

# INDEPENDENT ASSESSOR'S REPORT

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL:  
SUMMARY OF MATTERS RAISED IN RESPONSES TO THE  
CONSULTATION ON THE SUPPLEMENTARY ENVIRONMENTAL  
STATEMENT 2 AND ADDITIONAL PROVISION 2  
ENVIRONMENTAL STATEMENT

Submitted to:  
The Examiners of Petitions for Private Bills

The House of Commons and the House of Lords

29 November 2023

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**HIGH SPEED RAIL (CREWE - MANCHESTER) BILL: SUMMARY OF MATTERS RAISED IN RESPONSES TO THE CONSULTATION ON THE SUPPLEMENTARY ENVIRONMENTAL STATEMENT 2 AND ADDITIONAL PROVISION 2 ENVIRONMENTAL STATEMENT.**

Report prepared by the Independent Assessor appointed under Standing Order 224A(6)(a)(ii)

Submitted to the House of Commons by the Examiners of Petitions for Private Bills, pursuant to Standing Order 224(6)(a)(v)

Ordered by the House of Commons  
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## Executive Summary

This report provides an independent summary of the feedback received in response to the public consultation on the Supplementary Environmental Statement 2 (SES2) and the Additional Provision 2 Environmental Statement (AP2 ES) for the proposed High Speed Two (HS2) railway between Crewe and Manchester.

The consultation on the SES2 and AP2 ES was published by the Department for Transport (DfT) on 4 July 2023 and ran until 23:45 on 31 August 2023.

AECOM was appointed as the independent assessor to analyse and summarise the feedback to the SES2 and AP2 ES consultation. All responses to the consultation have been read in full by members of the AECOM team to identify the substantive matters raised in the comments contained in the feedback received.

The analysis of the responses sought to categorise matters raised in relation to a series of themes based on the environmental topics covered in the SES2 and AP2 ES and a series of further scheme-wide themes to provide a summary of the main points raised. Where it was possible to assign comments to specific geographical locations or features, this enabled reporting against the six Community Areas considered within the SES2 and AP2 ES.

The aim of this report is to provide Parliament and the wider public with a summary of these matters raised.

A total of 74 individual responses were received from the general public and stakeholders.

The most frequently raised comments related to matters categorised under the themes of traffic and transport, ecology and biodiversity, community, sound noise and vibration, and water resources and flood risk.

The matter raised related to the theme of traffic and transport highlight concerns about the increases in traffic volumes generated by the construction of the proposed scheme on specific roads. In relation to ecology and biodiversity respondents specifically raise concerns about the loss of ancient woodland, veteran trees, hedgerows and woodland habitat.

It is not the independent assessor's role to provide a judgement on the validity or otherwise of the comments received in the feedback to the SES2 and AP2 ES consultation. However, the report does summarise the main matters raised in the feedback received and identifies particular areas where substantial concerns have been expressed.

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## 1. Introduction

This report provides an independent summary of the feedback received in response to the public consultation on the Supplementary Environmental Statement 2 (SES2) and the Additional Provision 2 Environmental Statement (AP2 ES) for the proposed High Speed Two (HS2) railway between Crewe and Manchester. It has been prepared for Parliament to support consideration of the High Speed Rail (Crewe - Manchester) Bill ('the Bill').

SES2 and AP2 ES are separate environmental statements but have been produced as combined reports to provide the second update to the main Environmental Statement (ES) which was submitted to Parliament in January 2022 with the High Speed Rail (Crewe - Manchester) Bill. The first update was SES1 and AP1 ES which was submitted to Parliament in June 2022.

The SES2 reports on the likely significant environmental effects of updated environmental information, changes to the design and construction scheme assumptions within the existing powers and limits of the Bill.

The AP2 ES reports on the likely significant environmental effects of the amendments within the AP (i.e. amendments to the Bill which are outside the scope of the existing powers and limits of the Bill).

The SES2 changes to the design and construction assumptions in the Bill include:

- a review of the earthworks and movement of materials, taking into account changes in design;
- changes to the construction programme. These take account of refinements to construction methods and changes to earthworks and the movement of materials;
- modifications to a Mobberley Road realignment, Mid Cheshire (Railway) and Mobberley Road viaduct and Thorns Green embankment;
- modifications to car park roofs and forecourts at Manchester Airport High Speed station;
- reconfiguration of Manchester tunnel south portal headhouse to accommodate the revised requirement for rail systems equipment;
- modifications to an underground cable diversion beneath Manchester Piccadilly High Speed station;
- alterations to the pier structures beneath Piccadilly approach and the highway alignment;
- the relocation of Network Rail facilities and substations at Manchester Piccadilly High Speed station;
- change to the assessment assumption for the demolition of Gateway House; and
- provision of a section of water main at Store Street.

The AP2 changes include:

- modifications to the Manchester Airport High Speed station area including the extension of Metrolink provisions;
- modifications to Manchester tunnel south portal including the main compound and sewer connection and the Manchester tunnel north portal including the headhouse and main compound;
- reconfiguration of Ardwick construction sidings;
- modification to the Manchester Piccadilly Station area including provision of access ramp, loading bay and parking;
- modifications to the multi-modal transport hub;
- modifications to vent shafts and headhouses;
- modifications to road realignments and junctions, property or maintenance access and pedestrian and cycle path provision and diversions;
- changes to traffic management;
- additional land required for the operation of Ashley railhead;
- modifications to utility works;
- landscape earthworks, landscape mitigation planting; and

- watercourse diversions, surface water drainage and groundwater trenches.

The consultation on SES2 and AP2 ES was published by the Department for Transport (DfT) on the 4 July 2023 and ran until 23:45 on 31 August 2023.

The Standing Orders passed by Parliament in 2013 for HS2 Phase One, require a group of impartial Parliamentary officials, the Examiners of Petitions for Private Bills, to appoint an Independent Assessor to analyse and summarise the feedback to the consultation on the ES for the proposed HS2 railway between Crewe and Manchester. AECOM was appointed to be the Independent Assessor for this phase of the HS2 project on 9 February 2022.

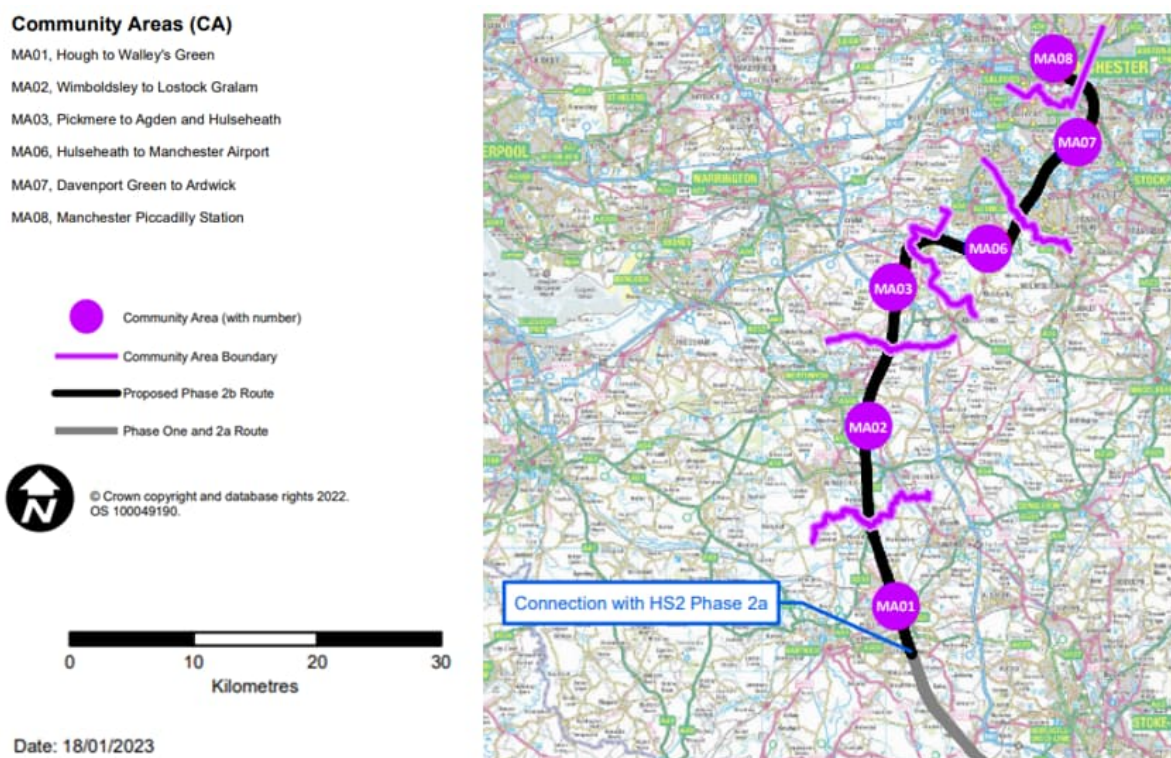
The period for consultation on the SES2 and AP2 ES was set by the Secretary of State for Transport under the terms of the House of Commons Standing Orders. The SES2 and AP2 ES for the proposed high-speed railway between Crewe and Manchester was made available online to the public at 09:00 on 4 July 2023, with an accessible format available on request. Electronic copies of the SES2 and AP2 ES documents were provided on a USB stick to libraries, parish councils and local authorities in the areas potentially affected by the proposed scheme. Hard copies of the SES2 and AP2 ES documents were also made available to these parties. A hard copy of the SES2 and AP2 ES was also issued to Parliament.

The consultation was publicised in regional newspapers circulating in areas potentially affected by the proposed scheme, between 5 and 14 July 2023. The newspapers used were also those that the Bill deposit was advertised in. Social media (Twitter and Facebook) was used to publicise the consultation, using 'organic' posting to reach those following HS2. Targeted advertising posts were also used on Facebook in locations in close proximity to the proposed scheme. The social media advertising was carried out for around two weeks at the start and just prior to the end of the consultation period to encourage feedback.

This report is the independent assessment of the matters raised in the feedback received in response to the consultation on the SES2 and AP2 ES. A total of 74 individual responses were received from the general public and stakeholders.

The report is split into two principal sections, the first an introduction detailing the Terms of Reference, work programme and methodology we have applied. The second section presents a summary of the feedback received to the consultation on the SES2 and AP2 ES, providing an overview of the main matters raised in relation to each of the environmental topic areas covered in the ES and the scheme as a whole and then the matters raised specific to each Community Area (CA). The CAs are geographical areas defined in the ES, as shown in Figure 1 below.

*NB. No changes have been proposed in MA04 and MA05 as part of SES2 or AP2 as these sections were removed during SES1 or AP1 ES.*



**Figure 1. Proposed HS2 railway between Crewe and Manchester, showing Community Areas identified in SES2 and AP2**

It is not the Independent Assessor’s role to provide a judgement on the validity or otherwise of the comments received in the feedback to the consultation. However, the report does summarise the main matters raised in the feedback received and identifies particular areas where substantial concerns have been expressed.

The report was submitted to the Examiners on 29 November 2023 in line with the Standing Order requirement. The DfT will publish all responses received that did not request confidentiality via the ES consultation page on the gov.uk website. The Independent Assessor has no involvement in the publication of the original responses.

### 1.1 Assessment Parameters

This section of the report summarises the purpose of the independent analysis and the approach we have used. We have maintained complete independence from HS2 Ltd and the DfT, and developed a process where every response to the consultation has been read in its entirety to identify the substantive matters raised. The matters raised have been captured within a database to enable thematic analysis and the production of this summary report.

### 1.2 Terms of Reference

This report is focused on the outcome of the public consultation on the SES2 and AP2 for the High Speed Rail (Crewe - Manchester) Bill. The Bill proposes a high-speed railway line extending the route north from Crewe to Manchester. In our role as independent assessor, we were not required to provide comments on the quality of the SES2, AP2 ES or the approach to consultation, the Environmental Impact Assessment (EIA) process or the appropriateness of proposed designs, mitigation and route alignment decisions, although the report summarises comments made by respondents on these matters.

The aim of this report is to provide Parliament and the wider public with a summary of substantive matters raised in the feedback received in response to the SES2 and AP2 ES consultation.

### 1.3 The Independent Assessor

The Examiners required the Independent Assessor to demonstrate that its staff had the knowledge and skills to assess the subject matter of the responses and produce a summary to assist both Houses of Parliament in their consideration of the High Speed Rail (Crewe - Manchester) Bill. The Examiners also required that the Independent



Assessor and the staff working on this project had no vested interest in the HS2 project and that neither the company nor the individuals could reasonably be assumed to be biased in relation to the proposed scheme.

AECOM UK Limited (AECOM) has been appointed as the Independent Assessor. AECOM is a respected infrastructure consulting firm. We are trusted advisors and have specialist teams delivering a range of professional services including all the environmental disciplines as well as planning, design, engineering, programme and construction managers. AECOM has vast experience of delivering consultations on major infrastructure projects across the UK.

## 1.4 Timeline of Assessment

The SES2 and AP2 ES were published on 4 July 2023 and the Secretary of State for Transport set a deadline for the receipt of comments by 23:45 on 31 August 2023. The Examiners set a timeline for the production of this report taking into account the final volume, size, complexity and the time required to adequately analyse each of the responses received. It was agreed with the Independent Assessor that this report would be submitted to Parliament on 29 November 2023.

## 1.5 Methodology

### 1.5.1 Submission and Collection of Responses

Responses to the consultation on SES2 and AP2 ES were submitted to the DfT under the requirements of the Standing Order with no involvement from the Independent Assessor. The consultation itself and the process for submitting comments was designed by HS2 Ltd working with the DfT.

Respondents were invited to complete a specially designed consultation response form. The response form contained a series of questions and allowed the respondent to insert additional pages or attachments to provide further information as required. The response form was split into three sections.

- Part One: Your information
  - collected basic information on the respondent.
- Part Two: How did you find out about this consultation?
  - collected basic information on how the respondent became aware of the consultation.
- Part Three: High Speed Rail (Crewe - Manchester) Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement Consultation
  - Question 1 invited comments on the Non-Technical Summary (NTS) to the SES2 and AP2 ES;
  - Question 2 invited comments on Volume 1: Introduction and methodology;
  - Question 3 invited comments on Volume 2: Community Area (CA) reports and map books;
  - Question 4 invited comments on Volume 3: Route-wide effects;
  - Question 5 invited comments on Volume 4: Off-route effects and map books; and
  - Question 6 invited comments on Volume 5: Technical appendices and map books.
- Part Four: Submitting your response
  - detailed the different methods for response submission, including a postal address, web address for online responses and an email address via which electronic submissions could be made.

Once submitted by any of the methods detailed above, all responses were captured by the DfT's selected processing contractor, Ipsos MORI.

Ipsos MORI was responsible for receipt of all the responses. Each was logged with a unique reference number, opened to confirm validity and hard copy responses electronically scanned. The responses were then made available to AECOM (the Independent Assessor) via Ipsos MORI's online data management system.

At the close of the consultation all responses were downloaded by AECOM to allow for the analysis to be undertaken. The unique reference number assigned by Ipsos MORI to each response was maintained within our response management system to provide a complete audit trail from the point of receipt through the analysis process.

### 1.5.2 Analysis of Responses

We developed a bespoke approach for handling and analysing the responses. A secure network location was created to which only the project team members had access. Responses were uploaded either directly from Ipsos MORI's online data management system or from the secure file transfer at the close of the consultation.

A response management system containing a series of spreadsheets within a shared workbook was designed specifically for this consultation. The workbook was stored within the same secure network location as the individual responses and allowed multiple members of the project team to be reviewing and analysing responses at the same time and for ongoing quality assurance checks to be carried out on the data by senior members of the project team.

The spreadsheets within the workbook enabled the team to log each of the responses to the consultation to compile the statistical data. The team identified and recorded the types of response (such as private individual or stakeholder organisation), and the substantive matters raised in each response. These matters raised were categorised against a series of themes based on environmental topics contained in the SES2 and AP2 ES, the scheme as a whole and those specific to each CA. All responses retained their individual identification numbers throughout the analysis process for traceability and quality assurance.

The analysis of responses was undertaken by environmental specialists familiar with the issues and requirements of environmental assessments for major infrastructure projects. All members of the analysis team received specific project focussed training on both the HS2 project and the specific requirements of the programme of analysis to ensure consistency. Any matters raised that could not be allocated by a member of the analysis team were referred to a more senior member of the team for analysis.

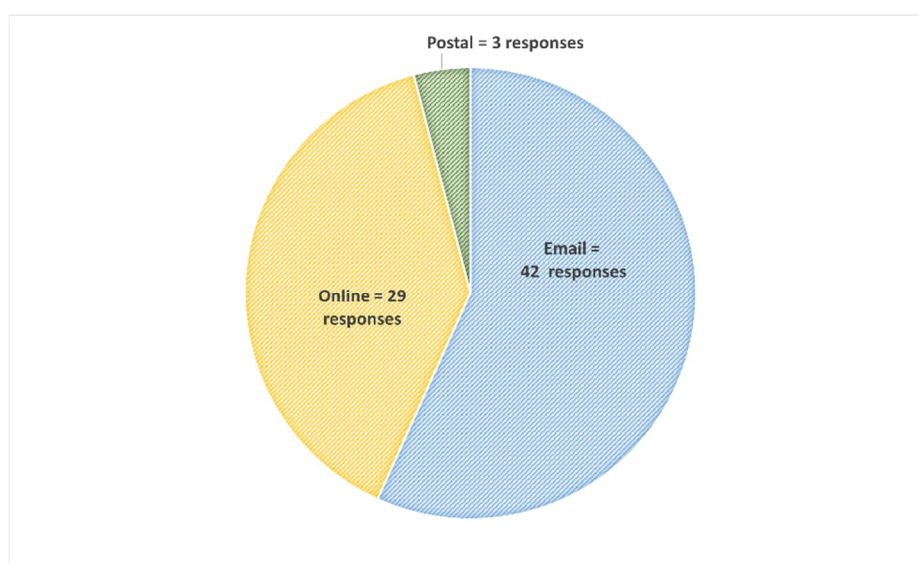
Quality assurance checks were carried out throughout the analysis and reporting to ensure accuracy and consistency in the identification of the matters raised in the responses received. The analysis team also had access to senior specialists within AECOM with expertise in all technical areas of environmental assessment throughout the course of the assessment to provide an additional level of expert review as necessary.

### 1.5.3 Response Type and Volume

The total number of responses received by the close of consultation at 23:45 on 31 August 2023 was 74. Allowance was made for potential delays in the postal system by accepting postal responses up to 5 September 2023 where they had been date stamped on or before 31 August 2023.

All of the responses were made available by Ipsos MORI to AECOM (the Independent Assessor) by 5 September 2023.

Consultation responses could be made via three channels: the online response form, via a dedicated email or postal address. Graph 1 below illustrates the number of responses received via each of these channels.

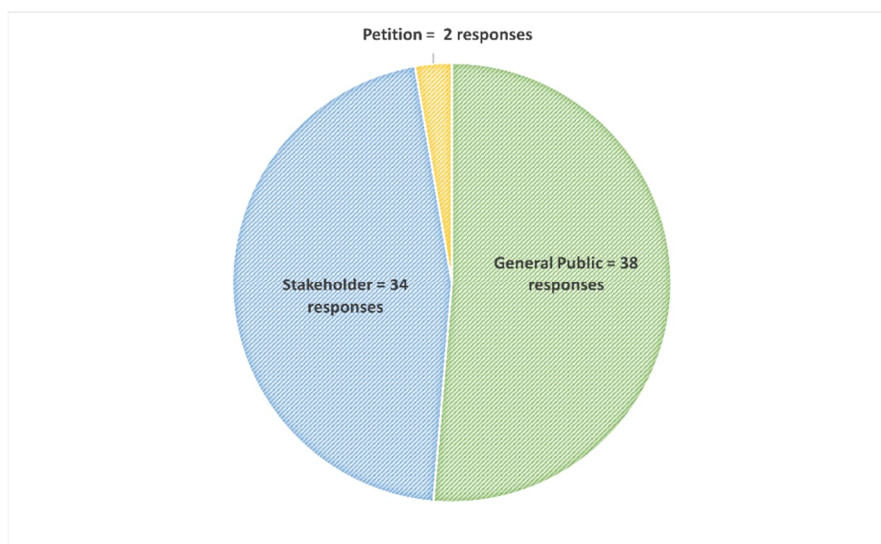


**Graph 1. Response type**

All of the responses received were categorised into three groups:

- individual responses received from the general public;
- stakeholder responses including those from: local authorities, statutory bodies, parish councils and other interest groups; and
- petition responses.

Graph 2 below illustrates the number of responses received from these three broad categories.



**Graph 2. Response category**

#### 1.5.4 Late Responses

One late response was received as part of this consultation, from an individual wanting to add a further point to their original response.

### 1.6 Categories of Matters Raised

We categorised the matters raised in all of the responses received in relation to a series of themes based on the environmental topics covered in the SES2 and AP2 ES and other common themes related to the scheme as a whole. Where responses included comments related to a number of different environmental topics and themes, all of the matters raised were identified separately.

