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Leader of the Council**

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High Speed Rail: Investing in Britain's Future

Trafford Council response

1. This response is being submitted by Trafford Council to the HS2 Ltd Phase Two Consultation on the proposed high speed rail route from the West Midlands to Manchester, Leeds and beyond.
2. Trafford Council is one of 10 authorities that make up the Greater Manchester Combined Authority and has participated and supports the response submitted by the Greater Manchester Combined Authority, a copy of which is attached to this submission.
3. Trafford Council is very supportive of the overall concept of HS2 and recognises the major economic benefits that it will bring to Trafford and the wider Greater Manchester City Region. We welcome and fully support the Government's intention to progress with the proposed High Speed 2 Phase 2 extension to Manchester, which includes new stations at both Manchester Airport and Manchester Piccadilly.
4. The proposed HS2 Manchester Airport High Speed Station is proposed for land within Trafford and this response provides more detailed information about the route as it passes through Trafford and also raises additional concerns about key elements of the scheme.



5. The response is structured around the relevant key questions set out in the HS2 consultation document.

Do you agree or disagree with the Government's proposed route between the West Midlands and Manchester as described in Chapter 7? This includes the proposed route alignment, the location of tunnels, ventilation shafts, cuttings, viaducts and depots as well as how the high speed line will connect to the West Coast Main Line.

Route alignment into Manchester City Centre

6. Trafford Council supports the proposed route alignment of the spur into Manchester City Centre. Much of the alignment of the proposed route within Trafford lies within Green Belt, and we are keen that every effort is made to minimise the line's impact in such regard.
7. It is recognised that there are many benefits in having this prestigious development in the borough, however there are undoubtedly some matters we would request are considered when agreeing the details of the route alignment:
8. The station and interchange are positioned on land at Davenport Green identified in the Trafford Local Plan (Core Strategy Policy R4) for an exemplar employment use, and half on Green Belt land. The proposed station building, associated car park and cutting would result in the loss of 40 per cent of the developable land at Davenport Green and would require the loss of some protected Ancient Woodland at Davenport Green Wood.
9. As such, the Council does not support the location of the car park and station building for the Airport stop as detailed in the original January 2013 consultation document, but is committed to working with sub-regional and HS2 partners to agree an alternative location and design of these buildings. This is consistent with the submission made by the Greater Manchester Combined Authority.
10. In respect of the proposals to tunnel for the majority of the final 12km into Manchester Piccadilly, we believe it is the right decision to place this section of route in tunnel and this solution is therefore welcomed.
11. The proposed southern portal of the tunnel through to the Manchester Piccadilly station would fall within Trafford. As detailed above, the proposed route alignment, station, and tunnel portal significantly impact on land currently allocated for employment uses detailed in the Trafford Local Plan. We would seek to work with HS2 to better understand the tunnelling methodology that is proposed from the Manchester Airport station northwards, recognising the scale of the work and movement of materials involved, so as to minimise impact on the functioning of the Borough and to ensure that this land remains viable for commercial development, and is enhanced as far as possible by the high speed rail proposals.



12. We have concerns should the southern portal be identified as the main construction site compound for the duration of the tunnel build and would seek further dialogue and reassurance from HS2 relating to site traffic, which has the potential to have a very significant impact on local communities if not sensitively managed, and we would wish to ensure that any impact is minimised. In particular, a number of roads in the vicinity are inappropriate for use by large volumes of HGVs, and we would wish to ensure that construction traffic can access the construction compound as directly as possible from the M56, thus minimising impacts on the local road network.
13. In addition, we would wish to see a detailed examination of the extent to which it is possible to re-use material extracted through the tunnel boring work elsewhere on the HS2 project, and whether such use could be accommodated without transporting such material by road.

Route alignment to Golborne and the West Coast Mainline

14. In terms of the western spur and the proposed route alignment via Golborne that is detailed to re-join the West Coast Main Line - Trafford has a number of concerns identified with the proposed alignment.

15. The proposed route alignment cuts through the heart of historic rural communities at Warburton and Mossbrow and it also runs adjacent to the residential community of Partington, within Trafford. We consider that the line will have a very extensive visible and audible impact on these communities, particularly as it rises to the high level crossing of the Manchester Ship Canal just to the west of this settlement. Matters to consider in this area include:

- Visual impact on Partington and the height of the bridge (26m).
- Visual impact of an elevated line through Dunham/Warburton and potential impact on strategic views from Dunham Massey Hall. (Nb. This line would be 5-6m high through most of this area but rising to make the Ship Canal crossing at Partington).
- The alignment runs within 200m of 9 Grade 2 listed buildings and a number of designated and non-designated heritage assets.
- The route conflicts with the alignment of the Trans Pennine Trail.

