail provided.

4.52 We note that the plans in the WDES would require demolition of three residential buildings, 28 commercial/business buildings of seven other structures, including the Eglise En Mission Church. The City Council would want to ensure that an alternative resource and effective engagement with affected parties, is provided

4.53 Since HS2 Ltd. began the process of identifying locations for vent shafts, the City Council has consistently raised concerns about some of the proposed locations (including our responses to the HS2 Phase 2 Line of Route formal consultation made in 2014 and 2017). The following feedback has been given to HS2 Ltd. including:

- **Altrincham Road/M56 junction 3a** – the proposed location is acceptable in principle, subject to an adequate highways scheme being developed to accommodate anticipated increases in traffic.
- **Withington Golf Course** – one location in the footprint of golf course could be acceptable, but the current location (in a Flood Zone) and loss of 2.5 ha of golf course 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** – one location within the foot print of the car park is 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. Any new structures should be designed and positioned to reinforce local distinctiveness and be a good neighbour to existing buildings and occupants and reinforce the streetscene.

- **MEA Central** – one location on the 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 alternative location.

- 4.54 **Historic Environment** - Historic England notes that there would be significant permanent, physical impacts on the five non-designated heritage assets which lie wholly or partly within the land required for the proposed scheme in this area. There is no information about potential impacts on setting. Only limited mitigation measures are suggested and more work is clearly needed on this aspect of the ES.
- 4.55 **Landscape and Visual Impact** - The WDES identifies the Mersey Valley Managed Open Space as one area where the character would be significantly affected to a moderate, adverse level. As this landscape is of high value and contributes significantly to the character of the area, opportunities should be taken to avoid any adverse impacts by redesigning the scheme to one where there is less impact e.g.; tree loss.
- 4.56 Planning has considerable concerns over the proposed loss of mature trees in the Mersey Valley that contribute significantly to character of the area. The trees provide a high value mature landscape feature and attempts should be made to avoid loss by redesigning the proposals to retain this existing important feature.
- 4.57 **Traffic and Transport** - the route of the Proposed Scheme would not cross any roads with footways within the Davenport Green to Ardwick area. The route of the proposed scheme is in tunnel through most of the Davenport Green to Ardwick area, with access required to the vent shafts locations.
- 4.58 With most of MA07 in tunnel emerging at Ardwick Depot, the key traffic and transport issues are around the vent shaft / headhouse locations shown in the WDES. The parking at the Christie Hospital Car Park D on Wilmslow Road; the A665 Chancellors Lane, the Siemens Ardwick Traincare Facility on Rondin Road, the Manchester Enterprise Academy (MEA) on Lytham Road and Hooper Street could all be affected.
- 4.59 HS2 Ltd. states that the assessment of significant effects in relation to traffic and transport during construction of the proposed scheme will be reported in

the formal ES. More detail on this is required in advance of the formal ES in June 2020.

- 4.60 In particular, we need to understand what the effects of construction on the local highway network would be, the proposed temporary and permanent access to the vent shafts/head house and construction compounds. Appropriate mitigation measures should be agreed with the City Council in advance of the Hybrid Bill submission.
- 4.61 **Water Resource and Flood Risk** - the proposed vent shaft on Withington Golf Course is within a Flood Zone making it unsuitable for most development. HS2 Ltd. should discuss alternative locations for the proposed high vent shaft/head house (54m diameter), vent shaft auto transformer stations (45.5m long by 24m wide) and construction compound with the City Council.

Specific Comments to MA08 Manchester Piccadilly Station

- 4.62 **Community** - the City Council would like to reiterate its concern over the proposed pedestrian connections between the proposed HS2 Piccadilly Station and the city centre. Further work is required to optimise the station and the approach alignment and to ensure the HS2 proposals are integrated with the existing station and cityscape, as set out within the Council's 2014 and 2017 consultation responses, and are in accordance with the Growth Strategy, 2018 Manchester Piccadilly and Portugal Street East SRFs.
- 4.63 The Piccadilly Station proposals locate the HS2 platforms to the north of the existing rail station (facing towards the Inner Ring Road). As proposed, this does not provide adequate integration with the existing station and access to the city centre would be extremely poor from this location, due to the topography, existing buildings and potential route through a 70 metre long tunnel at Store Street.
- 4.64 The alternative route through the existing Network Rail station is not considered appropriate given the pressures on the current concourse from more passengers (25% increase in the last four-five years). 2016/17 figures from the Office of Rail and Road show 27 million passengers per year and 41million visitors to the station per annum. DfT figures indicate that rail passenger numbers (alone) will increase to almost 60 million by 2040.
- 4.65 To propose that HS2 passengers would use the current entrance is not an adequate solution. A fully integrated station design (as shown in the Piccadilly SRF and the Growth Strategy) would provide a common, accessible approach for HS2 and non-HS2 passengers.
- 4.66 It is not clear what is proposed on the pedestrian and access ramp in front of Gateway House or behind the building other than 'land potentially required during construction'.
- 4.67 We note that demolition of 64 commercial/business premises would be required, along with 22 other structures and modifications to Piccadilly Station.