The environmental topics covered in the SES2 and AP2 ES used as themes to categorise individual comments within the responses received are presented below. These are listed in alphabetical order with examples of matters raised under each theme:

- **Agriculture, forestry and soils:** Loss of agricultural land and effect on farm businesses
- **Air quality:** Dust and air pollution in relation to construction and operation of the proposed scheme
- **Climate change:** Impact of the proposed scheme on global climate and CO<sub>2</sub> emissions
- **Community:** Effects on communities, including commercial and residential property, schools, parks, public footpaths and loss of jobs
- **Ecology and biodiversity:** Loss of ancient woodland and veteran trees. Potential impact on specific habitats, effects on wildlife, and protected species
- **Electromagnetic interference:** Interference of operations on sensitive receptors, for example, air traffic communication
- **Health:** Impact on mental health and wellbeing, and physical health from construction activity and operation of the railway\*
- **Historic environment:** Potential impacts on heritage assets such as listed buildings
- **Land quality:** Risk of contamination from construction activity and land stability

- **Landscape and visual assessment:** Visual impact of the proposals on the countryside
- **Major accidents and natural disasters:** Flooding, subsidence and increased risk of accidents on local roads
- **Socioeconomics:** Viability of the project due to changes in working patterns following the Covid pandemic and ticket prices
- **Sound, noise and vibration:** Increased noise and vibration associated with construction and operation
- **Traffic and transport:** Increased HGV and other traffic on local roads linked to construction and traffic generated by the new railway when operational
- **Water resources and flood risk assessment:** Likelihood of flooding and impact on surface water features

*\*while Health is a topic often covered in Environmental Statements it was not specifically included within SES2 and AP2, however a number of responses received included comments relating to health so they have been categorised under this theme.*

Further themes were included to categorise scheme-wide matters raised that did not fall directly into the above ES topic areas, again listed alphabetical order:

- **Compensation:** Comments relating to compensation for loss of business income
- **Design:** The SES2 and AP2 ES included changes to the proposed design and construction within six of the CAs
- **Environment (general):** Comments about the general impact of the project on the environment
- **Expense:** General comments related to the project cost
- **General opposition:** Comments against the project
- **Government:** Comments on perceived benefits / importance of the project to the government
- **In favour:** Comments in support of the project
- **Property value:** Concern over reduction in property value as a result of HS2
- **Public consultation:** Comments on the content of the SES2 and AP2 ES documentation made available during the consultation, the consultation itself and level of engagement linked to the public consultation
- **Report:** Complexity and perceived inaccuracies in the SES2 and AP2 ES
- **Sustainability:** Environmental impacts relating to emissions, and not being carbon neutral
- **Tunnels:** Sections of the route being tunnelled

The results of this analysis based on themes linked to the environmental topics and other scheme-wide matters are presented in Sections 2.2 and 2.3.

To enable interested parties to gain an understanding of the matters raised in relation to a specific geographical area we have, where comments could be linked to a specific geographic location, also categorised the matters raised against the relevant CA as defined in the SES2 and AP2 ES (see Figure 1). The results of this analysis are presented in Section 2.4.

## 2. Results

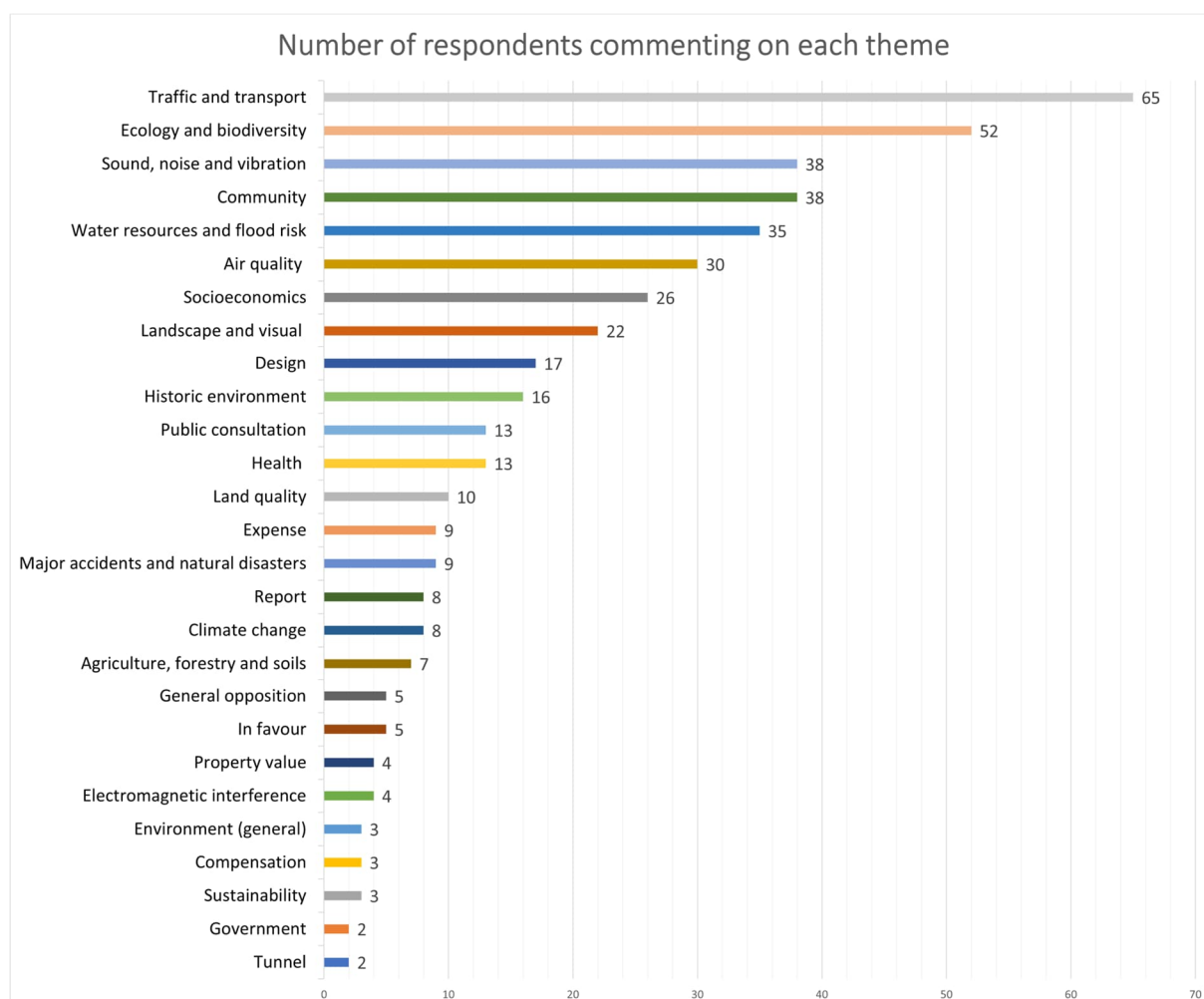
### 2.1 Summary of matters raised by theme

This section of the report provides a summary of the matters raised by all respondents to the SES2 and AP2 ES consultation. The results are presented under a series of themes. These themes are based on the environmental topic areas contained in the SES2 and AP2 ES and a number of further scheme-wide themes identified during the analysis of the responses.

The results capture the views of a wide range of respondents including members of the public, local authorities and statutory bodies, commercial organisations, and a variety of community and interest groups.

This section of the report is designed to provide a summary of the feedback received, identifying the main matters raised and the relative number of respondents who raised this matter to enable comparison. It does not provide any technical evaluation of the matters raised in relation to the information presented in the SES2 or AP2 ES.

Graph 3 below illustrates the number of respondents raising matters related to each of the identified themes. The total number of respondents raising matters against each theme is greater than the total number of responses to the consultation as a whole because most respondents commented on multiple themes.



Graph 3. Number of respondents commenting on each theme

For each of the identified themes a narrative summary of the main matters raised is provided in Sections 2.2 and 2.3 to give a better understanding of the views being expressed by those who responded to the consultation.

Within each of the summaries the following descriptors have been used for consistency to help quantify the number of respondents expressing a specific view:

‘a few’ has been used to refer to 2 – 5 respondents;

‘some’ to refer to 6 – 10 respondents; and

‘several’ to refer to 11 or more respondents.

For each of the themes linked to the environmental topics in the SES2 and AP2 ES and the scheme design a graph has been included to illustrate the number of responses containing comments related to that theme which can be linked to a specific CA. For the remainder of the additional themes the comments have not been quantified by CA as the majority of the matters raised related to the proposed scheme as a whole.

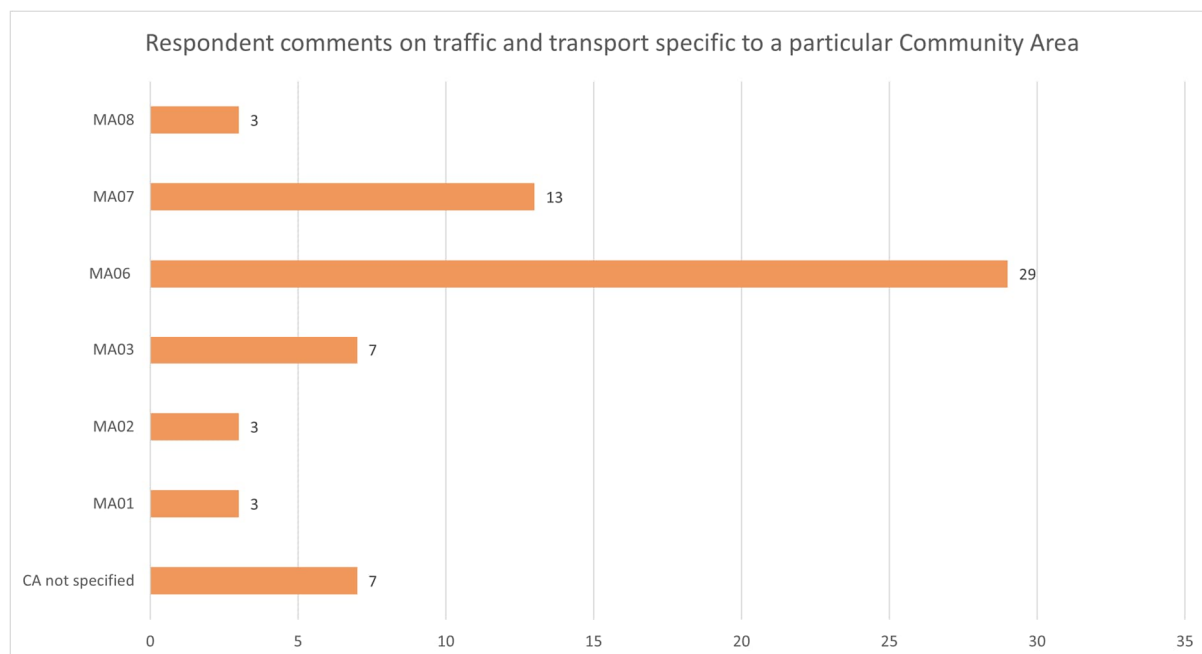
These summaries are designed to provide an overview of main points raised by respondents related to a specific theme, they do not provide comment on or include reference to every matter raised in the responses received. They do however identify particular geographical features, issues and concerns that were raised in the responses. Throughout the summaries, quotes have been taken from a selection of responses to help illustrate specific points being raised. No additional importance is inferred related to the specific views identified in these quotes.

## 2.2 Environmental topics covered in the SES2 and AP2 ES

This section of the report provides a summary of the matters raised in responses categorised by themes linked to the environmental topics covered in the SES2 and AP2 ES. The results are presented in rank order with the topics receiving the most comments first.

### 2.2.1 Traffic and Transport

A total of 65 respondents raise comments relating to traffic and transport. Graph 4 below shows the distribution of these comments where they could be attributed to a specific CA.



**Graph 4. Respondent comments on traffic and transport specific to a particular Community Area**

The majority of comments categorised against this theme are related to the increases in traffic volumes generated by the construction of the proposed scheme on specific roads. Particular concerns are raised about the number of HGVs that will be using roads regarded as unsuitable for such traffic, and the resultant risk to other road users.

***“MAG remains extremely concerned about the effects of construction traffic circulating the Airport area”***  
**Manchester Airports Group (MAG)**

***“The extra traffic will mean gridlock for large parts of the day”***

**Member of the public**

Several responses noted the unsuitability of local roads for construction vehicles. Some alternative routes, such as using the M56 and A-roads as far as possible, were suggested to avoid narrow roads or those with low weight capacity. A few respondents welcome the planned improvements to junctions.

***“These are residential streets and do not have capacity for such traffic. The noise and pollution will be catastrophic for residents”***

**Member of the public**

***“the sewer and drainage infrastructure including manholes and inspection chambers has never been constructed to carry such weight”***

**Member of the public (referring to HGV routes)**

Several responses raise concern for the safety of pedestrians, cyclists and schoolchildren with increased HGV movements. One respondent suggests lower speed limits and more road crossings to reduce risks for pedestrians and another respondent notes the threat to wildlife from increased traffic movements.

***“Elmridge Primary School lies close to High Elm Rd and so the construction traffic and increased traffic congestion will have a negative impact on the road safety and health and wellbeing of young children”***

**Ashton Upon Mersey ward councillor**

***“the number of lorry movements will have an inevitable negative impact on every resident in West Didsbury including schools”***

**West Didsbury Residents Association**

Several respondents question the modelling and assessment of the route and undertaking of traffic counts. They note the need to consider traffic at new stations, airport travel, the airport's Restricted Zone, visitor access to Tatton Park and Dunham Massey, and impacts on key junctions. Local Traffic Management Plans must consider these factors.

Several respondents note that local public rights of way are heavily used and vital for community access, and request clarity on the status of routes during construction. There are few provisions for maintaining footpath access to Manchester Airport, the Trans Pennine Trail, the Hollies footpath, and Sunbank Lane area, among others. A few respondents oppose the disruptions to the Bollin Valley Way.

***“Insufficient active travel facilities and mitigation measures for the impacts on Public Rights of Way are provided within the MA06 area”***

**Manchester City Council**

A few comments relate to car parking; impacts on parking near the Hollies vent shaft and Universal Square; suitability of parking provisions at Manchester Airport High Speed Station; and loss of parking at city centre locations. A few respondents note that the AP2 design prioritises private car use over public transport and active travel in the city centre.

***“GMCA remains concerned about the volume of car parking that HS2 is proposing at Piccadilly and the associated traffic congestion and delay effects”***

**Greater Manchester Combined Authority (GMCA)**

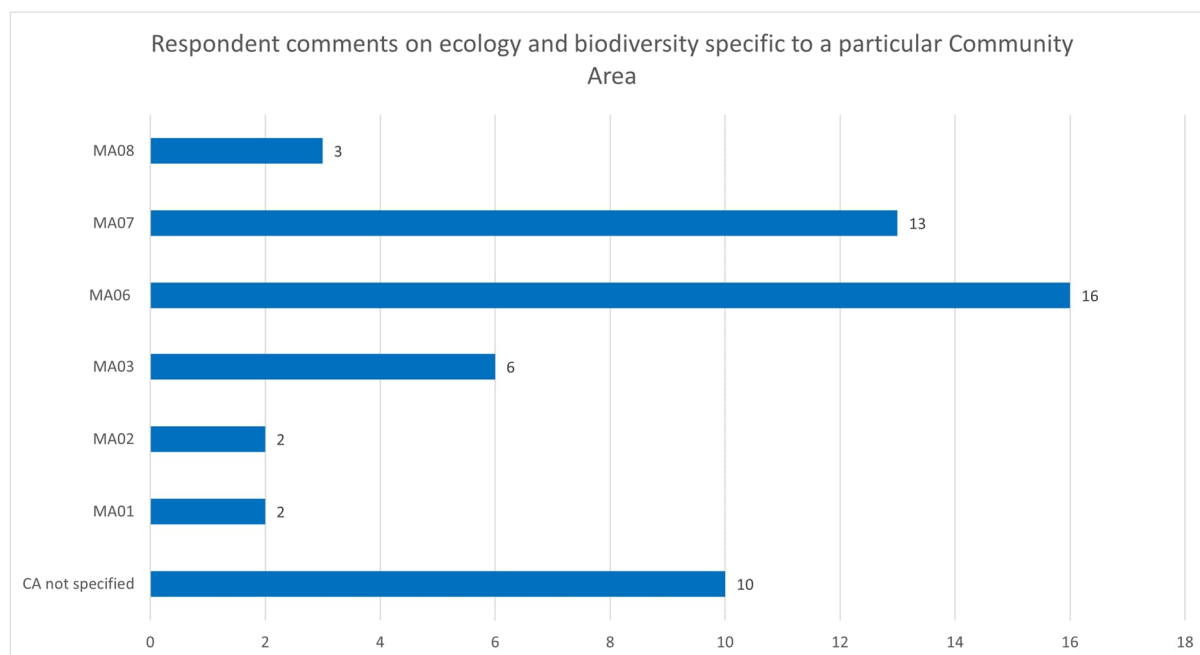
Greater Manchester Combined Authority request that the proposed scheme aligns with the Greater Manchester Transport Strategy 2040 to deliver an integrated transport network.

***“Aligning with this Strategy will allow GM to achieve sustainable connections, economic growth and access to opportunity for all”***

**Greater Manchester Combined Authority**

## 2.2.2 Ecology and Biodiversity

A total of 52 respondents include comments related to ecology and biodiversity. Graph 5 below shows the distribution of these comments where they could be attributed to a specific CA.



**Graph 5. Respondent comments on ecology and biodiversity specific to a particular Community Area**

The majority of comments categorised against this theme raise concerns about significant loss of ancient woodland, veteran trees, hedgerows and woodland habitat. The loss of kilometres of hedgerows is identified as a permanent adverse effect, and the Forestry Commission call for hedgerow enhancement rather than just replacement.

***“Every opportunity should be taken at detailed design to further avoid and reduce the loss or deterioration of ancient woodlands, ancient and veteran trees”***

**Natural England**

***“The Promoter should be required to update the Ancient Woodland Strategy to offset new and additional losses of Ancient Woodland at the recommended 30:1 ratio”***

**Greater Manchester Combined Authority**

***“As veteran trees are our future ancient trees and are an irreplaceable habitat, we recommend that compensation should be wider. We also recommend considering translocation or pruning back instead of whole tree loss”***

**The Forestry Commission**

Several respondents express concern over the impact on wildlife and biodiversity and request mitigation measures. Habitat fragmentation, connectivity, light pollution on nocturnal species and effect on the habitat of protected species are raised by several respondents.

The impact on biodiversity including disruption to bat roosts, nesting birds and the general adverse effect of tree removals in the area of the proposed Hollies vent shaft is raised by some. Habitat loss in the area of the M56 Junction 6 is raised by a few respondents, and Trafford Council request detailed review of great crested newt, bat and badger strategies in the Manchester Airport High Speed Station area. Several respondents express the view that more mitigation measures are required to protect wildlife likely to be affected, with: hedgehogs, badgers, foxes, moths, bats, otters, water voles, newts, and the song thrush all being specifically identified.

***“The Proposed Scheme is also likely to cause disruption to bat habitat and arterial feeding routes which is not mitigated against”***

**Manchester City Council (referring to the Hollies vent shaft)**



Some respondents question how protected areas will be safeguarded, including Sites of Special Scientific Interest (SSSIs), Ramsar wetland sites, Local Wildlife Sites, Special Area of Conservation (SAC) and other statutory sites.

***“The works area is also within the impact risk zone for the Dunham Park SSSI and again this does not appear to have been assessed”***

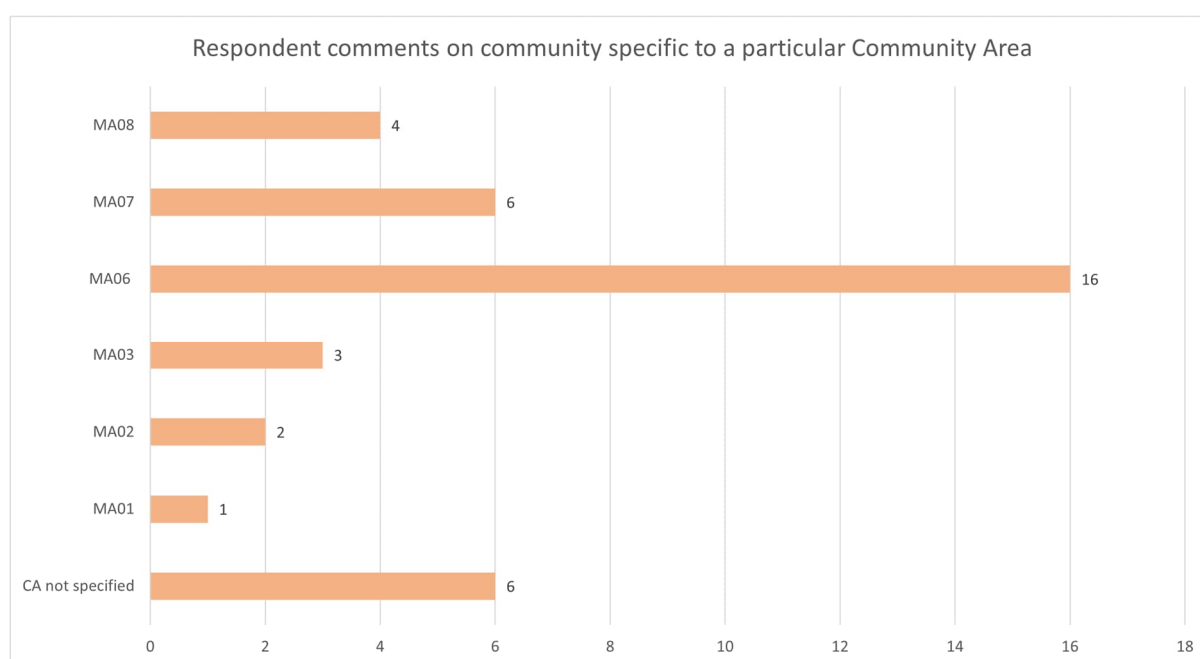
**The National Trust**

***“Davenport Green Wood Local Wildlife Site is designated ancient woodland and will be adversely impacted by the latest proposals, which we believe is unacceptable. Rule 4 of the Biodiversity Metric states losses and deterioration of irreplaceable habitat, like ancient woodland, cannot be accounted for through the metric. ”***

**The Environment Agency**

### 2.2.3 Community

A total of 38 respondents raise concerns relating to potential impacts on communities in their feedback to the consultation. Graph 6 below shows the distribution of these comments where they could be attributed to a specific CA.