16. Whilst the GM response is generally supportive of the proposal to rejoin the West Coast Mainline via Wigan, Trafford Council does not support the proposed alignment and considers that it would have a very damaging impact on a number of local communities and that the environmental impact locally would be very significant.



17. We request that HS2 Ltd revisit this alignment and bring forward significant alternative engineering solutions, in close consultation with local planning and transport authorities, that mitigate the visual and heritage impact of the spur on communities in Trafford to secure the Council's support.

(ii) Do you agree or disagree with the Government's proposals for:

a. A Manchester station at Manchester Piccadilly as described in Chapter 7 (sections 7.8.1 – 7.8.7)?

18. Trafford Council is fully supportive of the proposal to locate a station at Manchester Piccadilly. This has long seemed the obvious choice for a south-facing high speed rail head in Manchester. It takes HS2 to the heart of the conurbation, whilst also providing good interchange opportunities with existing services to maximise the reach of high speed rail services. We are aware of the importance of the regeneration areas of east Manchester, some of which will be affected by the proposal. We would urge HS2 to work closely with Manchester City Council and other agencies to ensure that any localised negative impacts are minimised and/or mitigated.

b. An additional station near Manchester Airport as described in Chapter 7 (sections 7.6.1 – 7.6.6)?

19. Trafford Council is fully supportive of the proposal to locate a new station near Manchester airport.

20. This station connects with Manchester Airport (the northern airport hub), which would allow access to wider transport networks including those on a regional (serving the wider area of south Manchester and north Cheshire), national and international scale. The proposal for the new station at Manchester airport will have very significant accessibility benefits to many parts of southern and eastern Trafford.

21. As detailed above, the Council does not support the location of the car park and station building for the Airport stop as detailed in the original January 2013 consultation document, but is committed to working with sub-regional and HS2 partners to agree an alternative location and design of these buildings. This is consistent with the submission made by the Greater Manchester Combined Authority. We are already engaged in more detailed discussions with HS2 regarding the detail of the proposals, and in particular its impact on Green Belt and the wider commercial development opportunity in the area. We look forward to these continuing in order to ensure that the best solution for all is reached.



22. There are a number of issues related to the delivery of this proposed station which require further investigation as the alignment and design proposals are progressed. This includes the potential loss of the Grade II listed building at Hale, the area required for tunnel boring and its impact on this allocated development site, along with the impact of the proposed construction plant on the site, and the related transport impacts on the strategic, primary and local road networks.

(iii) Do you think that there should be any additional stations on the western leg between the West Midlands and Manchester?

23.No. We believe that the stations proposed at Manchester Piccadilly and Manchester Airport, combined with connection to the existing West Coast Main Line at Crewe, will provide sufficient connectivity with the High Speed network.

(vii) Please let us know your comments on the Appraisal of Sustainability (as reported in the Sustainability Statement) of the Government's proposed Phase Two route, including the alternatives to the proposed route as described in Chapter 9.

24. Assessment of options has been based on four key sifting elements covering engineering, sustainability, demand and cost. The aim has been to balance these criteria in the assessment to ensure that the potential impact on people and their communities has been properly considered and mitigated as far as possible at this stage in the design process. As a result, the proposed scheme integrates considerations of sustainability alongside those of passenger demand, cost, ease of construction and journey time.

People and Communities

25. In terms of the proposed station at Manchester Airport, this does have the potential to enable people and businesses to take advantage of new opportunities arising from the transformation in connectivity. This station connects with Manchester Airport (the northern airport hub), which would allow access to wider transport networks including on a regional, national and international scale.

26. While HS2 has the potential to “unlock” and bring forward development sites that are already proposed and support higher density development, the proposed Airport Station would result in the loss of 40 per cent of the developable land area at Davenport Green. Whilst the estimates of the number of additional supported jobs around the HS2 stations take account of any job displacement, due to the demolition of business properties, it is not clear if this accounts for job losses related to existing allocations in Local Plans, such as Davenport Green in Trafford, which will be affected by the development of HS2.