HS2 Ltd. has acknowledged that the proposed demolition of the following facilities would have significant impacts:

- True Jesus Church on St Andrews Street;
- Christian Academy Fairfield Street;
- The Men's Room, Fairfield Street (outreach services for disadvantaged young men);
- MASH, Fairfield St (outreach services for women working in the sex industry); and
- MO:DEL, Fairfield Street (NHS mental health and substance abuse service for mentally ill offenders).

- 4.68 This is also covered in the working draft Equalities Impact Assessment. HS2 Ltd. needs to set out its engagement approach with affected businesses and other organisations as soon as possible. The strategy for providing alternative facilities wherever possible should be provided in advance of the formal ES.
- 4.69 **Historic Environment** - comments made under MA07 about identifying non-designated heritage assets also apply here. Once further detailed desk and field survey work has been carried out, these assets should be mapped and shared with the City Council, Historic England and Greater Manchester Archaeology Advisory Service (GMAAS) for review.
- 4.70 In identifying heritage assets, the study area is 2km which picks up a significant number of assets where there is clearly no direct or indirect impact. It would be very helpful to see a more focused study of those in closer proximity; for instance the impact on the Grade II listed London Warehouse and its setting. Any assessment should follow established best practice principles and guidance, including those produced by Historic England.
- 4.71 There will be significant permanent, physical impacts on the Grade II listed Piccadilly Station. There is no detail at this stage on how the physical impact of the proposed new station and structures would affect the fabric or result in loss of significance. This will need to be fully considered as the designs develop. Proposals should avoid harm where possible.
- 4.72 There will need to be a full heritage asset appraisal of the station which should inform the emerging proposals and their impact on the station and its setting. There needs to follow a heritage impact assessment of the proposals.
- 4.73 The proposals will also have a major impact on the setting of the station and this impact will need to be fully assessed as the proposals evolve. Key viewpoints have been identified to fully assess this impact through visual assessment. As the scheme emerges there will be a need to identify key locations and views and produce verified views (existing and proposed) for both the station and associated structures, including the proposed viaduct.
- 4.74 In conclusion, there seems to be little detail on specific measures which could avoid or mitigate the impacts on heritage assets. There also appears to be little information on the potential impacts on their settings.

- 4.75 Landscape and Visual Impact - the final proposal will need to convey with clarity how the new station creates an exceptional arrival point into Manchester through architecture and landscape design. The potential for the new (extended station) to regenerate the Piccadilly SRF area needs to be explained in the final ES; not only to describe how the townscape and public realm can be upgraded, but also the economic and social benefits of the station.
- 4.76 The passenger experience is key here, as is thinking about an area of the city centre that will become the Gateway to the North of England and not a railway station in isolation. This placemaking approach is also required to inform the station entrances, public realm design and locations of any amenity areas and car parks proposed.
- 4.77 The WDES acknowledges that proposed new structures including the station, viaduct and associated landscaping works will introduce prominent new features into the area which will result in substantial changes to the character of the area due to their height and massing. These new structures should be of high-quality design, should minimise impact on the historic environment and should support and reflect the Strategic Regeneration Framework for the area.
- 4.78 The design of the scheme, including public realm should ensure that it is of the highest exemplary architectural design quality to create a world class facility. It should be fully integrated into the existing urban environment, and reinforce and improve connectivity with the surrounding area and create a destination of distinction. The proposals should follow from a comprehensive detailed urban design analysis of the area.
- 4.79 The WDES refers to proposals to mitigate where there is impact. There seems to be a generic approach to mitigation, which refers to measures such as landscaping, banking and tree planting.
- 4.80 This will not be the correct approach in all cases, particularly in an urban environment where there is a need to mitigate and integrate into a more urban setting. This could be through high quality design and materials, structures or more urban features. Each impact will need to have an individual response.
- 4.81 **Socio-economics** – 82 business units or sites in the study area would be directly impacted as a result of the proposed scheme. HS2 Ltd. estimate that 2,390 jobs could be affected within the Manchester Piccadilly Station area. The Council would wish to see businesses relocated and jobs retained in Manchester and Greater Manchester.
- 4.82 Local people must be given every opportunity to access new jobs created as a result of the proposed scheme, in particular those associated with construction, where over 8,870 full time equivalent jobs are estimated in Phase 2b.
- 4.83 Members should note that up to 40,000 additional jobs are estimated as a

result of the Piccadilly SRF the Growth Strategy.