**Graph 6. Respondent comments on community specific to a particular Community Area**

Several respondents raise concerns regarding the impact of construction works and HGVs on local properties, businesses and their occupants.

***“the AP2 changes have a far greater cumulative direct and specific negative affect, to the tenants and businesses than the AP2 ES and SES assessment identifies”***

**The Tatton Estate**

***“HS2 is going to have a devastating effect on the village of Ashley. People are literally losing their homes from it”***

**Member of Ashley Parish Council**

Some respondents express concern about the adverse impacts of increased traffic volume on pedestrian safety and health.

***“Many local residents chose to walk their children to school and these proposals represent a serious traffic risk to children using the proposed construction routes”***

**Hale Barns & Timperley South Liberal Democrats**

Some respondents raise concerns regarding the effects of road closures and diversions on access and connectivity. Concerns regarding closure and re-routing of walking routes leading to severance and isolation of communities are raised. A few comments focus on the foreseen limited access to the countryside, green spaces, and community facilities.

***“Lack of access to green spaces and reduction in visual green countryside view, known factors negative to community well-being, vitality, viability, cohesion, health, and social interaction”***

**Lach Dennis and Lostock Green Parish Council**

***“develop and implement sufficient active travel provisions delivered in advance of the closures of the existing PRoW”***

**Trafford Council (regarding the Manchester Airport area)**

Concerns are raised by a few respondents on active travel routes within the city and their importance for accessing the wider city.

***“the active travel proposals shown along the Boulevard are not fit for purpose”***

**Greater Manchester Combined Authority**

***“The new design of M56, J6 leads to major adverse effects during construction on several footpaths with no viable alternatives offered for users. MCC is concerned proposals for active travel infrastructure are ill defined”***

**Manchester City Council**

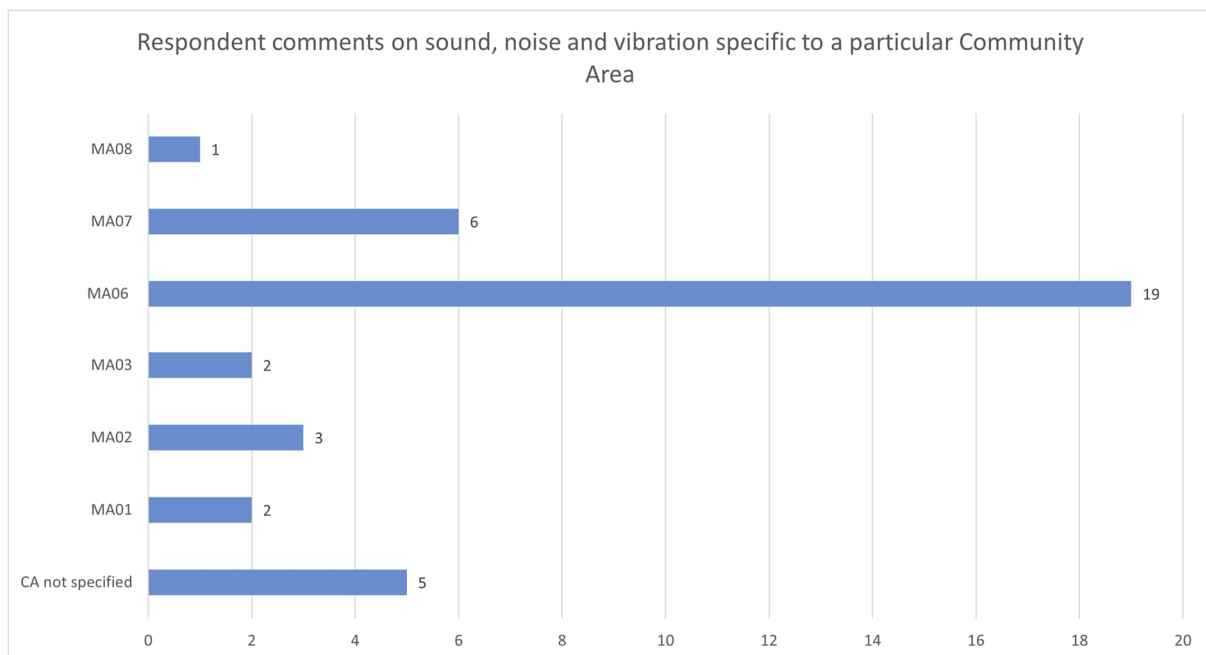
A few respondents object to the location of the Hollies vent shaft due to impacts on the local community.

***“The proposed vent shaft site at the Hollies would be a disaster for the local community and mustn’t be allowed to go ahead”***

**Member of the public**

### 2.2.4 Sound, Noise and Vibration

A total of 38 respondents raise matters related to sound, noise and vibration. Graph 7 below shows the distribution of these comments where they could be attributed to a specific CA.



**Graph 7. Respondent comments on sound, noise and vibration specific to a particular Community Area**

Noise pollution is a concern for several respondents, both from construction vehicles on local roads and site operations. Some raise concern regarding the permanent noise generated by vent shafts, and a few respondents raise concern over the proximity of the M56 Junction 6 realignment to residential properties.

***“No other vent of this magnitude has ever been built so close to homes, schools and places of worship”***

**West Didsbury Residents Association (referring to the Hollies vent shaft)**

***“High volumes of traffic will result in disproportionate increases in both noise and vehicle emissions pollution in a heavily populated residential area”***

**Member of the public**

Some respondents comment on the effect of vibration from construction traffic with the impacts on heritage assets being of particular concern.

***“HS2 should demonstrate that vibration impacts due to additional volume and duration of construction shall not significantly impact or cause damage to heritage assets in vicinity to the scheme”***

**The Tatton Estate**

Some respondents express concern that effective mitigation has not been identified; and ask for mitigation measures including noise insulation for affected properties, an acoustic barrier near the M56, no overnight local road use and a reduced speed limit to be implemented.

***“A very popular way to work with the village and the Parish Council would be to use the opportunity of the works on the motorway to construct an acoustic barrier”***

**Member of Ashley Parish Council**

A few respondents are concerned that the assessments for noise and vibration are inaccurate or missing. Greater Manchester Combined Authority notes flaws in baseline noise data and request a sound, noise and vibration monitoring strategy.

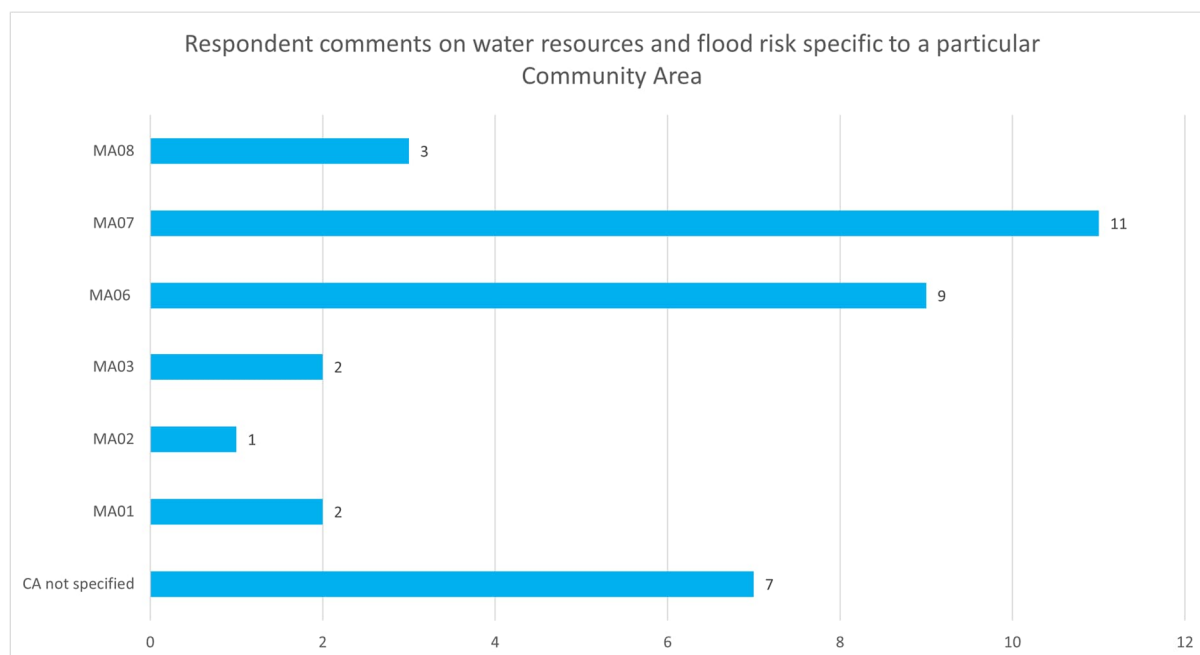
***“The Promoter should be required to provide appropriate mitigation measures and produce a construction sound, noise and vibration monitoring strategy”***

**Greater Manchester Combined Authority**

A few respondents, including the Forestry Commission, are concerned about potential for noise generated by the project to disturb wildlife.

### 2.2.5 Water Resources and Flood Risk

A total of 35 respondents raise matters related to water resources and flood risk. Graph 8 below shows the distribution of these comments where they could be attributed to a specific CA.



**Graph 8. Respondent comments on water resources and flood risk specific to a particular Community Area**

The majority of the concerns raised related to increased flood risk. MA07 is referenced most often with respondents citing the locations of vent shafts as a major concern due to the resultant loss of floodplain storage. Further investigation into the location of the vent shafts is requested by a few respondents as the flooding data provided by HS2 is from 2021.

***“If the vent shaft cannot be moved, the promoter should provide the results of the additional hydraulic modelling to ensure there is no increase in downstream or off-site flood risk”***

**Manchester City Council**

Several respondents suggest that new flood and hydraulic modelling is needed, with the River Medlock floodplain, Lower House Farm, River Bollin, Timperley Brook, springs and vent locations all mentioned. Some respondents raise questions about surface water and groundwater management citing issues with new culverts or the removal of existing culverts.

***“[The Environment Agency] are generally opposed to the culverting of watercourses because of the adverse ecological, flood risk, human safety and aesthetic impacts”***

**The Environment Agency**

***“All culvert design must also abide by the policy and guidance set by CIRIA”***

**The Environment Agency**

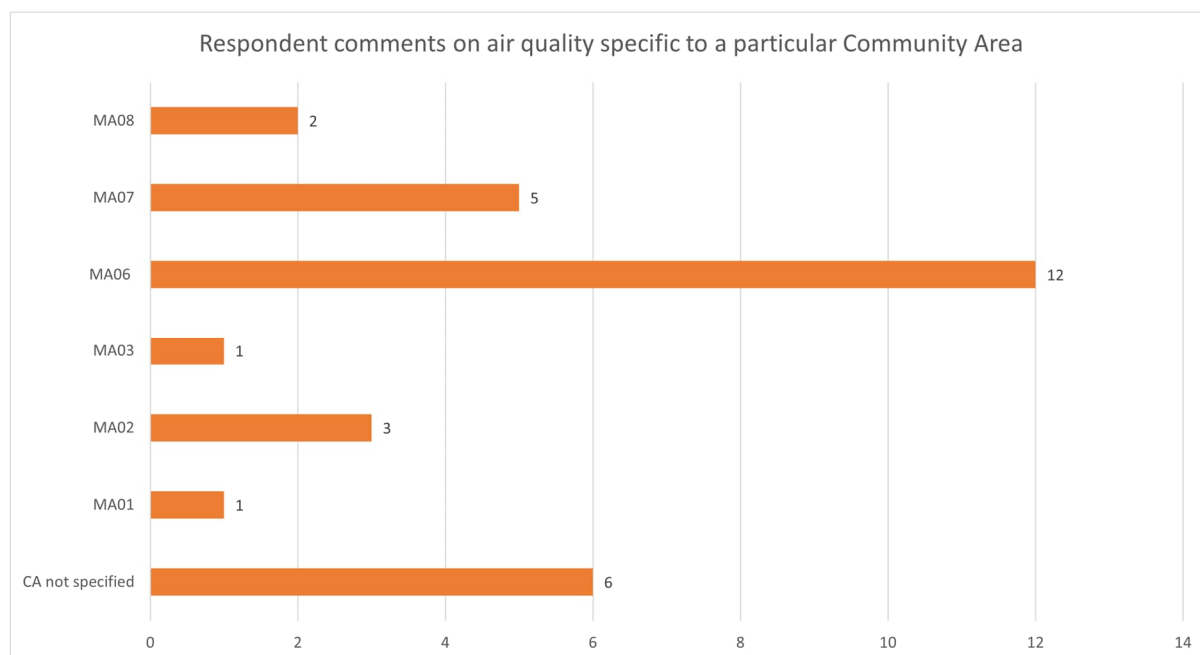
A few respondents are concerned about the impact of heavy vehicles on existing underground utility and wastewater infrastructure. The proposed diversion of utilities and watercourse assets at Manchester Piccadilly was also raised by a few respondents. The potential for reduction in surface water quality due to contamination is raised by a few respondents. A few respondents comment on the destruction of surface water habitats and the impact to aquatic life.

***“The addition of multiple culverts, watercourse realignments, and drainage infrastructure within the Bollin Catchment has the potential to prevent species passage throughout several tributaries and affect the naturalised status of the river”***

**Natural England**

## 2.2.6 Air Quality

A total of 30 respondents raise matters related to air quality. Graph 9 below shows the distribution of all these comments where they could be attributed to a specific CA.



**Graph 9. Respondent comments on air quality specific to a particular Community Area**

The majority of comments categorised against this theme are related to concerns about air pollution from construction vehicles, particularly near schools and a care home. A few respondents suggest that pollution from construction operations and traffic has not been fully considered, particularly in areas with poor air quality.

***“Impacts from traffic should also be considered in combination with any relevant non-road sources of pollution at this screening stage”***

**Natural England**

***“High volumes of traffic will result in disproportionate increases in both noise and vehicle emissions pollution in a heavily populated residential area”***

**Member of the public**

***“The noise and pollution will be catastrophic for residents”***

**Member of the public**

Concern over dust and particulate pollution generated by excavation and construction works, and material stockpiles was raised by several respondents. Lach Dennis and Lostock Green Parish Council ask whether mitigation measures to prevent wind-blown dust from affecting adjacent land and properties will be employed at stockpiles. Trafford Council and Manchester City Council both request the establishment and implementation of a construction air quality and dust monitoring and mitigation plan, to be agreed upon with the councils and relevant stakeholders before the commencement of construction.

***“This should include consideration of imposing specifications for vehicles, construction routes and locations for continuous automatic monitoring of airborne dust and setting a relevant site action level”***

**Manchester City Council (in reference to an air quality mitigation plan)**

***“Although it is regretful that further receptors of adverse noise and air quality continue to be identified, the Council acknowledges that by doing this, it should ensure that appropriate controls and mitigation can be identified, assessed and implemented”***

**Cheshire West and Cheshire Council**

Several respondents voice concern over adverse impacts of air pollution on residents' health and wellbeing, especially those with health conditions such as asthma. A few respondents suggest using alternative construction routes through less densely populated areas and introducing continuous monitoring of airborne dust.

***“The thousands of HGV and vehicle journeys over 5 years would have a very serious impact on children’s lung health”***

**Member of the public**

The impact of construction pollutants on habitat is a concern for a few respondents. Cheshire Wildlife Trust and the Wildlife Trust for Lancashire, Manchester and North Merseyside made requests for specific mitigation measures or compensation to address air pollution.

***“Predicted NH3, nitrogen deposition and acid deposition associated with the construction and/or operation phases in several areas will exceed the relevant air quality standards, above which significant impacts to habitats cannot be ruled out”***

**Cheshire Wildlife Trust**

Natural England raise concerns that some conservation areas will have significant impacts from air pollution, particularly nitrogen deposition and acid deposition. The Tatton Estate also highlighted impacts of nitrogen and particulate pollution on the environment.

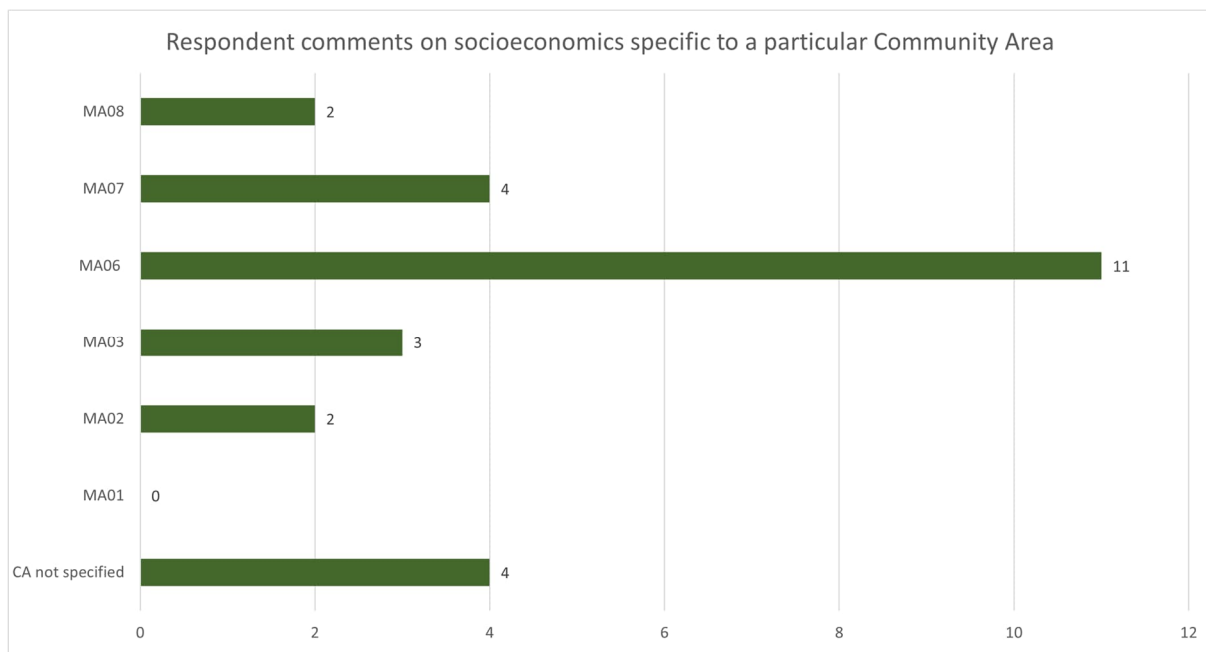
***“When considering sensitive receptors, assessments should be made for any habitats sensitive to air pollution (NOx, NH3, nitrogen deposition and acid deposition), not just sites sensitive to nitrogen deposition”***

**Natural England**

Greater Manchester Combined Authority note that the Clean Air Plan for Greater Manchester does not account for the impacts of HS2’s construction and operation meaning without adequate mitigation and monitoring, Greater Manchester may not meet its nitrogen dioxide (NO<sub>2</sub>) and particulate matter (PM) 2.5 targets under the Plan.

### 2.2.7 Socioeconomics

A total of 26 respondents raise comments related to socioeconomic matters. Graph 10 below shows the distribution of these comments where they could be attributed to a specific CA.



**Graph 10. Respondent comments on socioeconomic effects specific to a particular Community Area**

Some respondents note that while construction jobs will be created, they express the view that the proposed scheme will also cause loss of jobs in some areas and will therefore have a negative impact on the local economy.

***“The extent of construction work being proposed in this area will damage the local economy affecting employers such as Amazon, Airport Cargo centre and Manchester Airport”***

**Member of the public**

***“The Socio-Economic section fails to assess the loss of existing local homes, jobs and businesses that will hollow out the local economy during construction and post completion”***

**The Tatton Estate**

Manchester City Council request that any loss of business rates income to councils should be compensated by the scheme. Some respondents explain that disruption to road routes from closures, diversions, and construction traffic will heavily impact local businesses. A few comments emphasise the importance of Manchester Airport as an employer and as such its operations and growth should not be affected.

***“The socio-economic impact of the adverse effects on roads in and around Manchester Airport continues to be excluded from the assessment”***

**Manchester Airports Group**

A few respondents note that HS2 fares will be unaffordable to many and local residents will not benefit from its operations. A few respondents commented that the loss of educational facilities at the Manchester Islamic Educational Trust will remove access to educational facilities for students, as well as impact jobs and the Trust's investments into the college.