27. It is considered that the eastern spur of scheme alignment may impact upon local residential areas and therefore scheme mitigation should be introduced to minimise this noise and visual impacts of Hs2 upon these residents.
28. In terms of the western spur and the proposed route alignment via Golborne it is the Council's view that the proposed alignment would have a damaging impact on a number of local communities and that the environmental impact locally would be very significant. The proposed alignment cuts through the heart of historic rural communities at both Warburton and Mossbrow and the line will also have a very extensive visible and audible impact on the community of Partington, as it rises to the high level crossing of the Manchester Ship Canal just to the west of this settlement.
29. The prominence of HS2 structures on the western leg of the scheme alignment mean the visual impacts on the residents of Warburton and the surrounding neighbourhoods of Partington and Carrington will be much greater, due to the need for the train to pass of the Manchester Ship Canal via a viaduct, which needs to be high enough to allow ships to pass beneath.
30. Trafford Council does not support the proposed alignment and we request that HS2 Ltd revisit this and bring forward significant alternative engineering solutions, in close consultation with local planning and transport authorities, that mitigate the visual and heritage impact of the spur on communities in Trafford to secure the Council's support.

Landscape and cultural heritage

31. The route passes through large areas of Green Belt land in Trafford, including the Timperley Wedge, which the Council seeks to protect within the Local Plan. The prominent structures on the western leg of the alignment will have significant effects on the landscape in Trafford. However, the appraisal does state that new planting and land contouring will be adopted within designs to help blend the railway into the landscape, especially where these can be integrated with wider objectives for noise screening or habitat creation.
32. It is acknowledged that the HS2 alignments have been selected to have as few impacts on known designated heritage assets as possible and to protect the historic environment. However, the alignment to the proposed station at Manchester Airport could also see the loss of a Grade II listed building in Hale, Trafford.

Wildlife and ecology

33. The appraisal states that the design has been responsive to numerous, widespread and diverse areas of protected habitat. It is acknowledged that HS2 Ltd has worked closely with Natural England and the Environment Agency in its selection of routes and designs. The current alignment of HS2 would impact upon an Ancient



Woodland in Trafford. A more detailed understanding of these impacts within the context of wider regional ecological characteristics will be vital in developing mitigation proposals that seek to ensure no net loss of biodiversity, in line with the HS2 Sustainability Policy.

Water courses

34. The proposed scheme could exacerbate flood risk where it crosses designated flood zones. Where it does it has been assumed that viaducts would be used. However, it is proposed that each crossing be examined in more detail to determine the most appropriate form of alignment. In terms of Trafford, this would affect the crossing over the Manchester Ship Canal.

Land and materials

35. The construction of the route would generate and consume large quantities of materials and opportunities would be taken to re-use as much excavated materials as possible as part of embankments and landscaping within the scheme, which is supported. It is understood that the proposed construction plant for the Manchester Tunnel is identified for land at Davenport Green, the site of the proposed Manchester Airport Station and the impact of this on the future of this allocated employment site is unclear at present. The estimations of material to be excavated leave a number of questions relating to the impact on the Strategic, Primary and Local Road Network, if the material is to be moved, or for the site, if material is to be stored on-site. Further clarity is required in relation to the impact this will have on the local area, amenity and highway networks and for how long a period in time.

Climate change

36. It is unclear at this stage what the cumulative carbon impact will be in Trafford, particularly taking into account the existing carbon emissions from vehicles on the Strategic Road Network and from aviation traffic at Manchester Airport, alongside the impact from HS2 as proposed. However, it will be important to get a better understanding of this and what mitigation will be required to offset any further potential impacts on the local environment and the health of local communities.

Environmental appraisal

37. Note and welcome the reference that any refinements would be subject to further sustainability appraisal to ensure a sound understanding of the relative benefits and disadvantages

(viii) Please let us know your comments on how the capacity that would be freed up on the existing rail network by the introduction of the proposed Phase Two route could be used as described in Chapter 10?

38. We believe it is a critical part of the delivery of HS2 that an integrated package of complementary changes to the existing rail network is undertaken which ensures that best use is made of existing capacity, particularly for local commuter, inter-



regional and freight connectivity. It is noted that similar opportunities will be brought about in the north of England by the implementation of the Northern Hub. It is important that a high level of integration is maintained between the planning of these major rail investments to ensure that maximum benefits are derived.

(ix) Please let us know your comments on the introduction of other utilities along the proposed Phase Two line of route as described in Chapter 11?

39. We agree with the government's desire to make best use of opportunities to use the HS2 rail infrastructure for other means where appropriate. Clearly such uses would need to be appropriate to surrounding land uses and communities.

Yours sincerely

**Councillor Matthew Colledge
Leader of the Council**