4.84 **Traffic and Transport** - the emerging highway proposals need to be in accordance with the approved Manchester Piccadilly SRF, or HS2 Ltd. needs to provide a robust justification as to why this is not possible. The highways proposals should look at the impact on the wider area, rather than being a purely technical engineering solution.

4.85 Key specific issues identified in the WDES are:

- There is no consideration of walking and cycling routes or how these would form part of an integrated, place based approach to street design.
- To meet GMCA's *Made to Move* aspiration to "double and then double again cycling in Greater Manchester and make walking the natural choice for as many short trips as possible," the environment and connectivity for these modes in and around the station must be of the highest quality.
- There is little evidence of a holistic place making approach that seeks to link in wider existing networks.
- No pavements or cycle provision are shown. The ES needs to integrate the Beeline proposals within the vicinity of the Station and HS2 alignment.
- There is no mention of enhanced wayfinding to ensure passengers are able to make their onward journeys easily and in an efficient manner.
- No clear connection heading to the north and the city centre are indicated.
- Station design needs to provide the highest quality arrival experience, with legible onward connection by active modes.
- The scale of the station and multiple rail alignments have the potential to create a severe severance effect. Permeability through these pieces of infrastructure is key and must be demonstrated through the ES process.
- The HS2 station must be fully integrated with bus and coach services to ensure sustainable transport connections are provided.
- Metrolink forms a key interchange mode that must be fully integrated with the station designs considering future expansion and introduction of increased capacity through initiatives such as tram-train.
- The proposed location of the revised Pin Mill Brow junction impacts on several high-rise buildings and an urban park proposed in the Piccadilly SRF. This is not acceptable to the City Council and our GM partners and alternative layouts need to be explored and discussed. Any changes to the highways layout in this location needs to be in accordance with approved planning guidance and need to provide future proofed capacity.

4.86 To properly assess and comment on the HS2 design, the following detail is needed:

- accurate travel demand forecasts split by mode to enable the design of appropriate transport infrastructure;
- traffic modelling or assessment of the impact on key routes – the proximity of the proposed station to the Inner Relief Road (IRR) and interactions between it, the IRR and key radial routes; and
- wider area junction mitigation measures.

4.87 Detailed construction information is needed, including:

- Overall volumes (HGVs and worker vehicles);
- Timings and profiling of activity;
- Clarity on spoil related HGVs;
- Material import (tunnel and station);
- Cumulative impact on the IRR and Outer Ring Road (ORR);
- Workers' trips to and from the compounds factored in; and
- Details of worker transport arrangements – the City Council would expect workers to travel via public transport or dedicated shuttle services to minimise private vehicle trips into the city centre.

4.88 No justification has been provided for the proposal to site three multi-storey car parks in a city centre development, next to a major transport interchange. The City Council's policies on parking and air quality mean that significant additional private car parking capacity for rail commuters would be difficult to accept. Access to the proposed multi-storey car parks is also not in accordance with the approved Piccadilly SRF.

4.89 A breakdown of construction activities and access / routing needs to be shared with MCC. Potential road closures and diversions requiring Temporary Traffic Regulation Orders will require careful liaison with the Council to avoid unacceptable stress to the Highways Network.

4.90 The WDES highlights increased traffic severance for cyclists and pedestrians. Appropriate mitigation measures will be required to ensure that cyclists and pedestrians are not disadvantaged and that sustainable journeys do not decline: adding to negative air quality around these sites.

Volume 3: Route-wide Effects

4.91 **Climate Change** - introduction and legal policy framework are provided in the WDES, but the full scope, results and conclusions of the climate change resilience assessment will be reported in the formal ES.

4.92 **Community** – it is noted that details of potential construction worker impacts are to be completed and that community issues will generally be dealt with at the local level. Comments are included in the Community Area sections of this report.