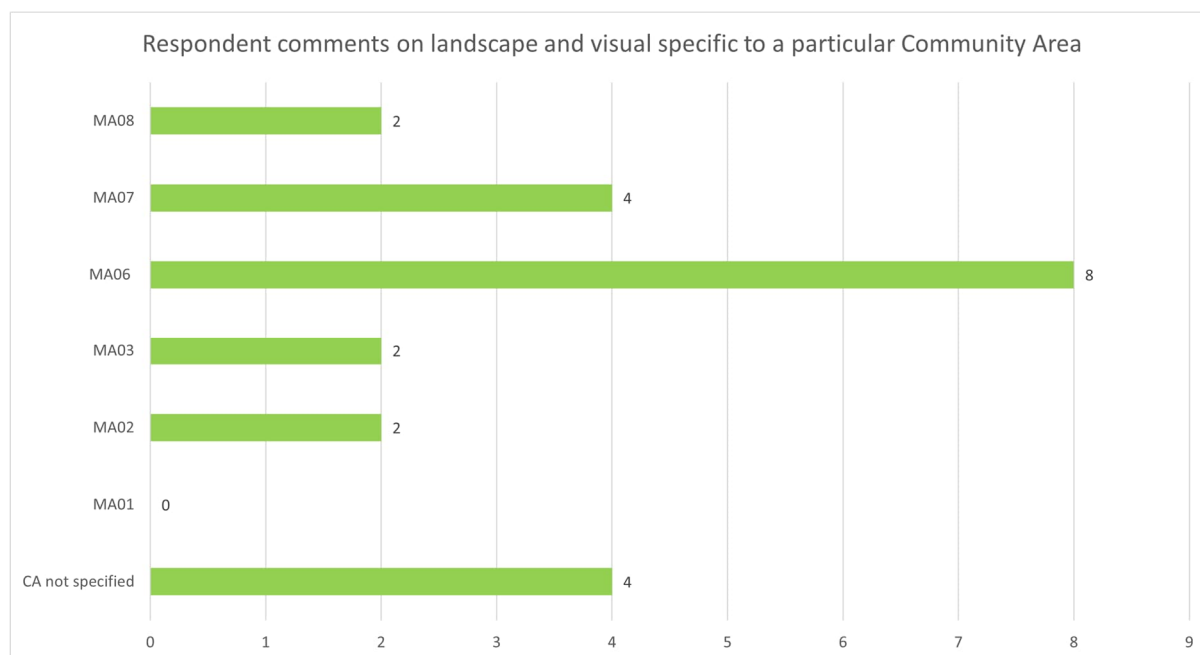
***“The Hollies vent shaft results in a total of 60 jobs at the Manchester Islamic Educational Trust being displaced or lost”***

**Greater Manchester Combined Authority**

Pickmere Parish Council are concerned by the loss of leisure and recreation facilities due to land take. Ashley Parish Council voice concern that it may be impossible to replace lost homes and businesses due to green belt planning restrictions.

## 2.2.8 Landscape and Visual

A total of 22 respondents raise matters related to the visual impact and effect on the landscape of the proposed scheme. Graph 11 below shows the distribution of these comments where they could be attributed to a specific CA.



**Graph 11. Respondent comments on landscape and visual effects specific to a particular Community Area**

The majority of comments categorised under this theme are related to concern about impacts of the proposed scheme on the character and appearance of the landscape in specific locations.

***“Views from the nationally important Trans Pennine Trail FP 139 and opposite river footpath FP 235 would be damaged both during and after construction”***

**West Didsbury Residents Association**

Some respondents express dissatisfaction with potential impacts on visual amenity during the construction and operation phases. Ashley Parish Council and Cheshire East Council are particularly concerned by the visual impact of new power lines and pylons.

***“The Council requests that the Promoter develops options to reduce the visual and landscape impacts of the overhead powerline diversion further”***

**Cheshire East Council**

Insufficient design information is cited by a few respondents in relation to visual impacts of proposals to relocate six substations and for the demolition of Gateway House. A few responses call for a better integrated station entrance design.

Some respondents comment that suitable, up-to-date photomontages and photography were not provided to demonstrate particular viewpoints, including the location of the Hollies vent shaft and proposed changes to Manchester Piccadilly Station.

***“the Promoter should be required to provide photography and photomontages for all new viewpoints affected by the AP2 Revised Scheme”***

**Greater Manchester Combined Authority**

A few respondents express concern at the loss of vegetation and woodland on the visual landscape. Cheshire East Council notes the adverse visual impact of hedgerows and tree loss at numerous junctions and access points. The National Trust notes that no assessment has taken place of visual impacts to the Bollin Valley Way.



***“the Council remains concerned that the AP2 design will still result in major adverse visual and landscape impacts”***

**Cheshire East Council**

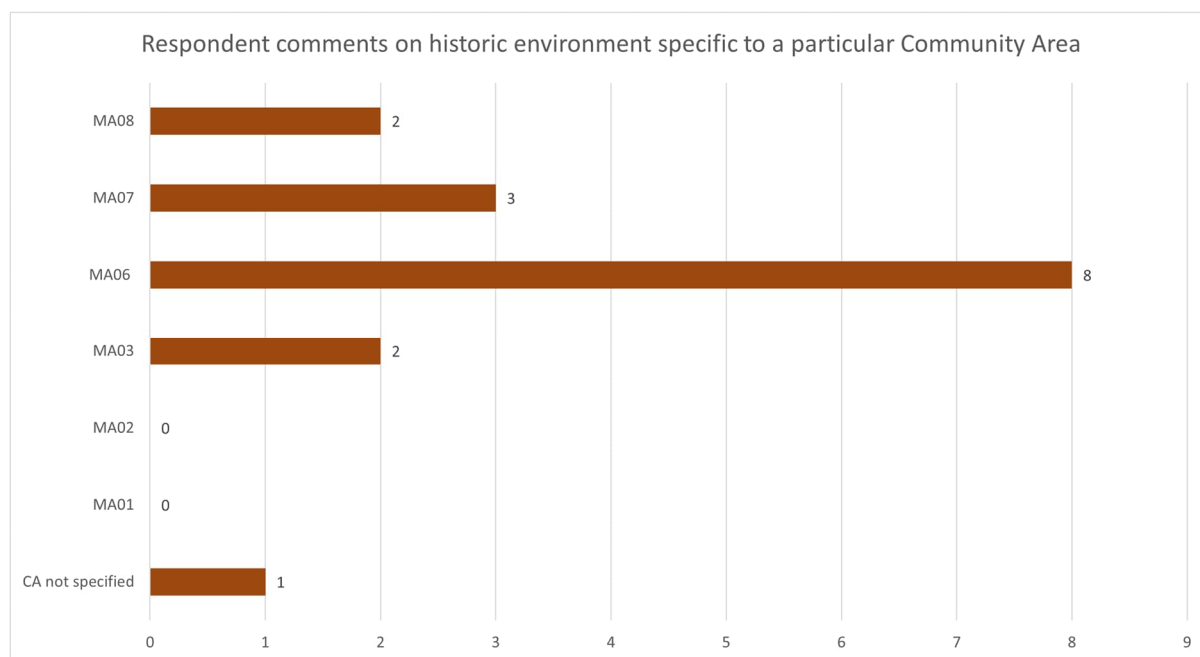
Disruption to distinct viewpoints is a point of concern for a few respondents. The Tatton Estate’s Outstanding Landscape Designation has not been recognised and they are not satisfied with plans for woodland mitigation planting.

***“Given the AP2 works extend directly into the Registered Park and Garden we request that a visual impact assessment is taken from this location as part of the ongoing design process”***

**The National Trust**

### 2.2.9 Historic Environment

A total of 16 respondents raise comments related to the historic environment. Graph 12 below shows the distribution of these comments where they could be attributed to a specific CA.



**Graph 12. Respondent comments on historic environment specific to a particular Community Area**

The majority of comments categorised against this theme relate to concerns about potentially significant detrimental effects on designated and non-designated heritage assets. Specific historic assets identified by respondents include Yewtree House, Pigleystair Bridge, Rose Cottage, Haletop Farm, Grade II listed train shed and undercroft at Manchester Piccadilly, and Gorton Road Brick Kiln. Several heritage assets are stated as having been omitted from assessments.

***“Proposed demolition of Grade II Listed building 10675998, Buckhall, The Four Seasons Hotel (also known as the Manchester Airport Marriott Hotel) without any remediation or preservation is unashamed vandalism”***

**Member of the public**

***“All Grade II Listed Buildings have been assessed as only having moderate significance rather than high. The result is the downgrading of impact when the matrices are applied, leading to a lack of appropriate and required mitigation”***

**Greater Manchester Combined Authority**

Greater Manchester Combined Authority and Manchester City Council note adverse impacts on listed buildings and archaeological remains at Manchester Piccadilly Station and Gateway House, and express concern about St Andrew’s Church and disused graveyard. A few responses relate to the preservation of the historic design of Grade II listed Tatton Park.

***“Any new planting within the Tatton Park RPG should protect and sustain the heritage and landscape significance for which the RPG is designated”***

**The National Trust**

A few comments address the heritage assets potentially impacted by the revised National Grid 400kV overhead power line diversion crossing the areas of Dunham, Dunham Massey, Little Bollington and M56 Junction 8.

***“The revised National Grid 400kV overhead power line diversion near Ryecroft Covert Local Wildlife Site will significantly affect heritage assets”***

**Greater Manchester Combined Authority**

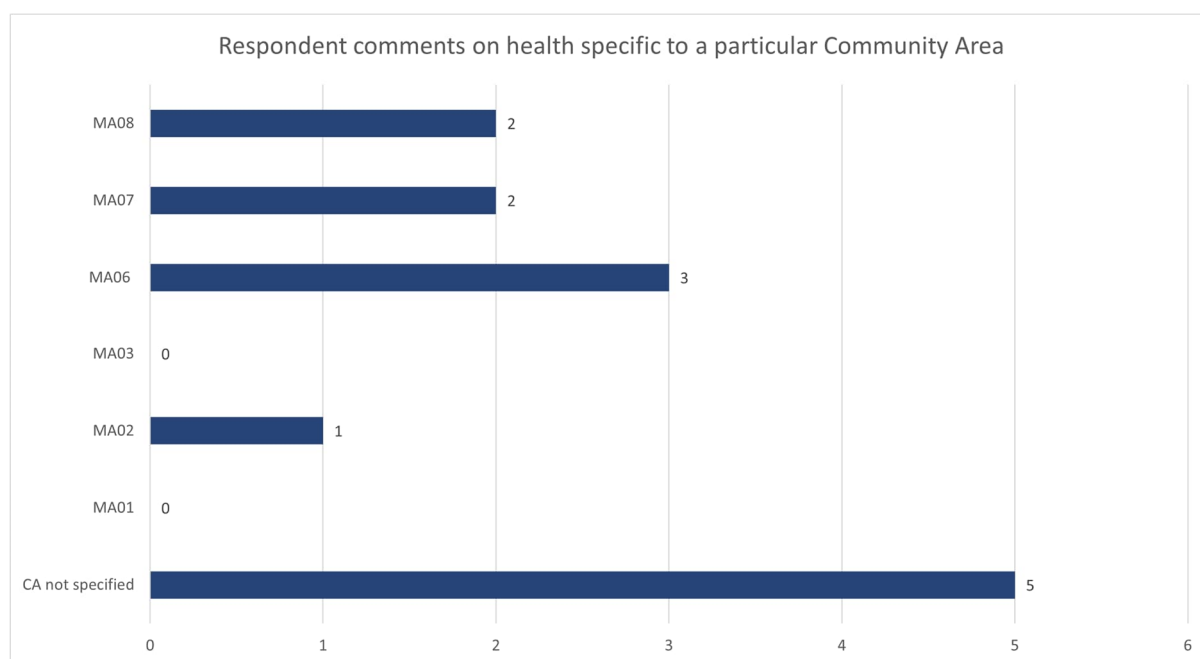
The impact of the Metrolink on heritage assets is raised by a few respondents.

***“the Metrolink provisions at Manchester Airport will give rise to new permanent significant effects on the setting of designated heritage assets and NDHAs”.***

**Trafford Council**

### 2.2.10 Health

A total of 13 respondents raise matters related to the impact of the proposed scheme on human health. Graph 13 below shows the distribution of these comments where they could be attributed to a specific CA.



**Graph 13. Respondent comments on health specific to a particular Community Area**

The majority of comments categorised under this theme are related to concerns about the effects of air pollution and construction noise on the general health of residents, nearby schools, the elderly and those neighbouring construction sites.

***“The health and wellbeing of the whole population of this area and its local wildlife will be impacted upon by noise, pollution and vibration”***

**Member of the public**

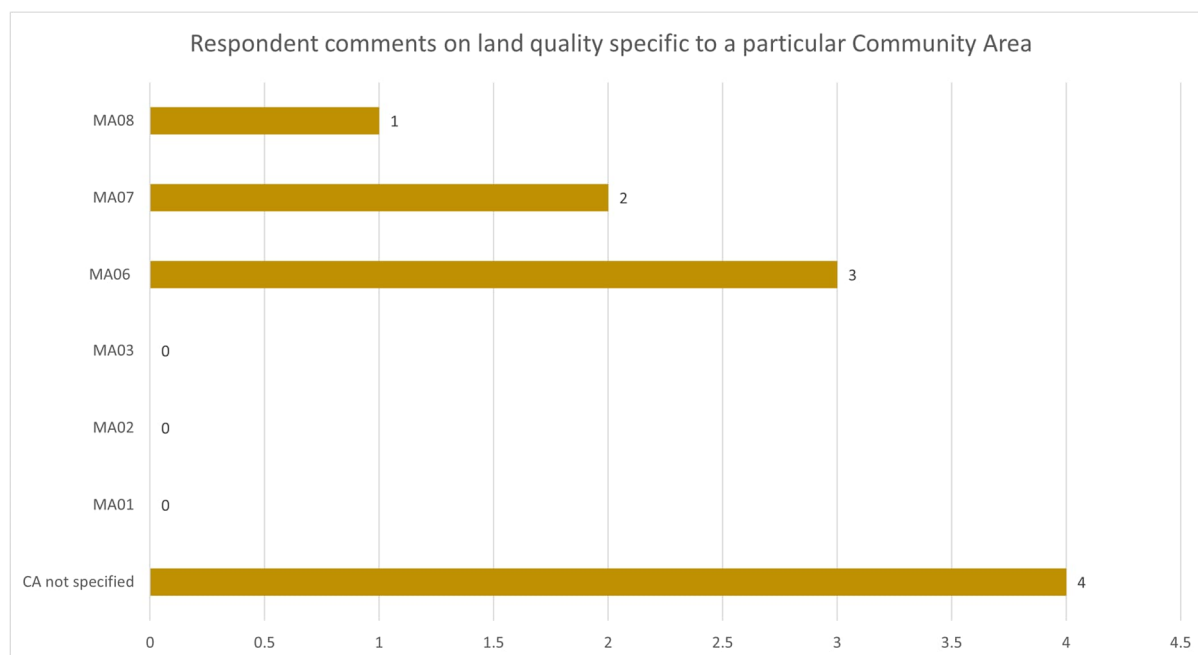
A few respondents query the potential for issues with access to essential services such as hospitals, and emergency response times due to construction traffic congestion. The effects on residents’ wellbeing and physical and mental health due to the disruption and closure of walking routes and leisure facilities is a concern to a few respondents.

***“many are elderly or vulnerable and need rapid response to emergencies for health. The traffic congestion would be a major challenge to get that speed of response”***

**Member of the public**

### 2.2.11 Land Quality

A total of 10 respondents raise matters related to land quality. Graph 14 below shows the distribution of these comments where they could be attributed to a specific CA.



**Graph 14. Respondent comments on land quality specific to a particular Community Area**

The majority of comments categorised against this theme are related to additional potentially contaminated sites that may require investigation, including a former depot, scrap yard, former dry cleaners, waste transfer facility, freight terminal, former railway depot, former bus depot, garage workshop, petrol filling station, former printers, and industrial estate.

Greater Manchester Combined Authority note that there is currently a regional shortage of sand and gravel supplies in the North-West of England. They are concerned by the loss of Mineral Safeguarding Areas due to the construction of the proposed scheme, and the categorisation of this loss only as a 'moderate adverse effect'.

***“HS2 Ltd should be required to provide further clarification on how the sensitivity values for Mineral Safeguarding Areas were calculated”***

**Greater Manchester Combined Authority**

United Utilities comment on the proposal to permanently acquire land at Bowdon Wastewater Treatment Works and note that this land should be added to the list of potentially contaminated land features.

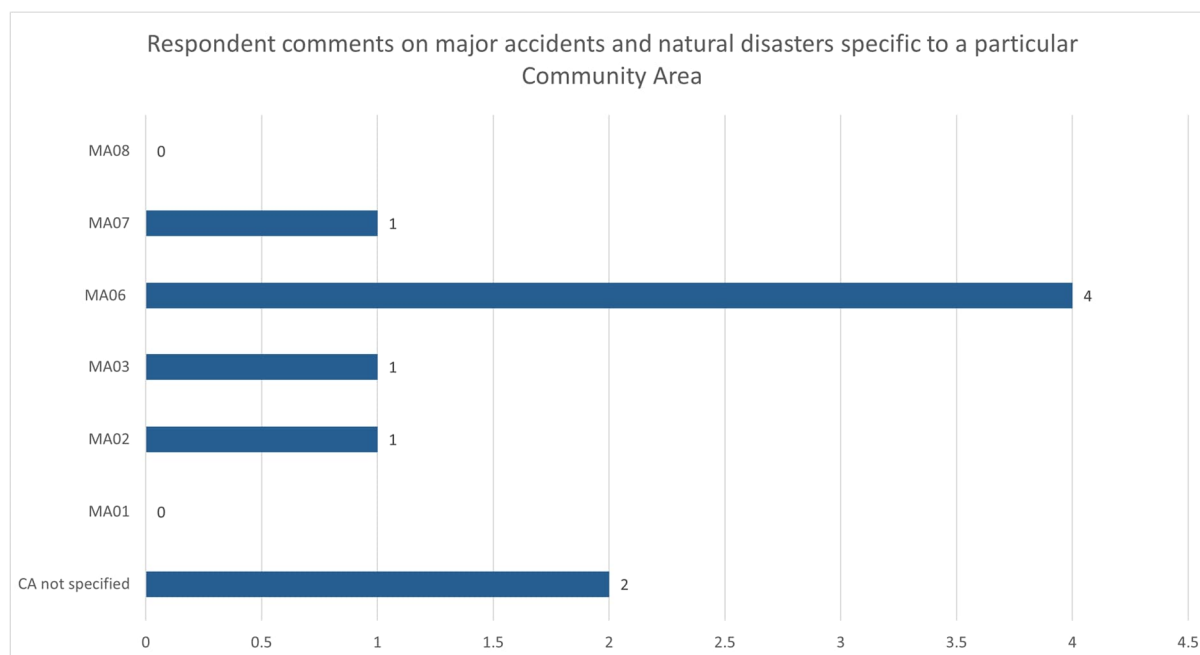
***“There is potential for land and groundwater contamination to be present due to its former and current use as a wastewater treatment works. UU expects to see the controlled waters risk assessment and proposed remediation strategy for construction within the vicinity of this site”***

**United Utilities (in relation to Bowdon Wastewater Treatment Works)**

The Environment Agency note that any excavations from historic landfill sites would be classed as waste and would need to be classified and disposed of at an appropriately permitted facility.

### 2.2.12 Major Accidents and Natural Disasters

A total of nine respondents raise matters related to major accidents and natural disasters. Graph 15 below shows the distribution of these comments where they could be attributed to a specific CA.



**Graph 15. Respondent comments on major accidents and natural disasters specific to a particular Community Area**

A total of nine respondents raise comments related to major accidents and natural disasters.

Greater Manchester Combined Authority (GMCA) comments that HS2 did not engage with GMCA, Transport for Greater Manchester (TfGM) and the Local Authorities regarding major accidents and natural disasters risks in a way which was considered acceptable.

***“GMCA requests that the Promoter should be required to consult Greater Manchester Resilience Unit and the GM Partners regarding the development of incident management plans, incident response planning and evacuation procedures”***

**Greater Manchester Combined Authority**

***“HS2 Ltd should be required to confirm the partners authorities consulted in relation to Major Accidents and Disasters and what plans will be reviewed”.***

**Greater Manchester Combined Authority**

***“HS2 Ltd should be required to utilise GMCA’s Community Risk Register to provide adequate assessment”***

**Greater Manchester Combined Authority (regarding a baseline to identify risks)**

GMCA express concern about a lack of detail, context, timeframes and stakeholders’ engagement, with reference to major accidents and natural disasters. Manchester Airports Group is concerned that key emergency response routes could be impacted by traffic congestion and need to ensure the airport’s emergency plan and fire service are unaffected.

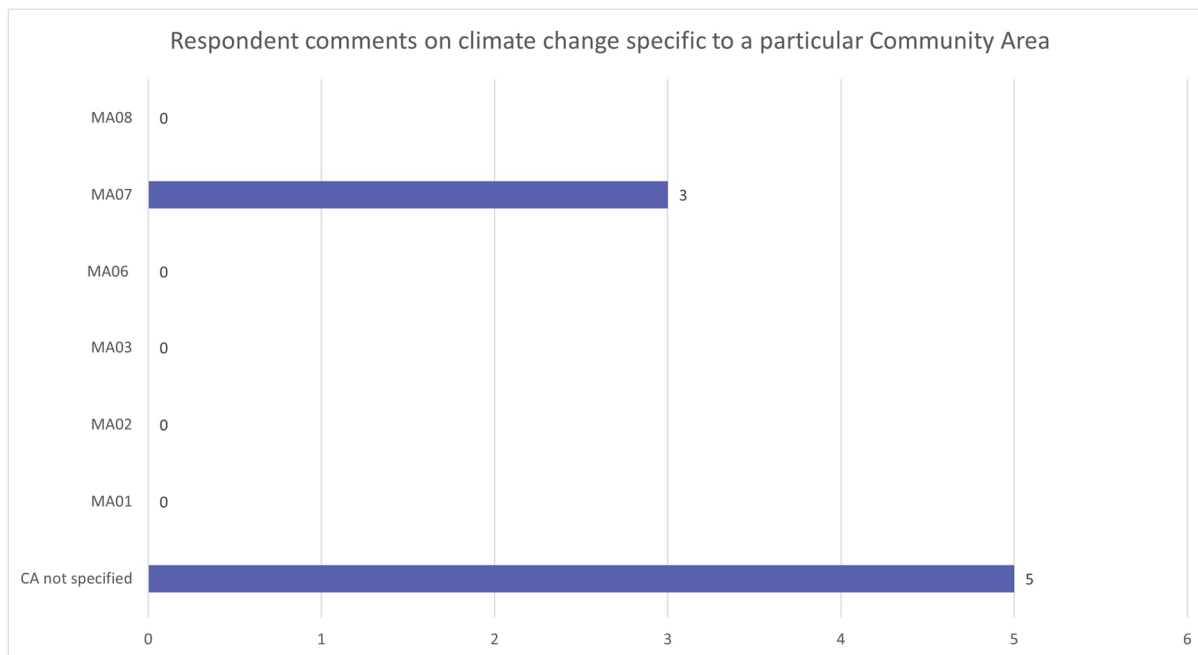
***“MAG is very concerned about any adverse effects to key emergency response routes. It is of safety-critical importance that any effects or restrictions to emergency response routes are minimised”***

**Manchester Airports Group (MAG)**

Lach Dennis and Lostock Green Parish Council note that a temporary material stock pile in MA02 is located above underground utilities including high pressure brine pipes, and seek clarification of mitigation measures.