4.93 **Socio-economics** – the overall effects of impact on employment will be assessed and reported in the formal ES.

4.94 As noted above, an estimated 8,870 full time equivalent posts would be created during the construction period. HS2 Ltd. has committed to providing a minimum of 2,000 apprenticeships over Phase One and Phase Two.

4.95 The WDES states that 'depending on skill levels required, and the skills of local people, these jobs would be accessible to local residents and to others

living within the travel to work area'. The Council and partners would like to see a scheme in place to ensure that as many of these jobs as possible go to local people. This needs to be discussed with the City Council and GM partners in advance of the formal ES.

Draft Code of Construction Practice

- 4.96 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. The document also includes a commitment to limit the use of materials and the generation of waste.
- 4.97 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.
- 4.98 Over the past few years, the City Council and its partners have repeatedly asked HS2 Ltd. for further details on the arrangements for, and impacts of, the tunnel construction, particularly at either end of the tunnel. There are likely to be considerable transport movements arising from the movement of materials to and from the sites, associated with the construction process.
- 4.99 The City Council and partners are working with Highways England (HE), and stressing to HS2 Ltd. the need to involve HE in this issue, given the likelihood that HS2 construction and operation will considerably add to existing pressures on the M56 and routes into and out of the city centre.

Working Draft Equalities Impact Assessment

- 4.100 **Community** - we note the proposed methodology and approach set out in the working draft. As with other parts of the WDES, there is a lack of detail on how issues will be dealt with and mitigated. Of particular concern is the list of community organisations in Community Areas MA07 and MA08 that would be adversely affected by the proposals. There is a generic statement for each about stakeholder engagement, but no detail or any solutions offered. HS2 Ltd. should start engaging with the Council and other partners at the earliest opportunity.
- 4.101 **Health** - MHCC's concerns were outlined above on the health and wellbeing aspects of the scheme. MHCC stated that the proposed scheme would have a particular impact on vulnerable or disadvantaged populations, including those that fall within the list of protected characteristics. MHCC recommended that the assessments and findings of the Environmental Statement and the Equalities Impact Assessment should be cross-referenced to ensure that the assessment of potential impacts and mitigation measures are consistent. In addition, the final ES and EQIA should include a mental well-being Impact Assessment.
- 4.102 **Socio-economics** – The Council supports supply chain diversity, particularly to support local SME's within the area. However we would require more

comfort that local SME's are given the best chance to bid directly for work or support sub-contracting arrangements. It is not yet clear to what extent HS2 will provide additional support to smaller businesses and how they might support low value contracts and fair pay schemes.

- 4.103 The Council welcomes the sustainability policy and is supportive of HS2's policy specifically in relation to the economic growth and skills, employment and education principles. The Council is keen to ensure that there is an alignment of its strategies alongside that of the Growth Strategy Employment and Skills Strategy and the emerging Local Industrial Strategy. The Council is supportive of HS2's *Skills, Employment and Education Strategy - Opening Up New Opportunities Sep 2018*.
- 4.104 We ask that further consultation is undertaken with key partners, including Manchester City Council and the GMCA to further develop this strategy to ensure that the *Skills, Employment and Education Strategy* is deliverable in a local context and aligned with local strategies.
- 4.105 The *High Speed Two labour and skills demand and supply forecasting and analysis August 2018* provides a sound evidence base. However the section on *Construction demand and mismatch analysis: Phase 2b* has grouped the labour requirement in regions - NW and Yorkshire Humber. It would be useful to better understand this at sub regional level i.e.; Greater Manchester.
- 4.106 It would be useful to understand the more specific requirement of skills and levels, and anticipated connections with local training providers/organisations in order to satisfy/build capacity for the anticipated demand for skills.
- 4.107 The Council would like to understand prior learning or best practice that indicates local SME businesses have benefitted from earlier phases of HS2 - supporting local supply chains. Whilst it is early in the process, the Council will require more details about the end use/commercial opportunities in order to support recruitment opportunities for local people post rail / station construction.
- 4.108 Finally, as part of this consultation, the Council would like to better understand to what extent is there capacity within HS2 Ltd. to support *appropriate and additional support* to businesses.

5.0 Conclusion

- 5.1 In all of the responses over the past five years, the City Council and partners have reiterated their support for HS2 and the location stations at Manchester Airport and Piccadilly Station.
- 5.2 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.