### 2.2.13 Climate Change

A total of eight respondents raise climate change as a theme of concern. Graph 16 below shows the distribution of these comments where they could be attributed to a specific CA.



**Graph 16. Respondent comments on climate change specific to a particular Community Area**

A few respondents comment on the proposed scheme's carbon emissions, with the Environment Agency noting an increase in construction greenhouse gas emissions under AP2.

***“We would be keen to continue to work together as our organisations progress towards our net zero ambitions”***

**Environment Agency**

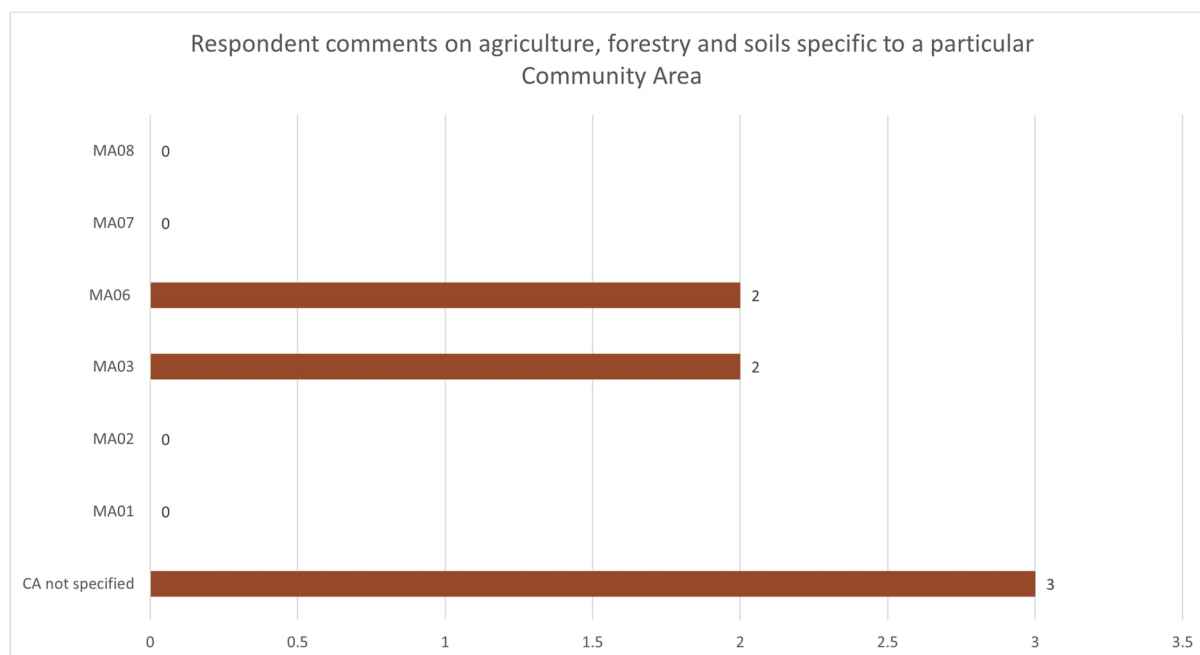
One respondent notes their disagreement with creating improved connections to Manchester Airport due to it being a major source of emissions.

***“I oppose faster train services to airports due to the environmental and health issues airports and air travel pose. We are in a climate emergency and we need to fly less due to the emissions intensity of flying”***

**Member of the public**

### 2.2.14 Agriculture, Forestry and Soils

A total of seven respondents raise comments related to agriculture forestry and soils. Graph 17 below shows the distribution of these comments where they could be attributed to a specific CA.



**Graph 17. Respondent comments on agriculture, forestry and soils specific to a particular Community Area**

The majority of comments categorised against this theme raise concern about the loss of farmland and disruption during construction works causing financial losses to farmers and landowners. An example given is the severance of agricultural holdings restricting the ability to move livestock and loss of land reducing silage harvest. The National Trust and the Tatton Estate note errors in the assessment of land holdings and local food supply chains.

***“The ES stated that the permanent loss of all grades of agricultural land represents about 0.01% of the utilised agricultural land in England. This fails to recognise the importance of the localised impacts of the loss of land, which is far more significant to the local food, farming and environment economy and local supply chain disruption”***

**The Tatton Estate**

Natural England express concern over the loss of high quality, Best and Most Versatile (BMV) agricultural land, stating that restoration post construction uses suitable topsoil and subsoil.

***“We consider the permanent loss of BMV agricultural land to be a major, not a moderate, impact”***

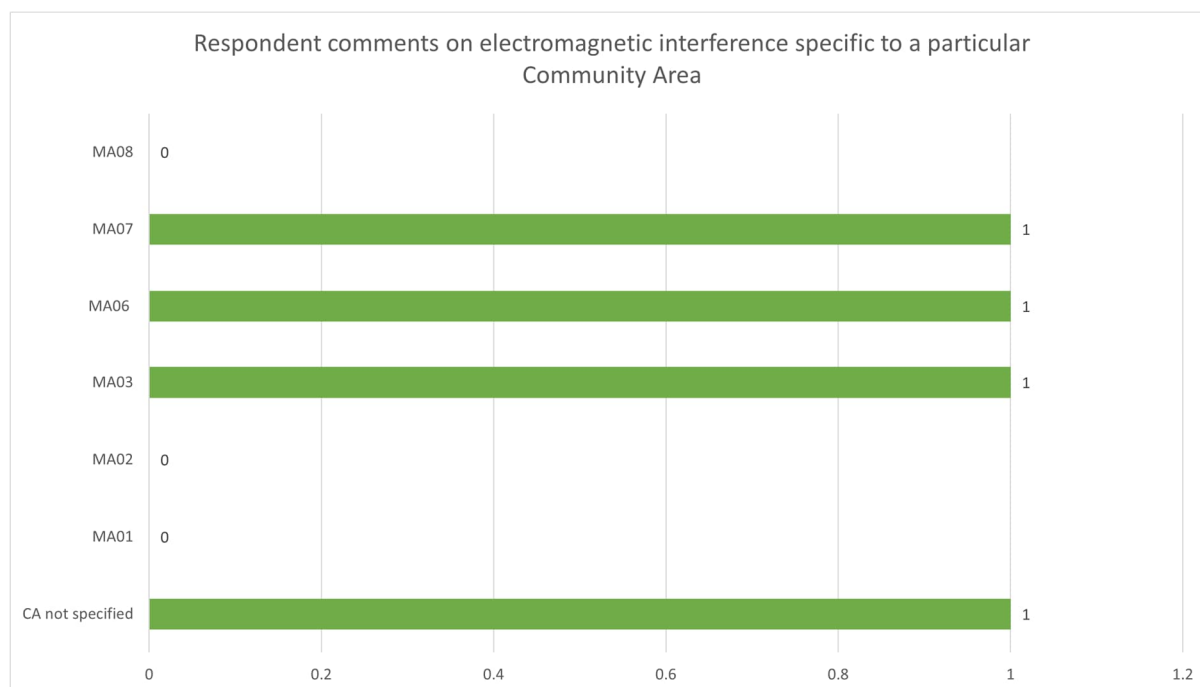
**Natural England**

The Forestry Commission note that areas categorised as “commercial forestry” could cover a range of woodland types, including ancient woodland and suggest that further investigation to identify potential impacts are carried out in line with National Planning Policy Framework (NPPF).

*Note: Comments related to ancient woodlands and veteran trees have been considered under the Ecology and Biodiversity heading (See 2.2.2).*

### 2.2.15 Electromagnetic Interference

A total of four respondents raise concerns related to electromagnetic interference. Graph 18 below shows the distribution of these comments where they could be attributed to a specific CA.



**Graph 18. Respondent comments on electromagnetic interference specific to a particular Community Area**

Manchester Airports Group raise concern about the effects on safety-critical equipment that is sensitive to electromagnetic interference and potential interference with radars from construction and operation of HS2.

***“Appropriate mitigation measures will need to be developed and agreed with MAG and with NATS (Manchester Airport’s air traffic services provider)”***

**Manchester Airports Group (MAG)**

Greater Manchester Combined Authority recommend that surveys are undertaken to support desktop modelling.

***“HS2 Ltd should be required to undertake real-world baseline and post-construction/operational surveys at dwellings/receptor sites closest to the route of the Proposed Scheme to verify the desktop modelling of electromagnetic field (EMF) emissions undertaken for the ES”***

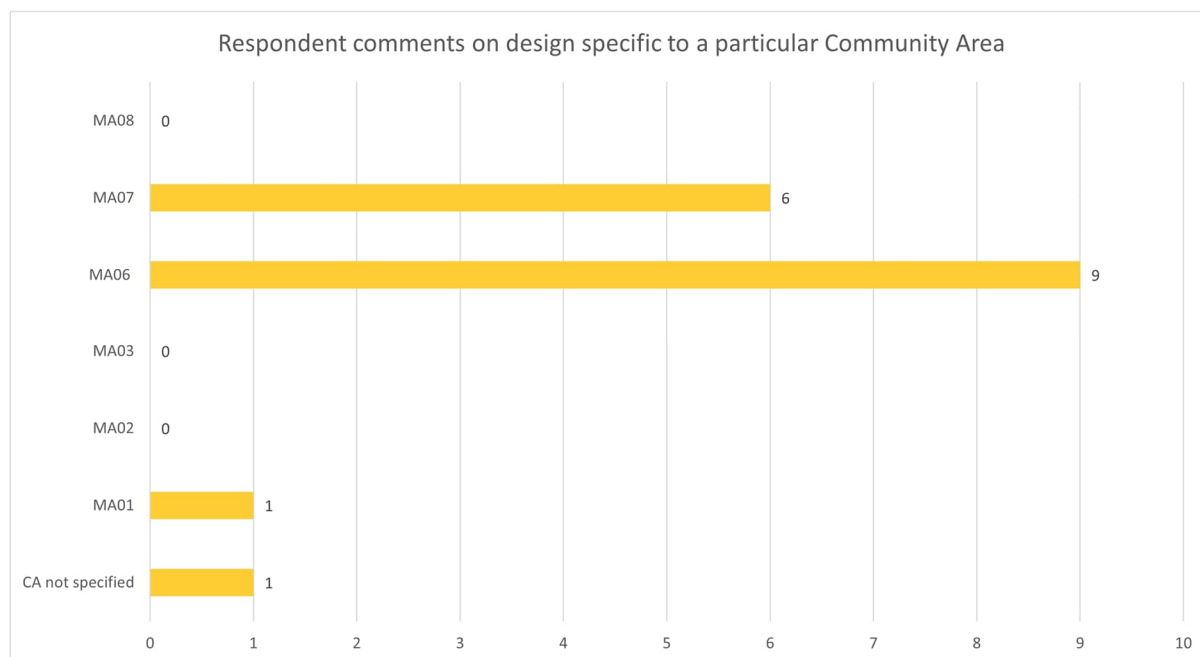
**Greater Manchester Combined Authority**

## 2.3 Themes not covered in the Environmental Statement

This section of the report provides a summary of the matters raised in responses that are not directly related to the environmental topics covered in the SES2 and AP2 ES. These comments have been categorised against a series scheme-wide themes and as such comments have not been linked to specific geographical areas (with the exception of design). The results are presented in rank order with the themes receiving most comments first.

### 2.3.1 Design

A total of 17 respondents raise comments related to design and construction of the proposed scheme. Graph 19 below shows the distribution of these comments where they could be attributed to a specific CA.



**Graph 19. Respondent comments on design specific to a particular Community Area**

The majority of respondents whose comments are categorised against this theme express the view that the design and/or construction of the proposed scheme needs to be altered. The proximity of the proposed scheme to residential properties, community facilities and the loss of green spaces are raised. The relocation of vent shafts was sought by some respondents.

***“Urgent consideration should be given to the relocation of the Hollies and Birchfields Road vent shafts, and the design and mitigation of all the ventilation shafts”***

**Manchester City Council**

***“We would like to see HS2 consider possibilities for the vent to be located in a safer and less biodiverse location, for example on an existing brownfield site alongside a main road “***

**Friends of Fletcher Moss Park & Parsonage Gardens (regarding the Hollies vent shaft).**

A few respondents support the construction of the Metrolink to serve the Manchester Airport High Speed station. Suggestions for alternative routes to the south of the M56 have been made by a few respondents, along with the relocation of Manchester Airport High Speed station to adjacent to the terminal building. Manchester Airports Group request the proposed scheme uses alternatives to road haulage for construction works to avoid local roads.

Ashley Parish Council suggest that the impacts of realigning J6 of the M56 have not been fully considered and alternative schemes have not been assessed. United Utilities raise concerns about the requirement to move assets and whether land take for HS2 will prevent the expansion of public utilities.

***“United Utilities has not been provided with any amended designs for review by HS2 in relation to AP2, but it is expected that approx 30 additional assets will need to be diverted as a result of AP2”***

**United Utilities**



### 2.3.2 Public Consultation

A total of 13 respondents raise comments related to the consultation on the SES2 and AP2 ES. A few of the comments state that the consultation lacked transparency and information was difficult to find; that consultation materials should have provided clearer, more accessible summaries of information to simplify the lengthy technical reports.

***“There needs to be clear summaries of the proposals we are responding to on the consultation homepage instead of endless links to technical notes”***

**Member of the public**

***“The NTS of 113 pages is not a user-friendly straightforward way to readily disseminate information”***

**Member of the public**

***“There is no clear plain English summary to enable readers to appreciate the impact in their area”***

**Member of the public**

***“there are hundreds of maps with very few labels making orientation difficult”***

**Warrington Borough Council**

A few respondents cite a lack of accessible webinars and consultations, and awareness of the events was limited. A few respondents request timely updates on details of the proposals, and others express dissatisfaction with the consultation timescale.

***“The 8-week timescale given to review the consultation documents during the holiday period was too short given the volume of technical data”***

**Warrington Borough Council**

One respondent suggests engaging with the Local Nature Partnership so as not to undermine local nature recovery schemes and Greater Manchester Combined Authority asked for confirmation of how stakeholders were identified and verified.

### 2.3.3 Expense

A total of nine respondents raise comments related to the cost of the project. The majority of the respondents express the view that investment in HS2 should instead be directed to upgrading the existing rail network, healthcare provision or education.

A few respondents comment that the project is significantly over budget and should not be progressed, questioning its value for money. A few respondents state that HS2 would be unaffordable for most to make use of.

***“The most sensible course action is to accept HS2 is unaffordable and not fit for purpose, and to stop - cutting our losses”***

**Member of the public**

***“It is an unnecessary waste of money at a time when public expenditure on health and education is more necessary”***

**Member of the public**

### 2.3.4 Report

A total of eight respondents raise comments related to the ES Report itself. The majority of the respondents identify areas of the report with inaccuracies, incomplete or missing information, data, or survey work.

***“In almost every section you can find omissions or errors in relation to the relocation of the proposed Hollies Vents shaft site”***

**Riverside Lodge & Riverside Court**

A few respondents note that topics have not been updated from the AP1 report, or that there are discrepancies in reporting between the different sections. The Greater Manchester Combined Authority question why some topics were assessed at a route-wide level whilst others were assessed for both route-wide and local impacts.

Another respondent raises concerns regarding the report's accessibility to the public, namely issues related to internet access, English, and use of overly technical terms.

***"I believe this consultation should be re-run when all the documents have been made available to all of the community in plain English and other Languages"***

**Member of the public**

One comment raises concern that AP2 and SES2 depicted land as committed development when it does not have full or outline planning permission.

### **2.3.5 In Favour**

A total of five respondents, including both individuals and organisations included statements in favour of the proposed scheme in their responses to the consultation on SES2 and AP2 ES.

***"The scheme provides a once-in-a-century opportunity to create a world class transport hub and arrival point into Manchester, the city region, and the North"***

**Manchester City Council**

***"MAG continues to support the strategic case for the development of the Manchester Airport High Speed station as part of the development of a fully integrated rail network that connects the main cities in the UK and with links across the North"***

**Manchester Airports Group (MAG)**

A few respondents note their support for changes to the proposed scheme introduced under AP2, such as the construction of the Metrolink and the removal of overhead power lines in the Tatton Park area.

### **2.3.6 General Opposition**

A total of five respondents comment on their general opposition to the proposed scheme, with one suggesting that the best option would be the cancellation of the Crewe-Manchester section of HS2.

***"I am totally opposed to the plans"***

**Member of the public**

### **2.3.7 Property Value**

A total of four respondents raise comments related to property values. A few of the comments are connected to respondents concerns about reduction in the value of property as a result of being located near to the proposed scheme. United Utilities note that the proposed acquisition of several plots will have adverse impacts on current and future operations at BW water treatment works at Rostherne.

### **2.3.8 Sustainability**

A total of three respondents raise comments related to sustainability. Two respondents raise concern at the proposed scheme's construction and operational carbon emissions.

***"the AP2 revised scheme changes the GHG emissions reported in the SES1 and AP1 ES, which confirm that construction emissions are even worse than estimated, having increased by 20%"***

**Pickmere Parish Council**

One further respondent calls for the proposed scheme to be cancelled due to its contribution to the current environmental crisis.

### **2.3.9 Compensation**

A total of three respondents raise comments relating to compensation. One expresses concern at the level of compensation being offered, and Ringway Golf Club request compensation for loss of land, impacts of traffic on access, noise and disturbance from construction.

***"If land is taken, HS2 should pay the club compensation for the temporary loss of land and features and for consequential losses"***

**Ringway Golf Club**

### 2.3.10 Environment (general)

A total of three respondents make a series of general points related to the environment, but not specific to any of the environmental topics covered in the SES2 or AP2 ES. All raise concern about the volume of waste created by the proposed scheme and the implications for local waste landfill capacity.

***“The proposed scheme risks exhausting waste landfill capacity within the north-west, but the AP2 ES does not contain sufficient actionable information on expected waste quantities”***

**Greater Manchester Combined Authority**

### 2.3.11 Tunnel

A total of two respondents raise comments related to tunnels. Both respondents are concerned that construction of the tunnel will cause subsidence affecting nearby houses.

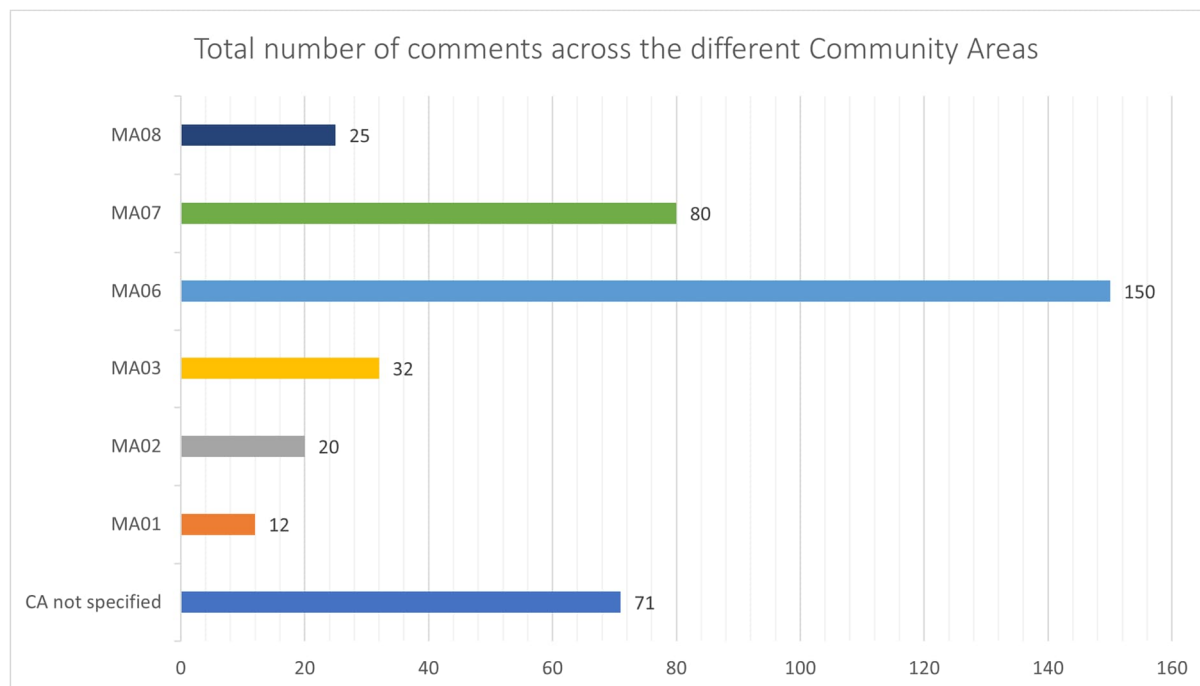
### 2.3.12 Government

A total of two respondents raise matters that have been categorised under the theme of government. One respondent notes that the government’s revisions to the 25 Year Environment Plan will come into effect at the time of Phase 2b completion, including measures to optimise infrastructure to meet more ambitious targets. The other states that they would like a vote to assess public demand for HS2.