- 5.3 It is a once-in-a-century opportunity to create a world class transport hub and arrival point into Manchester, the city region and the North. However, there remain a number of issues that still need to be resolved with the HS2 scheme in order to maximise this opportunity.
- 5.4 We welcome the opportunity to comment on the working draft Environment Statement. As this report has described, there is a lack of detail in many areas and clearly a lot of work to be done to meet the June 2020 date for depositing the hybrid Bill in Parliament. We will continue to press HS2 Ltd. and DfT to work with the City Council and our GM Partners on the gaps that have been identified in the working draft.
- 5.5 Officers will continue working with HS2, DfT, TfN and other partners on the design development of the proposed scheme s in advance of hybrid Bill submission. We will continue to press for world class, fully integrated stations with a build it once, build it right approach.
- 5.6 Recommendations appear at the front of the report.

6.0 Contributing to the Manchester Strategy

a) A thriving and sustainable city

- 6.1 A high-speed line between Manchester, the West Midlands, Crewe and London 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 city centre and boost investor confidence in the area. HS2 and NPR can greatly improve business connectivity and productivity, allowing businesses in the city and the city region better access to markets, labour, skills and customers
- 6.2 Specifically, the proposals for HS2 stations at Manchester Piccadilly and Manchester Airport provide major opportunities for stimulating economic growth and regeneration in the surrounding areas. This potential is significantly added to by the proposed introduction of Northern Powerhouse Rail (NPR) at both these locations.
- 6.3 A Strategic Regeneration Framework (SRF) has been updated in 2018 for Manchester Piccadilly, and the Growth Strategy aims to ensure that the city and the city region can maximise the benefits from investment in High Speed Rail.

(b) A highly skilled city

- 6.4 Development of a high-speed rail network serving the city centre, and the regeneration of the Piccadilly area, will 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 HS2 Growth Strategy presented to the Executive in October 2017, a Greater Manchester High Speed Rail Skills Strategy and Implementation Plan has been developed, to

best enable local residents to access the job opportunities created by both the construction of the high speed rail infrastructure and from the additional investment and regeneration arising from it.

(c) A progressive and equitable city

- 6.5 The economic growth brought about by high speed rail, and the regeneration of the Piccadilly area and growth at the Airport and Enterprise Zone, could help provide additional job opportunities for residents, as well as improved connections from communities to jobs in the city centre and beyond. The area will also provide new leisure opportunities, including new areas of public realm, accessible to all members of the public.

(d) A liveable and low carbon city

- 6.6. 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. The masterplan being developed for the area around the Airport as part of the HS2 Growth Strategy proposes new residential development and commercial opportunities, along with high quality public realm.
- 6.7 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. A series of proposed transport connectivity measures have been developed for both Manchester Piccadilly and Manchester Airport through the GMGS, designed to better connect all parts of the city and city region to the new stations and surrounding areas. This can encourage more public transport journeys and less reliance on cars.
- 6.8 Sustainability is one of the key principles of the SRF. A sustainability strategy has been developed as part of the SRF, looking at a range of potential options across the area.

(e) A connected city

- 6.9 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.
- 6.10 The City Council'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.
- 6.11 Manchester Piccadilly is already well connected by public transport. The

arrival of HS2, NPR and other planned investment will, if fully integrated, transform Piccadilly into the most intensive strategic transport interchange in the North, providing unrivalled connectivity to businesses and employment opportunities in the city centre, wider Greater Manchester area, and across the North and the UK.

- 6.12 A series of proposed transport connectivity measures have been developed for both Manchester Piccadilly and Manchester Airport through the GMGS, designed to better connect all parts of the city and city region to the new stations and surrounding areas. These measures, along with HS2 and NPR themselves, will better connect people to job opportunities.
- 6.13 HS2 and NPR proposals will transform rail connectivity to Manchester Airport from across the North of England and the UK, unlocking new jobs and productivity growth. More frequent and faster rail services will help to increase the effective population catchment area of the Airport, supporting the case for introducing new inter-continental trade routes, and thereby boosting the economic potential of the North of England.

7.0 Key Policies and Considerations

(a) Equal Opportunities

- 7.1 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 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

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

(c) Legal Considerations

- 7.3 As set out in the body of the report, the Environmental Statement will set out the likely environmental impacts of the proposals for the phase of the HS2 designs. It will form part of the suite of supporting documents when the hybrid Bill containing the proposals is deposited in Parliament. This report sets out the early-stage non-statutory consultation being carried out on the working draft of the Environmental Statement and seeks delegated authority to prepare the Council's response.