## 2.4 Summary of matters raised by Community Area

This section of the report provides a summary of the matters raised related to the design and the environmental topics in the SES2 and AP2 ES for each of the relevant Community Areas (CAs). Not all responses referred to specific geographical areas but, where possible during the analysis process, individual comments and matters raised were linked to a CA via specific settlements or geographic features referenced in the response.

Graph 20 below illustrates the distribution of comments across the CAs featured in the SES2 and AP2 ES and shows the comments that were not linked to any specific location. The total number of comments is greater than the number of responses because a number of respondents commented on multiple themes.



**Graph 20. Total comments across the different Community Areas featured in the SES2 and AP2 ES**

Comments related to route-wide matters or that could not be linked to a specific geographical area have not been captured in the CA summaries presented in this section of the report. The matters raised in these responses are included in the theme-based summaries in Sections 2.2 and 2.3 above.

Each CA section includes a statistical summary of the matters raised against each of the identified environmental topics in the SES2 and AP2 ES and those related to the proposed scheme design, and an overview of the main points raised by respondents relevant to each specific geographical area. Quotes have again been used to illustrate a selection of the matters raised but no additional weight is attributed to these views.

### 2.4.1 MA01 - Hough to Walley's Green

There are 12 respondent comments about the proposed scheme design and the environmental topics covered in the SES2 and AP2 ES which could be linked to MA01. This section of the proposed scheme passes through Hough to Walley's Green.

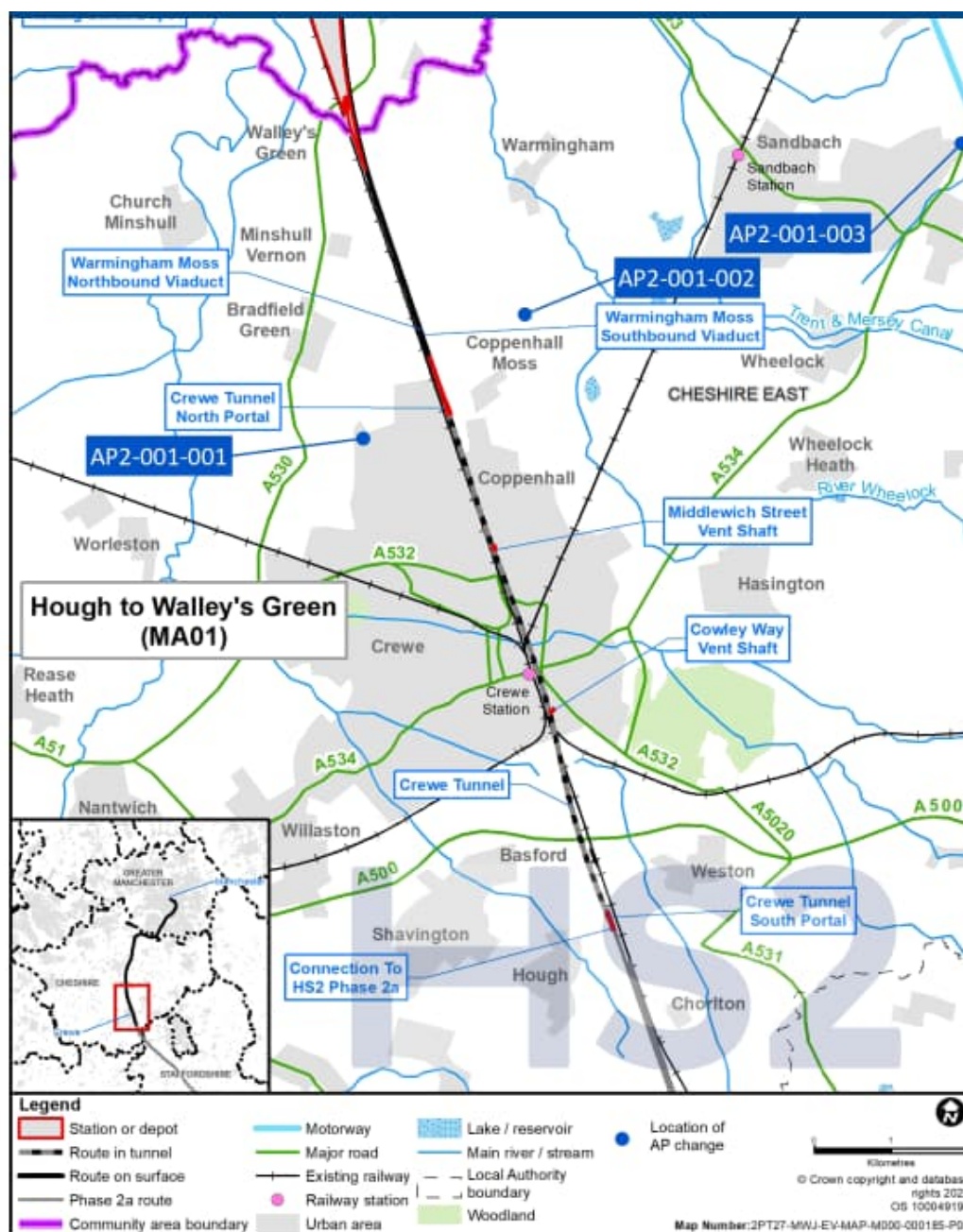


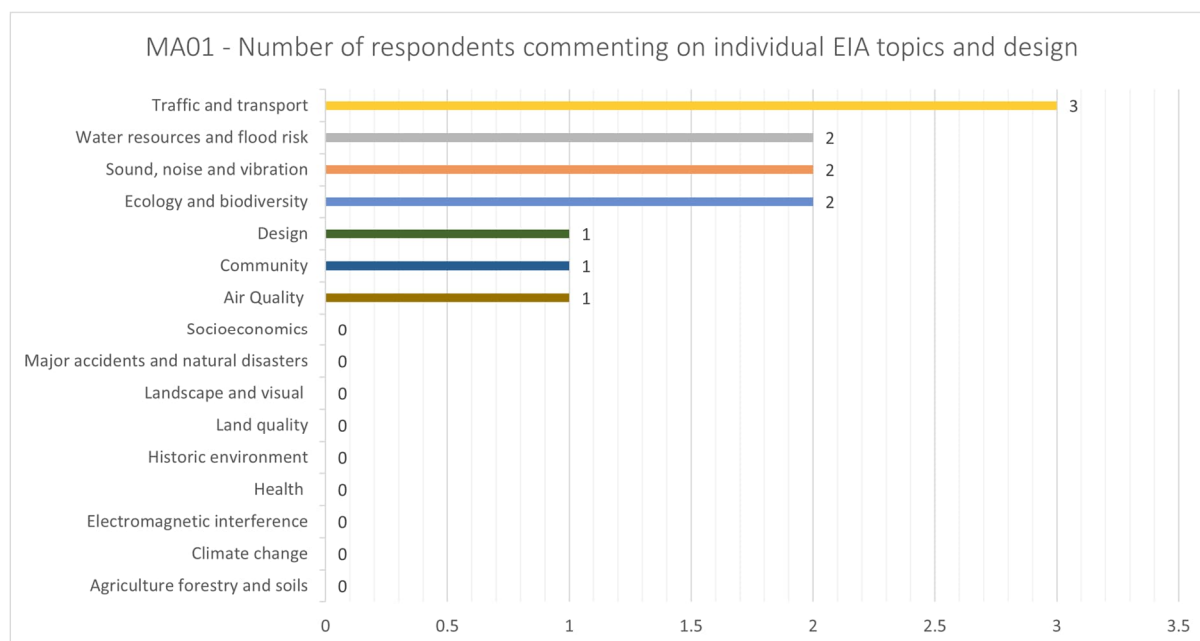
Figure 2. Location of AP2 amendments within Hough to Walley's Green - MA01

The locations of the AP2 amendments within MA01 are shown within Figure 2 above. The amendments are:

- AP2-001-001 additional land temporarily required for modifications to the B5076 Bradfield Road and Parkers Road junction
- AP2-001-002 additional land permanently required for modifications to the Warmingham Road and Hall Lane junction
- AP2-001-003 additional land temporarily required for modifications to the A534 Old Mill Road and Congleton Road junction

The region surrounding this section of the route is governed by Cheshire East Council. The southern part of the route near Crewe is used for industrial, commercial, railway and residential purposes. The northern part of Crewe is predominantly agricultural. South-eastern Crewe is occupied by Crewe Gates Farm Industrial Estate. The main residential areas within this region are Crewe, Wistaston, Wistaston Green, Coppenhall, Maw Green and Barrows Green.

Graph 21 below shows the distribution of the comments that could be attributed to this CA (MA01) in relation to the proposed design and the environmental topics covered in the SES2 and AP2 ES.



**Graph 21. MA01 - Number of respondents commenting on environmental topics and the scheme design in this CA**

The topic of traffic and transport is the most common theme discussed, with comments focused on the impact of construction traffic on residents, particularly accessibility for older residents and worsened congestion in Sandbach. One respondent suggests reducing speed limits and speed enforcement on Old Mill Road to reduce risk to pedestrians. Another respondent welcomed modifications planned for the junction at Warmingham Road and Hall Lane.

***“request that no rights of access be granted down Larch Avenue (as this a quiet residential area) or Weston Lane by construction traffic”***

**Member of the public**

Two respondents raise concerns about water resources and flood risk. These relate to drainage assets at the junction of B5076 Bradfield Road and Parkers Road, and the Warmingham Road and Hall Lane junction. It was noted that hydrological impacts at Sandbach Flashes SSSI can be discounted as a surface water survey has shown flow will not be impacted by drainage connections.

***“previous hydrological impact to Sandbach Flashes SSSI can be removed”***

**The Environment Agency**

Two respondents comment on the theme of ecology and biodiversity, raising concern for the loss of over 14 km of species-rich hedgerows and requesting surveys of veteran trees, rare plants, fungi and invertebrates. Another questions whether the proposed scheme had assessed the combined effects of Phase 2a alongside other stages of development.

Sound, noise and vibration impacts are of concern to two respondents related to MA01. Sandbach Town Council requested a 40mph speed limit on Old Mill Road, along with noise and vibration abatement measures against the effects of construction vehicles. Another respondent raises concern about construction noise affecting properties in Basford.

### 2.4.2 MA02 - Wimboldsley to Lostock Gralam

There are 20 respondent comments relating to the proposed scheme design and the environmental topics covered in the SES2 and AP2 ES which could be linked to MA02. This section of the proposed scheme passes through Wimboldsley to Lostock Gralam.

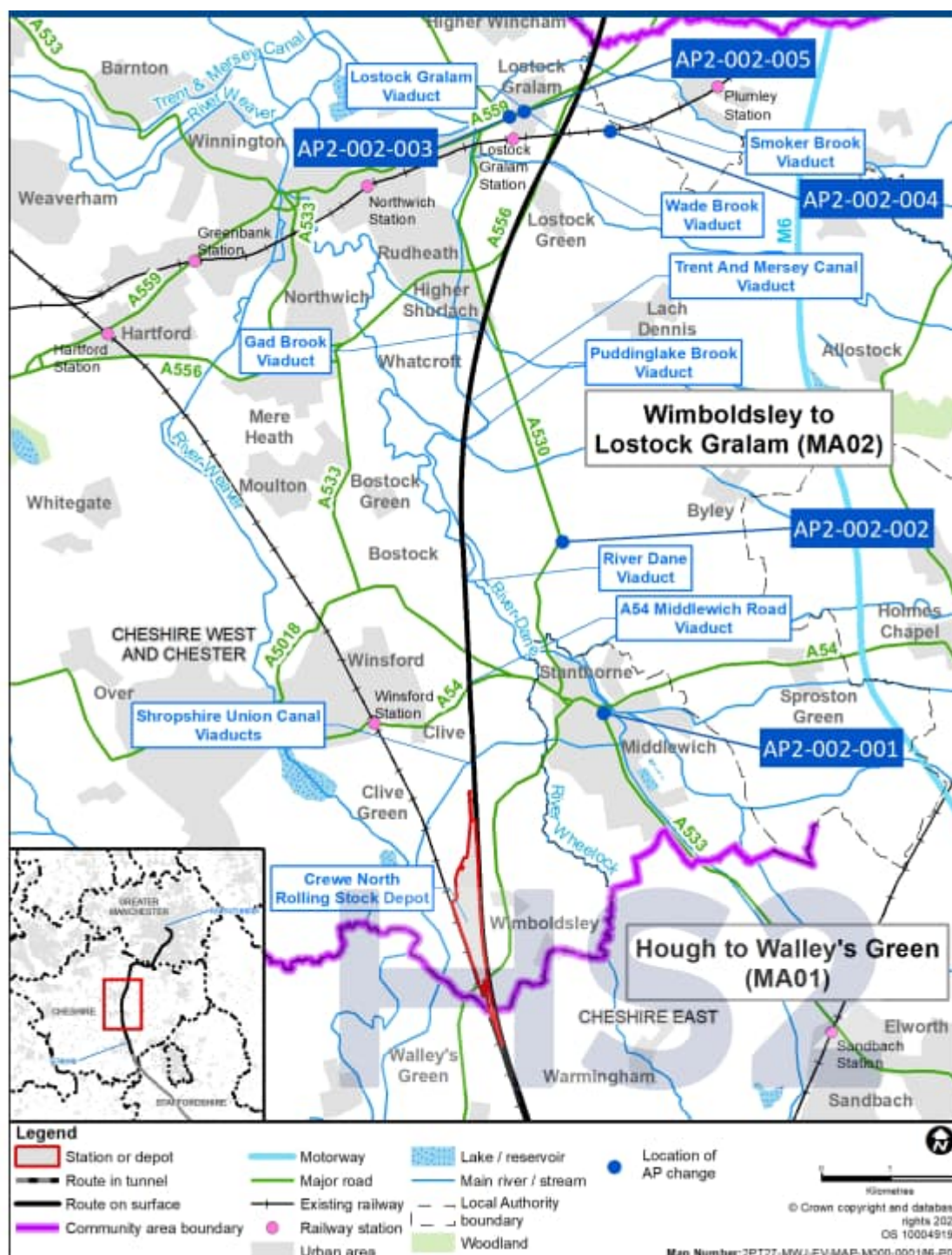


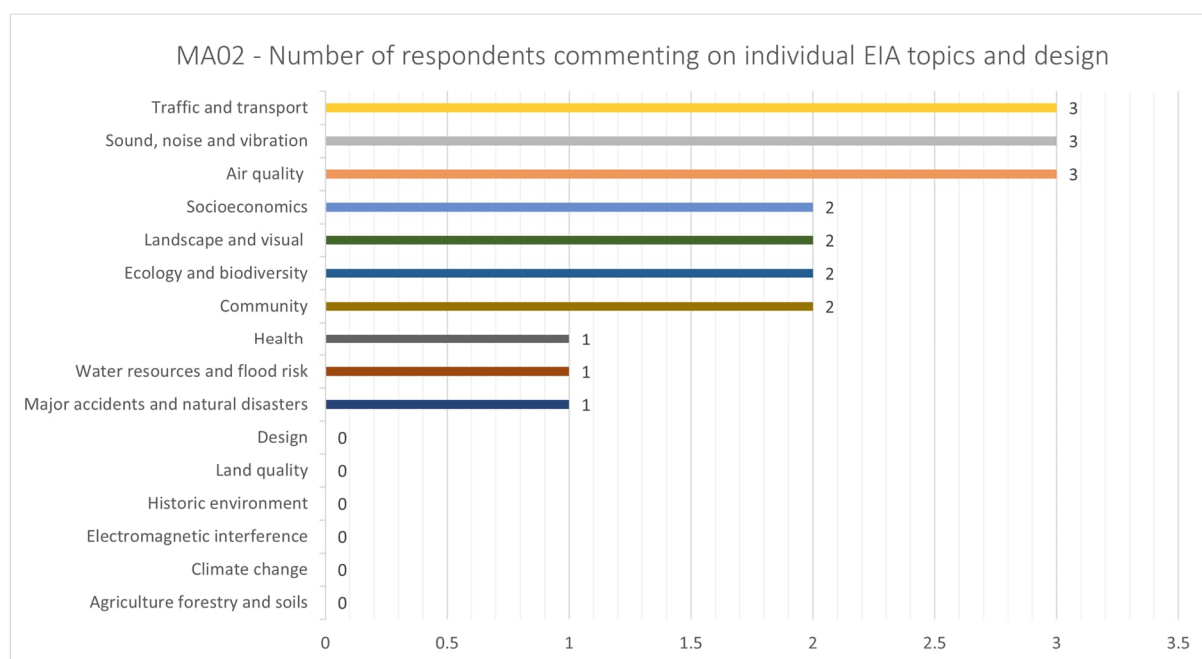
Figure 3. Location of AP2 amendments within Wimboldsley to Lostock Gralam area - MA02

The locations of the AP2 amendments within MA02 are shown within Figure 3 above. The amendments are:

- AP2-002-001 additional land temporarily required for modifications to the A54 St Michael's Way, A533 Leadsmithy Street and A54 Kinderton Street junction

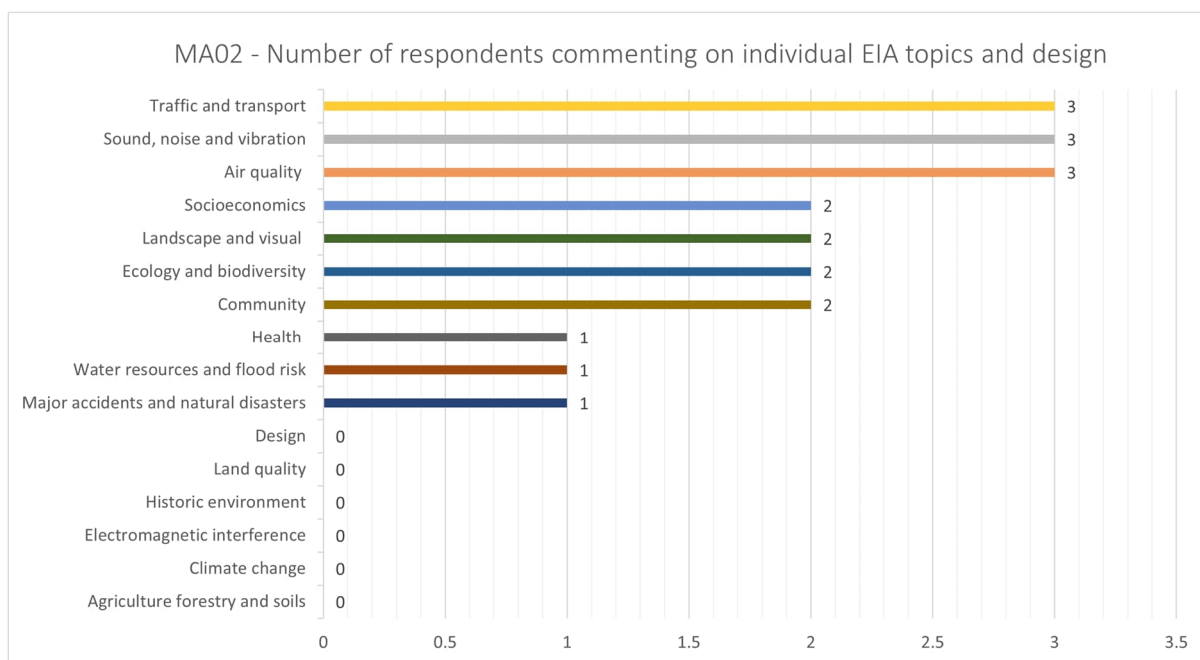
- AP2-002-002 additional land temporarily required for modifications to the A530 King Street, A530 Croxton Lane and B5309 King Street junction
- AP2-002-003 Additional land permanently required for modifications to the A559 Manchester Road, A559 Hall Lane and Station Road junction
- AP2-002-004 additional land permanently required for modifications to Distribution Network Operator (DNO) connections to A556 Shurlach Road auto-transformer station and Peacock Lane auto-transformer feeder station
- AP2-002-005 additional land temporarily required for modifications to the A559 Manchester Road and Stubbs Lane junction

The regions surrounding this section of the route are governed by Cheshire West and Chester Council and Cheshire East Council. The surrounding area is mainly used for agricultural activities and is scattered with woodland areas, some of which are ancient woodland. The main residential areas within this region are Middlewich, Winsford, Northwich, Lostock Green and Lostock Gralam.



Graph 22 below shows the distribution of the comments that could be attributed to this CA (MA02) in relation to the proposed design and the environmental topics covered in the SES2 and AP2 ES.





**Graph 22. MA02 - Number of respondents commenting on environmental topics and the scheme design in this CA**

Topics raised most frequently relate to traffic and transport; sound, noise and vibration; and air quality with each receiving three comments. Two respondents are concerned over the impact of construction traffic routes on access to schools, properties and businesses. They also question the impact on other road users and access to the heavily used network of public rights of way. One response welcomes long-term improvements to junctions.

***“HS2 construction traffic routes are designated for almost all the public highways in and around Lach Dennis and Lostock Green Parish creating a significant increase in HGV and total traffic volume”***

**Lach Dennis and Lostock Green Parish Council**

The comments relating to sound, noise and vibration, centre on concerns over increased traffic noise on local roads associated with vehicle movements to compounds and temporary material stockpiles. Two responses ask about noise mitigation measures, mentioning Crossways Care Home and properties near Stubbs Lane Junction.

Respondents raise concern about the impact of the proposed scheme on local air quality, affecting residents. Two ask whether mitigation measures will be in place to prevent wind-blown dust from material stockpile locations.

### 2.4.3 MA03 - Pickmere to Agden and Hulseheath

There are 32 respondent comments about the proposed scheme design and the environmental topics covered in the SES2 and AP2 ES which could be linked to MA03. The section of the proposed scheme passes through Pickmere to Agden and Hulseheath, and includes the Manchester spur.

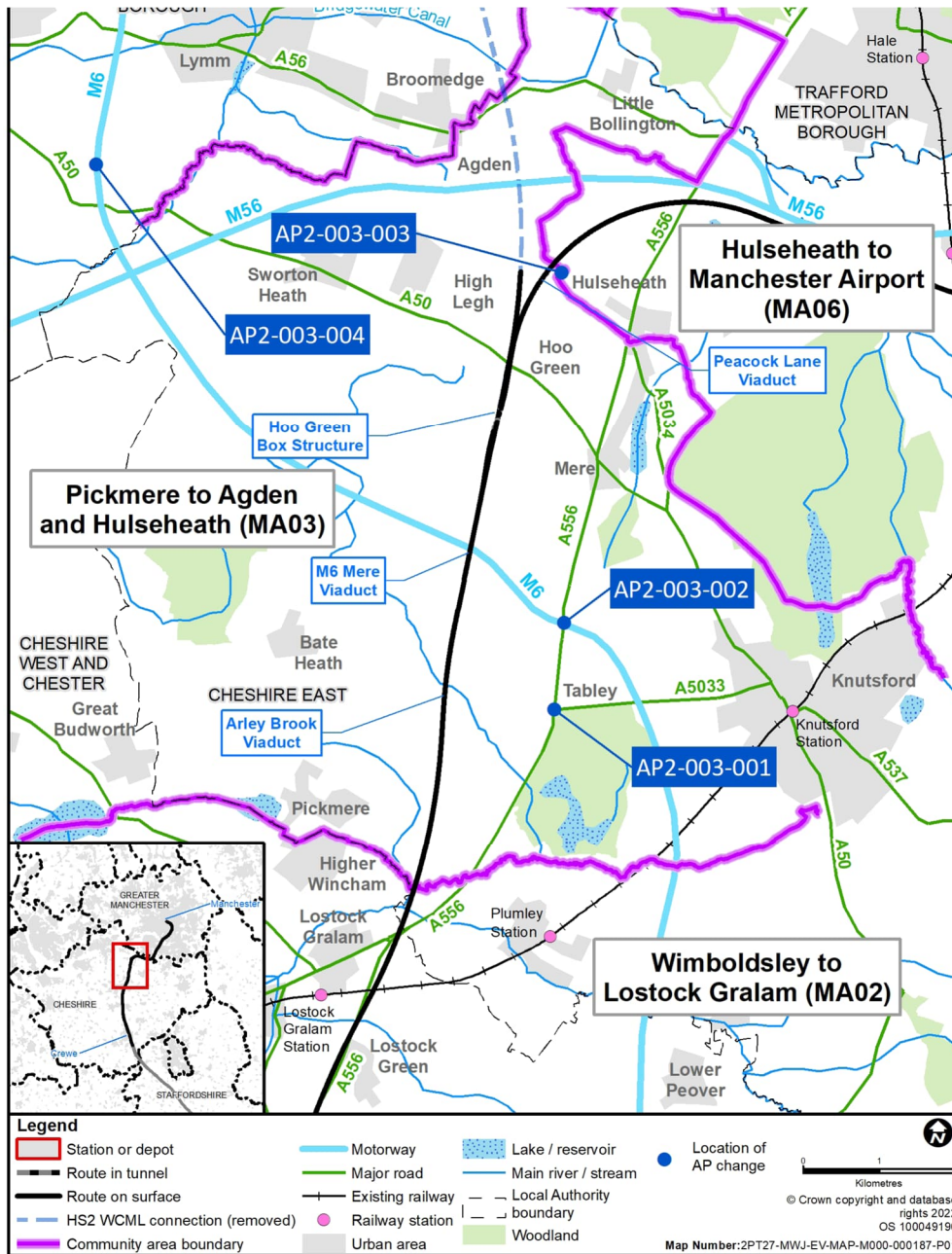


Figure 4. Location of AP2 amendments within Pickmere to Agden and Hulseheath area - MA03

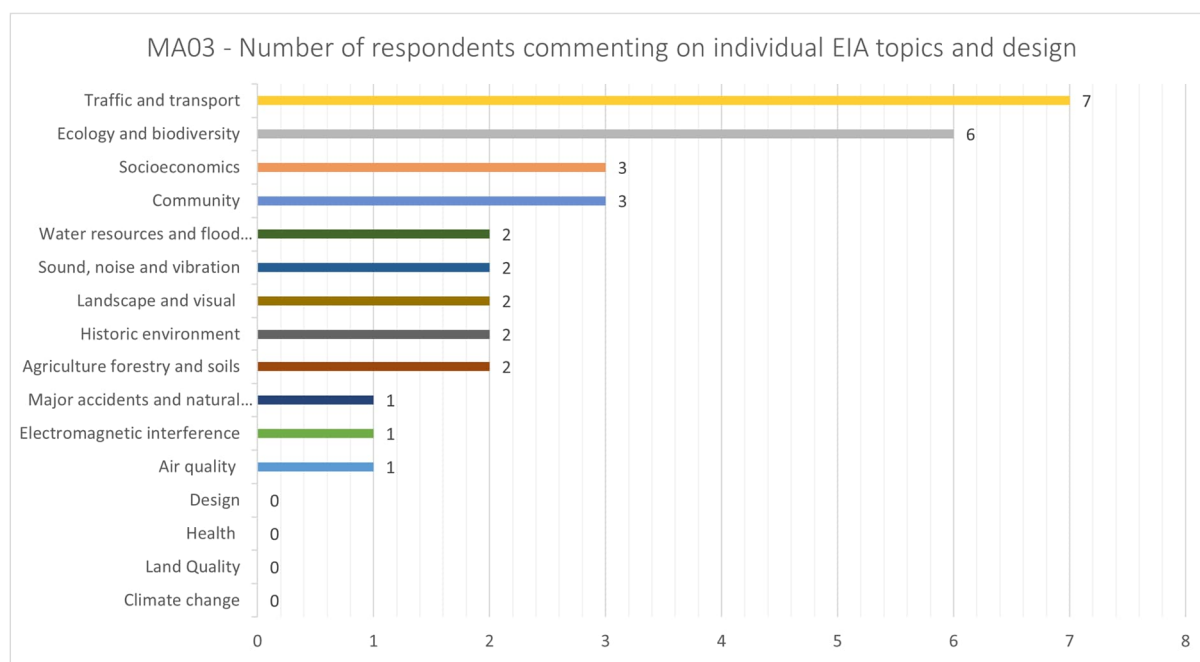
The locations of the AP2 amendments within MA03 are shown within Figure 4 above. The amendments are:

- AP2-003-001 additional land temporarily required for modifications to the A556 Chester Road and A5033 Northwich Road junction
- AP2-003-002 additional land permanently required for modifications to M6 junction 19
- AP2-003-003 additional land permanently required for the diversion of three high pressure gas pipelines near Millington Clough Ancient Woodland
- AP2-003-004 additional land permanently required for modifications to M6 junction 20a

The region surrounding this section of the route is governed by Cheshire East Council. The surrounding area is mainly used for agricultural activities and is scattered with isolated farms. Ancient woodland, namely Leonard's and

Smoker Wood are located to the south of the region. The main residential areas within this region are Knutsford, Pickmere and High Legh.

Graph 23 below shows the distribution of the comments that could be attributed to this CA (MA03) in relation to the proposed design and the environmental topics covered in the SES2 and AP2 ES.



**Graph 23. MA03 - Number of respondents commenting on environmental topics and the scheme design in this CA**

Traffic and transport are the themes most raised with seven comments relating to MA03. The suitability of local roads for construction vehicles and the increase in traffic is raised. Respondents mention the Sunbank Lane closure, use of Bow Lane, works at M56 Junction 19, effect on the junction of Pickmere Lane (B5391) and Chester Road (A556), roads close to the airport and the access routes to Tatton Park.

Impacts on access to public rights of way such as the Bollin Valley Way and Dunham Massey path is a concern for a few respondents. Warrington Borough Council question the traffic modelling assumptions made in Warrington.

***“cause considerable disturbance to the residents of Cumberland Drive whose rear gardens back on to Bow Lane. It will also cause traffic problems for the residents of Oakwood Lane, Westmoreland Close and Cumberland Drive”***

**Member of the public**

***“The proposed works will have a major effect on the junction of Pickmere Lane (B5391) and Chester Road (A556) which are both in very close proximity to the intended works at Junction 19”***

**Pickmere Parish Council**

The theme of ecology and biodiversity is discussed by six respondents in relation to MA03. A few respondents call for greater compensatory measures for the loss of veteran trees, woodland and hedgerows in MA03. A few responses identify protected sites that require further consideration, including Dunham Park SSSI, Sugar Brook Farm Grasslands Local Wildlife Site, designated sites within Tatton Park, and Cotterill Clough SSSI. Two responses note that Tatton Park will experience significant adverse effects on its woodland habitat, and Tatton Estate do not consider HS2’s surveys to be inadequate.

***“In regards to Leonards and Smoker Wood and Arley and Waterless Brook corridor LWS, we note that two further oak trees and 5 further veterans were identified within 100m of scheme and 2 veterans within the land required. As veteran trees are our future ancient trees and are an irreplaceable habitat, we recommend that compensation should be wider”***

**The Forestry Commission**

***“We are also very concerned that the Promoter’s additional plans for modifications to Junction 20a of the M6 (AP2-003-004) will also result in a further loss of 500m of hedgerow”***

**Pickmere Parish Council**

Three respondents comment on socioeconomic impacts such as requesting that the proposed scheme minimises potential impacts on local businesses and the airport. Manchester Airports Group note the proposed scheme should deliver economic and employment benefits, and support connectivity and regeneration across the area.

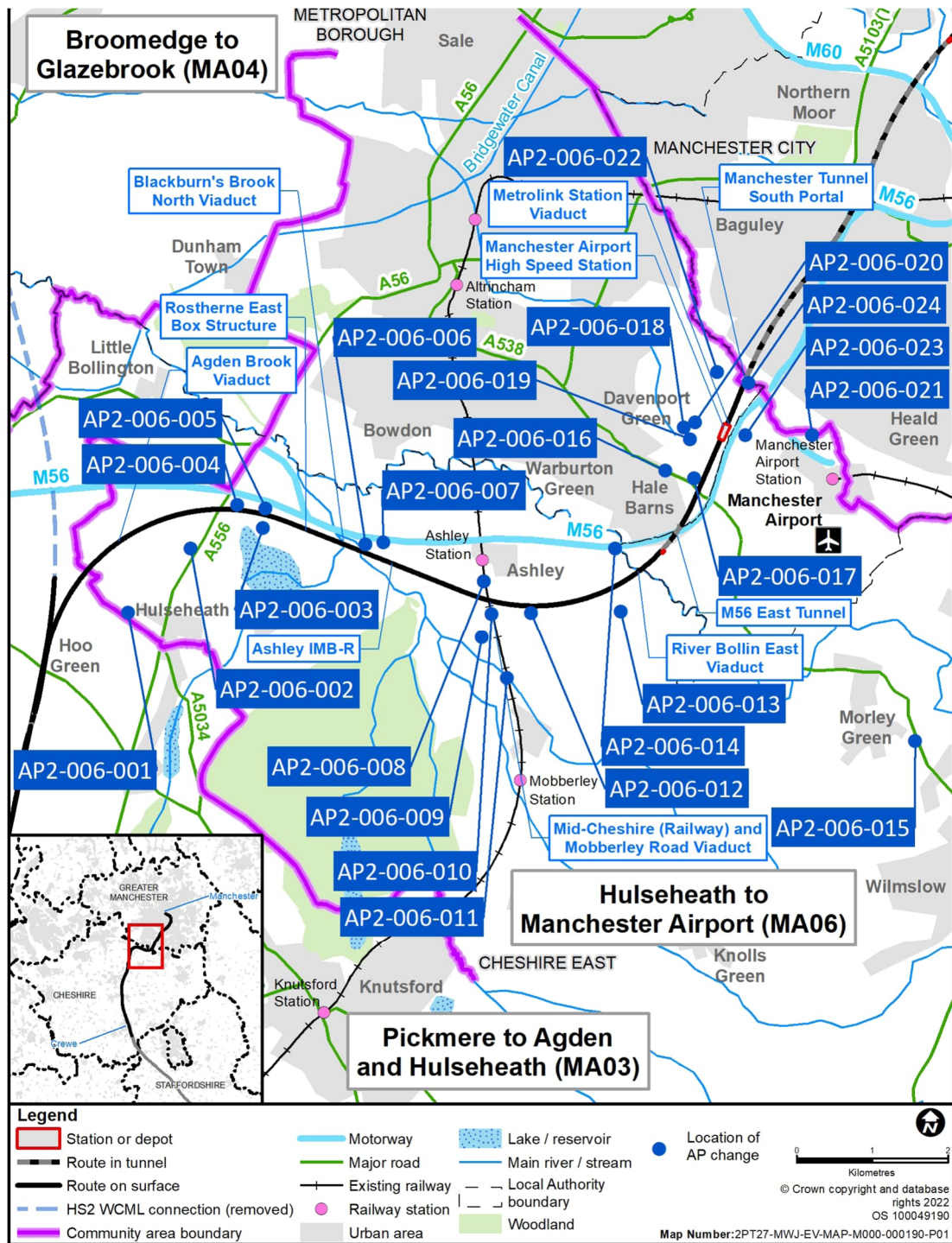
***“The Socio-Economic section fails to assess the loss of existing local homes, jobs and businesses that will hollow out the local economy during construction and post completion”***

**The Tatton Estate**

Community severance, stress from disturbance, community isolation, route closures and diversions, and noise and visual impacts of the proposed scheme are highlighted. The Tatton Estate comment that no local assessment has been made of impacts to rural communities.

### 2.4.4 MA06 - Hulseheath to Manchester Airport

There are 150 respondent comments about the proposed scheme design and the environmental topics covered in the SES2 and AP2 ES which could be linked to MA06. This section of the proposed scheme involves the route passing through Hulseheath to Manchester Airport, covering 10.7 km (6.8 miles) in length.



**Figure 5. Location of AP2 amendments within Hulseheath to Manchester Airport area - MA06**

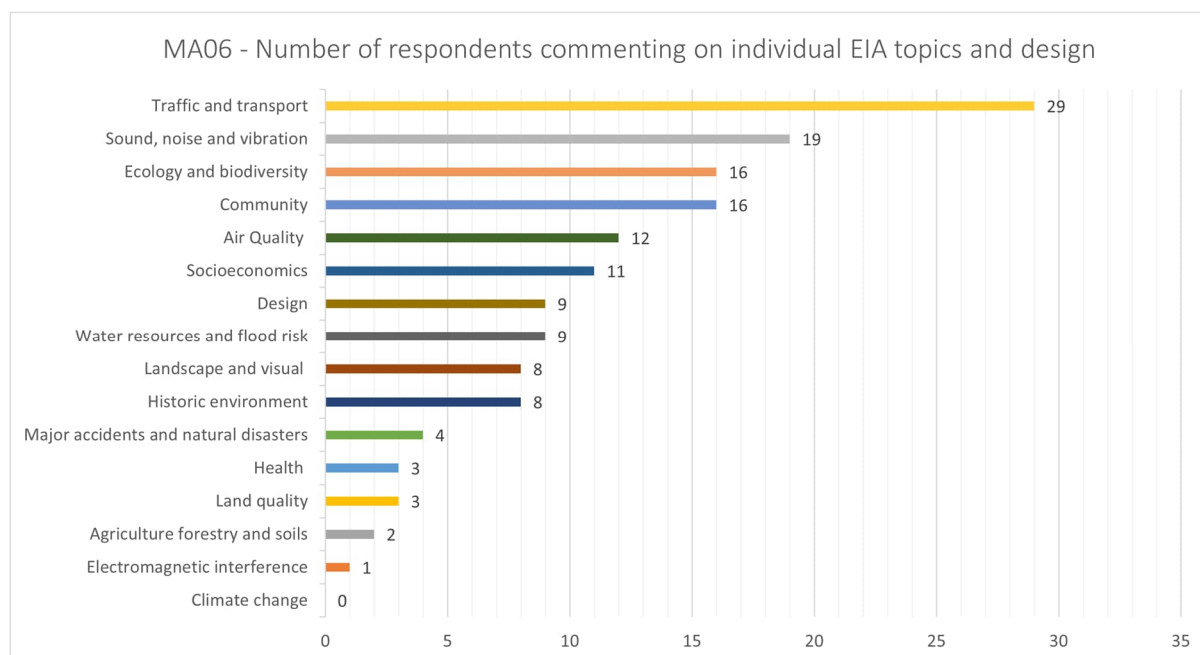
The locations of the AP2 amendments within MA06 are shown within Figure 5 above. The amendments are:

- AP2-006-001 additional land temporarily required for construction access from Chapel Lane and the A556 temporary slip roads
- AP2-006-002 additional land temporarily required for the provision of a maintenance access road to the Chester Road satellite compound from the A556

- AP2-006-003 additional land permanently required to relocate Rostherne Mere groundwater recharge trenches north of Cherry Tree Lane
- AP2-006-004 additional land temporarily required for the installation of a temporary vehicle restraint system at M56 junction 8
- AP2-006-005 additional land permanently required for modifications to the Yarwood Heath Farm accommodation overbridge
- AP2-006-006 additional land permanently required for a revised National Grid 400kV overhead power line diversion near Ryecroft Covert Local Wildlife Site
- AP2-006-007 retention and realignment of Footpath Ashley 3/1
- AP2-006-008 additional land permanently required for the realignment of a maintenance access road from Ashley Road
- AP2-006-009 additional land temporarily required for the provision of surface water drainage at Mobberley Road South satellite compound
- AP2-006-010 additional land permanently required for watercourse diversions at Mobberley Road
- AP2-006-011 additional land temporarily required for the operation of Ashley railhead near Sugar Brook Ancient Woodland
- AP2-006-012 additional land permanently required for the revised realignment of Tributary of Birkin Brook 2 south of Thorns Green embankment
- AP2-006-013 additional land required for the revised diversion of a Scottish Power 11kV overhead line, north of Brickhill Wood Ancient Woodland
- AP2-006-014 additional land permanently required to reconfigure M56 Junction 6
- AP2-006-015 additional land permanently required for modifications to the A538 Altrincham Road and Mobberley Road junction
- AP2-006-016 additional land permanently required for the realignment of an 11kv underground power line diversion along Shay Lane
- AP2-006-017 additional land permanently required for the provision of access to land parcels in the Manchester Airport High Speed station area
- AP2-006-018 additional land permanently required for modifications to mitigation for Timperley Brook
- AP2-006-019 retention of Footpath Hale 16 from Brooks Drive to the Manchester Airport High Speed station
- AP2-006-020 additional land permanently required for the provision of a replacement culvert at Brooks Drive
- AP2-006-021 construction traffic route along Enterprise Way
- AP2-006-022 additional land permanently required for the extension of Metrolink provisions at Manchester Airport High Speed station
- AP2-006-023 additional land permanently required for the modification of the Thorley Lane and Runger Lane junction
- AP2-006-024 additional land temporarily required at Manchester tunnel south portal main compound for provision of drainage outfall

The regions surrounding this section of the route are governed by Chester East Council, Trafford Metropolitan Borough Council, Manchester City Council and the Greater Manchester Combined Authority. The surrounding area is semi-rural with a mixture of land uses including agriculture and recreation. Manchester Airport is located to the south-east of the proposed scheme. The main residential areas within this region are Altrincham, Hale, Hale Barns and Bowdon.

Graph 24 below shows the distribution of the comments that could be attributed to this CA (MA06) in relation to the proposed design and the environmental topics covered in the SES2 and AP2 ES.



**Graph 24. MA06 - Number of respondents commenting on environmental topics and the scheme design in this CA**

The topics raised most frequently were traffic and transport; sound, noise and vibration; ecology and biodiversity, and community. Traffic and transport is the theme most commonly raised in relation to MA06. Several respondents are concerned about construction vehicles using unsuitable local roads, such as Hale Road, Runger Lane, Birkin Bridge Road, and Ashley village.

A few suggestions are made about creating direct access to the M56 to avoid residential areas; and the Bollin Valley footpath, Sunbank Lane, and Ringways 7, 8, 10, 11, 13 and 14 were highlighted as key routes to maintain. A few respondents are concerned about impacts on local footpaths in the area of the M56, Manchester Airport Station and the Hollies vent shaft.

***“Spoil from the tunnelling portal on Thorley Lane is planned to travel along Runger Lane to the M56 Jcn 6, adding even more traffic to this junction”***

**Member of the public**

A few respondents are concerned about the adequacy of traffic modelling in the area of Manchester Airport and access routes to both Tatton Park and Dunham Massey.

Comments relate to sound, noise and vibration focus on construction vehicle movements and their effect on local properties. Use of roads in the Hale Barns area is deemed unsuitable by a few respondents due to noise impacts. Ashley Parish Council and the Tatton Estate express concern over the impact of vibrations on heritage assets.

***“HS2 has completely ignored the potential impact of vibration upon heritage assets. It is incumbent upon HS2 to carry out such assessments”***

**Ashley Parish Council**

The majority of comments on the theme of ecology and biodiversity focus on the removal of ancient woodland, hedgerows, and habitat fragmentation. Habitats around the M56 Junction 6, Sunbank Wood and Ponds Local Wildlife Site and Davenport Green Wood Local Wildlife Site are also mentioned.

***“The proposals destroy further areas of irreplaceable ancient woodland and hedgerow in an area which has already lost much natural habitat”***

**Member of the public (referring to the M56 Junction 6 area)**

***“The loss of woodland at Ryecroft Covert Local Wildlife Site will have a permanent adverse effect significant at a national level”***

**Natural England**

Several responses focus on impacts to water quality in the River Bollin, Birkin Brook, Mobberley Brook, and Fairywell Brook. Respondents voice safety concerns for schoolchildren and cyclists resulting from increased traffic volumes. A few respondents call for mitigation for the loss of access to recreation and leisure facilities at the Marriott Hotel. Community severance through footpath closures and impacts on public transport routes is a concern for a few respondents.

***“HGV’s will present a serious road safety hazard to children and other pedestrians, including the primary school (Elmridge) in close proximity to High Elm Road”***

**Member of the public**



2.4.5 MA07 - Davenport Green to Ardwick

There are 80 respondent comments about the proposed scheme design and the environmental topics covered in the SES2 and AP2 ES which could be linked to MA07. The section of the proposed scheme passing through Davenport Green to Ardwick covers 13.4 km (8.3 miles) in length.

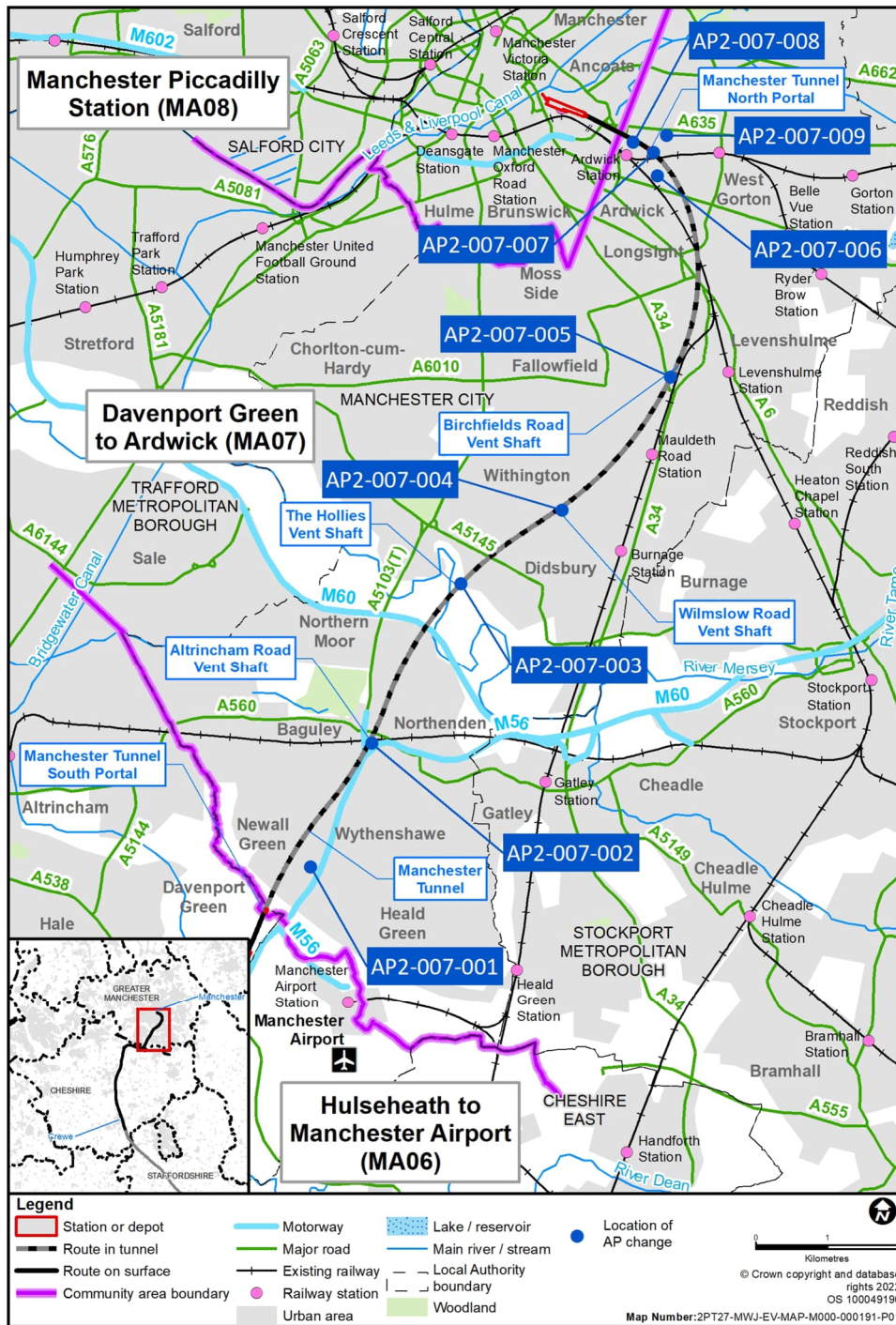


Figure 6. Location of AP2 amendments within Davenport Green to Manchester Ardwick area - MA07

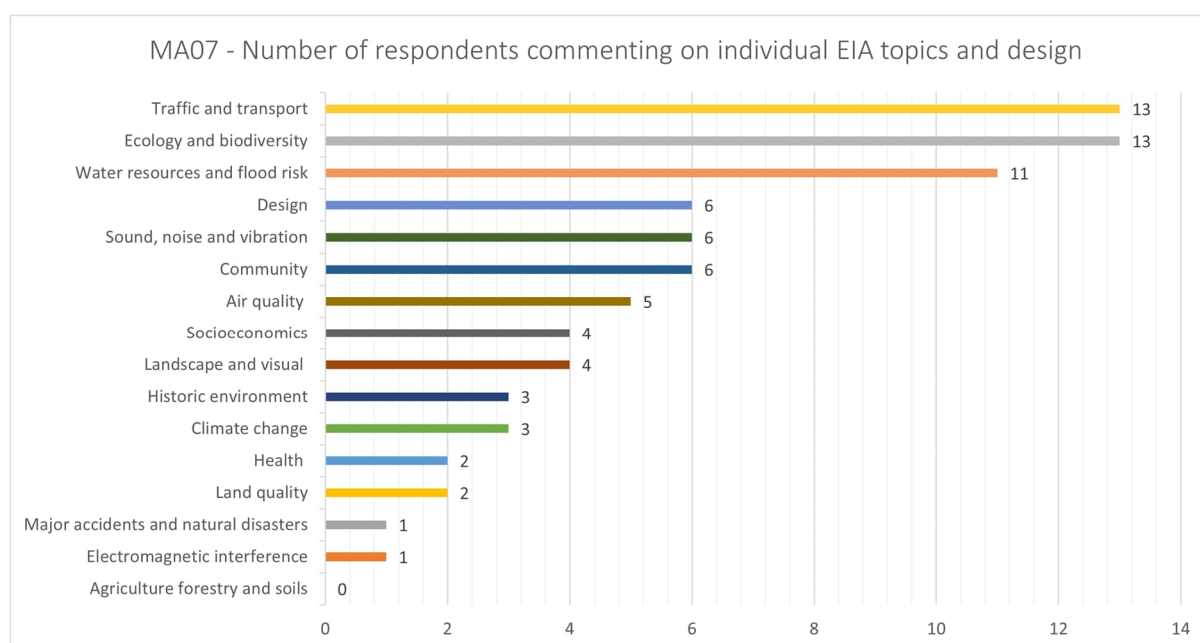
The locations of the AP2 amendments within MA07 are shown within Figure 6 above. The amendments are:

- AP2-007-001 additional land temporarily required for changes to permanent sewer connection from Manchester tunnel south portal
- AP2-007-002 modifications to Manchester tunnel Altrincham Road vent shaft
- AP2-007-003 relocation of vent shaft and headhouse from the B5167 Palatine Road to The Hollies

- AP2-007-004 modifications to the Wilmslow Road vent shaft headhouse
- AP2-007-005 modifications to the Birchfield Road vent shaft headhouse
- AP2-007-006 additional land permanently required for the diversion of Blackbrook Culvert
- AP2-007-007 modifications to size, height and layout of Manchester tunnel north portal headhouse
- AP2-007-008 additional land permanently required for changes to design elements managed by the Manchester tunnel north portal main compound
- AP2-007-009 additional land temporarily required for the reconfiguration of Ardwick construction sidings

The regions surrounding this section of the route are governed by Trafford Metropolitan Borough Council, Manchester City Council and the Greater Manchester Combined Authority. The surrounding area is suburban with dense residential areas amongst recreational grounds, parkland and woodland. The main residential areas within this region are Newall Green, Wythenshawe, Northenden, Didsbury, Withington, Rusholme, Longsight, Roundthorn, West Gorton and Ardwick.

Graph 25 below shows the distribution of the comments that could be attributed to this CA (MA07) in relation to the proposed design and the environmental topics covered in the SES2 and AP2 ES.



**Graph 25. MA07 - Number of respondents commenting on individual EIA Topics**

The themes most frequently raised by respondents are traffic and transport and ecology and biodiversity.

A few respondents raise concern that construction traffic will increase congestion in West Didsbury, Barlow Moor Road, High Elm Road, Thorley Lane, Roaring Gate Lane and Simonsway. One respondent expresses concern about the threat of vehicles on wildlife crossing the road at Fletcher Moss Park, such as hedgehogs, foxes and badgers.

***“GMCA are concerned with the approach taken to forecast traffic growth as well as the approach taken for model validation”***

**Greater Manchester Combined Authority**

A few respondents comment on the adverse impact of footpath closures or diversions, naming the Hollies Path, Footpath Manchester 139, Footpath Manchester 211, and severance of paths in the Manchester Airport station area.

***“The well used Hollies footpath and its surrounding woodland would be permanently removed as would the public footpath access to the river Mersey via Fielden college”***

**West Didsbury Residents Association**

The majority of comments on the topic of ecology and biodiversity note the loss of biodiversity as a result of works for the Hollies vent shaft. Some express concern for impacts on bats, nesting birds, crested newts, woodland, grassland and water meadow habitat in MA07, and the loss of mature trees, including street trees.

A few respondents comment on a lack of ecological surveys or connectivity assessments. Habitat fragmentation at Fletcher Moss Park, Mersey Valley Local Nature Reserve, and along the Mersey Valley corridor due to the vent shaft, as well as impacts on designated sites at Rochdale Canal are raised.

***“Amendment AP2-007-003 Vent shaft relocation will have a significant detrimental impact on the character and ecological connectivity within the Mersey Valley and appropriate mitigation is not proposed”***

**Manchester City Council**

The majority of respondents raise concern on the theme of water resources and flood risk in relation to MA07 with specific concerns over increased flood risk, particularly from the Hollies vent shaft construction on a flood plain. Greater Manchester Combined Authority raise similar concerns over flood risk at two further vent shaft sites. Ringway Golf Club express concern that new watercourses will increase flood risk on their land. A few respondents question the impact of culverting of watercourses in MA07.

***“the work to date on the Hollies vent shaft has not fully considered the impact of the loss of floodplain storage, increasing flood risk at Princess Road and Northenden Golf Course”***

**Greater Manchester Combined Authority**

***“Even if the vent were to be reduced in size we consider the new risks posed by major infrastructure being constructed in flood plain zone 3 to be extremely hazardous”***

**West Didsbury Residents Association**

### 2.4.6 MA08 - Manchester Piccadilly Station

There are 25 respondent comments about the proposed scheme design and the environmental topics covered in the SES2 and AP2 ES which could be linked to MA08. The section of the proposed scheme up to Manchester Piccadilly Station area covers 1 km (0.6 miles) in length.

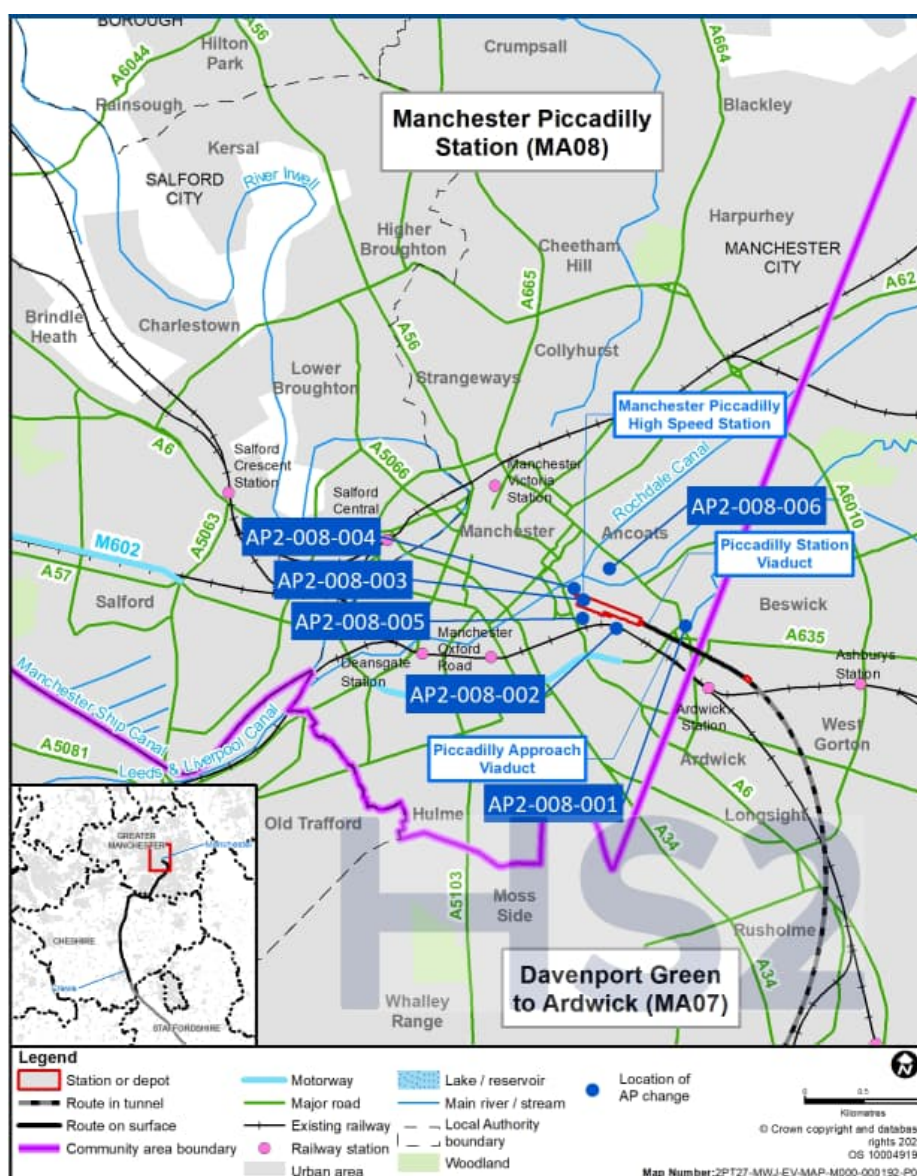


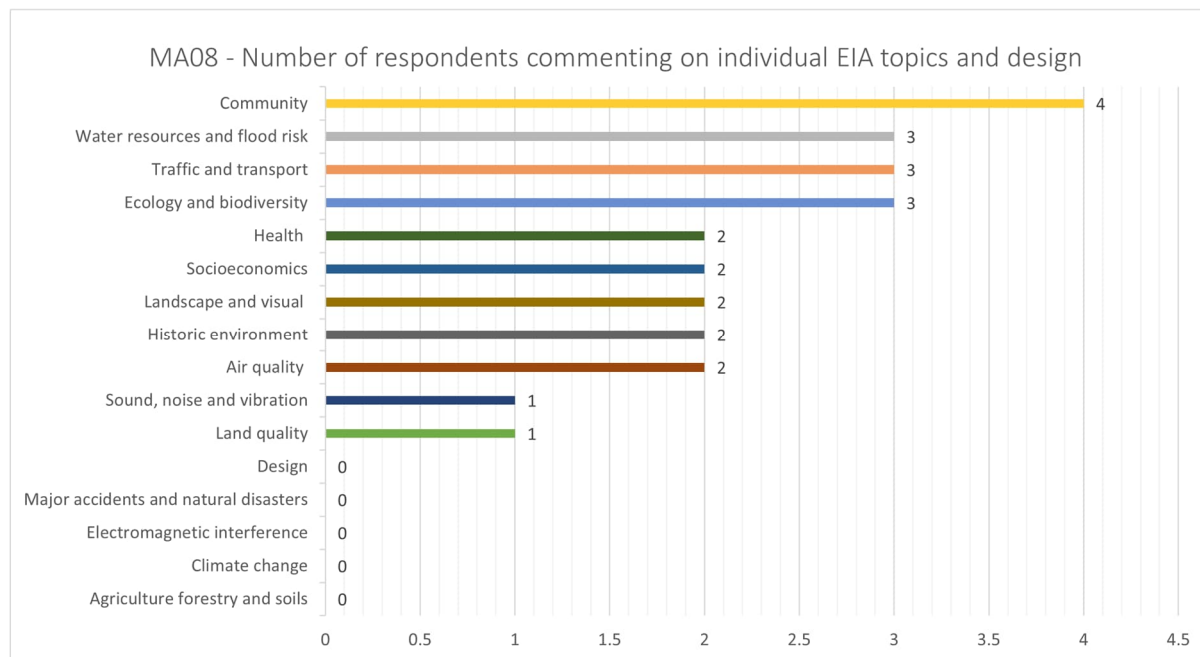
Figure 7. Location of AP2 amendments within Manchester Piccadilly Station area - MA08

The locations of the AP2 amendments within MA08 are shown within Figure 7 above. The amendments are:

- AP2-008-001 additional land permanently required for modifications to the A635/A665 Pin Mill Brow gyratory
- AP2-008-002 additional land permanently required for provision of an access ramp from the realigned B6469 Fairfield Street to the Network Rail upper viaduct deck at Manchester Piccadilly Station
- AP2-008-003 modifications to the multi-modal transport hub
- AP2-008-004 additional land permanently required for a new loading/unloading bay to provide access to the catering areas within the Network Rail facilities building at Manchester Piccadilly High Speed station
- AP2-008-005 additional land permanently required for the reprovision of Blue Badge parking off the B6469 Fairfield Street
- AP2-008-006 diversion of Travis Street sewer via Ducie Street with a new compound within Ducie Street and the A665 Great Ancoats Street junction

The regions surrounding this section of the route are governed by Manchester City Council and the Greater Manchester Combined Authority. The surrounding area is urban with industrial and commercial land uses amongst road and rail infrastructure such as the existing Manchester Piccadilly Station and railway. The River Medlock is located along the southern part of the region and Rochdale Canal is located to the north of Piccadilly. The main residential areas within this region are Piccadilly and the city centre.

Graph 26 below shows the distribution of the comments that could be attributed to this CA (MA08) in relation to the proposed design and the environmental topics covered in the SES2 and AP2 ES.



**Graph 26. MA08 - Number of respondents commenting on individual EIA Topics**

The topic of community is the most common theme discussed in relation to MA08. A few responses request more information on the proposed scheme’s assessment of in-combination effects on the community. A few responses request mitigation measures for impacts of construction works on residents of Newton Street, Old Mill Street, Chapeltown Street, Ducie Street and St Anne’s Roman Catholic Primary School.

***“The active travel proposals shown along the Boulevard are not fit for purpose”***

**Greater Manchester Combined Authority**

The comments on the topic of traffic and transport in relation to MA08 cover a lack of active travel provision in junction design, such as Pin Mill Brow gyratory junction; and any increase in journey time caused by sewer diversion works on Great Ancoats Street and Store Street. Respondents request that the proposed scheme prioritise public transport and support the delivery of the Multi-Modal Hub over private vehicles and car parking in the city centre.

***“The AP2 design still prioritises private car use over public transport and active travel. This is particularly inappropriate given the city centre location of Piccadilly”***

**Greater Manchester Combined Authority**

The comments on the topic of water resources and flood risk cover flood risk with revised modelling of the River Medlock floodplain requested, and extreme caution recommended with regard to the removal of a redundant culvert. The Environment Agency state their opposition to culverting watercourses, noting they will only approve culverts where there are no practicable alternatives.

***“MCC has a growing concern, exacerbated by the utilities information in AP2, that there is substantial, and increasing, diversions of utilities and watercourse assets in the Piccadilly area resulting from the Scheme”***

**Manchester City Council**

The comments on the topic of ecology and biodiversity cover the impacts on Rochdale Canal SAC and Rochdale Canal SSSI from increased vehicle emissions and deposition of nitrogen, and the location of bat roosts at Manchester Piccadilly Station and Viaduct, with field surveys being requested. The Forestry Commission request further information on green infrastructure provision throughout MA08, such as street trees, and mitigation for tree losses.

***“The description of the baseline information regarding central Manchester does not comment on green infrastructure provisions in the area at present - this could be improved by recognising GI as a key infrastructure which in turn would deliver significant green corridor benefits”***

**The Forestry Commission**

