

## TRAFFORD COUNCIL

**Report to:** Executive  
**Date:** 28<sup>th</sup> February 2022  
**Report for:** Decision  
**Report of:** Executive Member Housing and Regeneration

### Report Title

**HS2 Phase 2b Environmental Statement – Formal Response**

### Summary

The HS2 Phase 2b Hybrid Bill was laid before Parliament on 24<sup>th</sup> January 2022. On 25<sup>th</sup> January 2022 the consultation on the accompanying Environmental Statement began, with responses required by 23:45 hrs on 31<sup>st</sup> March 2022.

Responding to the Environmental Statement is the first principal mechanism whereby Trafford can request that HS2 either a) avoid, b) mitigate and/or c) compensate for the impacts that its construction and operation will bring. The response to the Environmental Statement will then lay the foundations of any future petition(s) against the Bill.

This report provides a high level overview of the Environmental Statement, and sets out the likely anticipated issues/areas of focus that will form the basis of the response.

Due to the deadlines set by the government, delegated approval is sought to submit the formal response on the Environmental Statement and for Trafford to become a Qualifying Authority to ensure it has a more enhanced role in certain matters such as approving design and construction.

### Recommendation(s)

**It is recommended that that the Executive:**

- (i) Approve the framework and general direction of the Councils' response to the Environmental Statement outlined in this report;**
- (ii) Delegate authority to the Corporate Director for Place, in consultation with the Executive Member for Housing and Regeneration to finalise and submit the formal response to the HS2 Phase 2b Environmental Statement.**
- (iii) Note that the submitted response on the HS Phase 2b Environmental Statement will form the foundation upon which any future petition must be based.**
- (iv) Approves Trafford becoming a Qualifying Authority in relation to the**

- High Speed Rail Phase 2b (Crewe - Manchester) hybrid Bill;**
- (v) Delegate authority to the Corporate Director of Governance and Community Strategy in consultation with the Corporate Director of Place and Executive Member for Housing and Regeneration, to undertake all necessary steps required to become a Qualifying Authority, including the signing of the Planning Memorandum and Service Level Agreement.**
  - (vi) Considers the subject of this report urgent and there that the report is not subject to call-in.**

Contact person for access to background papers and further information:

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Appendix 1 – Structure of the High Speed Rail (Crewe – Manchester) Environmental Statement

Appendix 2 - HS2 Project Plan

Background Papers: None.

Implications:

<p>Relationship to Policy Framework/Corporate Priorities</p>	<p>HS2 will assist in ‘Supporting people out of poverty’ due to the provision of significant job opportunities, both during the construction and operational phases. Further long-term employment opportunities will be brought about through the regeneration and development of the areas surrounding each station, where HS2 and NPR can act as a major catalyst for growth. This growth will provide a major opportunity to the local business community.</p> <p>HS2 will also facilitate the Council in ‘Addressing our climate crisis’ by removing lorries and vehicles from the road, reducing traffic, carbon emissions and improving air quality.</p>
<p>Relationship to GM Policy or Strategy Framework</p>	<p>HS2 will support many of the policy objectives identified in the Greater Manchester Strategy (GMS), as well as Places for Everyone (PfE) and the draft Trafford Local Plan. It will improve transport connectivity to Greater Manchester and deliver major travel hubs at Piccadilly and Manchester Airport – both strategically important locations. The Greater Manchester HS2 and NPR Growth Strategy also identifies opportunities for economic growth and development associated with HS2.</p>
<p>Financial</p>	<p>Specialist consultants have been appointed to</p>

	<p>support and inform the Councils response totalling circa £31,000. Additional costs have been incurred to publicise the consultation period to residents and businesses of Trafford totalling circa £3,000.</p> <p>Other committed costs relating to HS2 will be incurred from specialist legal advice from Queens Counsel and experienced Parliamentary Agents. This is estimated to cost approximately £30,000 in 21/22, however additional costs are likely.</p> <p>The above costs can be funded from previously earmarked reserves.</p> <p>Wherever possible, requests will be made to HS2 Ltd and its undertakers/ sub-contractors to contribute towards and/or cover directly related incurred costs.</p>
<p>Legal Implications:</p>	<p>Support from the Council's legal will be required in preparing and submitting the response to the ES, particularly in advising on any future petitioning steps.</p> <p>Advice and support will also be required in undertaking all necessary steps required to become a Qualifying Authority, including the signing of the Planning Memorandum and Service Level Agreement.</p>
<p>Equality/Diversity Implications</p>	<p>HS2 and NPR, and the development of the areas surrounding the stations, are anticipated to provide additional job opportunities available to local residents (both during construction and operation) and improved transport connections to those opportunities.</p> <p>An Equalities Impact Assessment has been deposited by HS2 Ltd as part of the hybrid Bill deposition.</p>
<p>Sustainability Implications</p>	<p>The proposed HS2 station at Manchester Airport will be integrated with Metrolink and Northern Powerhouse Rail (NPR); this will provide significant accessibility improvements to Manchester city centre and surrounding town centres, as well as enhancing links to other cities across the north.</p> <p>HS2 will be vital in relieving pressure across Greater Manchester, which has seen a 26% increase in rail traffic since 2010-11. HS2 will also play a crucial role delivering Northern Powerhouse Rail – the backbone for an integrated northern rail</p>

	<p>network. The capacity released by HS2 could more than double evening peak seats from Manchester Piccadilly on the Crewe and Stoke-On-Trent corridors.</p> <p>Once the full network is operational it is expected that HS2 trains will carry over 300,000 passengers a day, creating space for more, new, local and regional train journeys.</p> <p>HS2 is future proofed too, by making sure the network can grow with increased demand.</p>
Carbon Reduction	<p>HS2 together with the wider Northern Rail Powerhouse (NPR) plans, has the potential to significantly reduce carbon emissions from both passenger travel and rail freight, by removing vehicles from the highway network.</p> <p>With more space for freight trains, hundreds of thousands of lorries will be taken off the road every year, with an extra freight train removing up to 76 lorries from our roads – which will reduce traffic, carbon emissions and improve air quality.</p> <p>HS2’s Environmental Sustainability Vision January 2022 includes targets for overall operations to be net zero from 2035. This covers all construction, the running of high-speed services and the maintenance needed to make sure travel is comfortable, reliable and safe. Passengers will enjoy zero carbon journeys on HS2 from day one of service because the electricity powering the trains will come from zero emission sources</p>
Resource Implications e.g. Staffing / ICT / Assets	<p>Significant resource implications for the Council across most services and teams.</p> <p>It should be noted that, while the response to the ES will require substantial officer time, we are working with and coordinating our response with other GM authorities and TfGM as well as statutory bodies where possible and necessary. Furthermore, laying the foundations to secure avoidance, mitigation and/or compensation now, will save the Council and its partners significant resource and financial burdens in the long-term.</p>
Risk Management Implications	<p>The Council will work closely with Government, Transport for the North, TfGM, Manchester City Council and other partners to minimise risks arising from the design and delivery of HS2.</p>
Health & Wellbeing Implications	None.
Health and Safety Implications	None.

## 1.0 Background

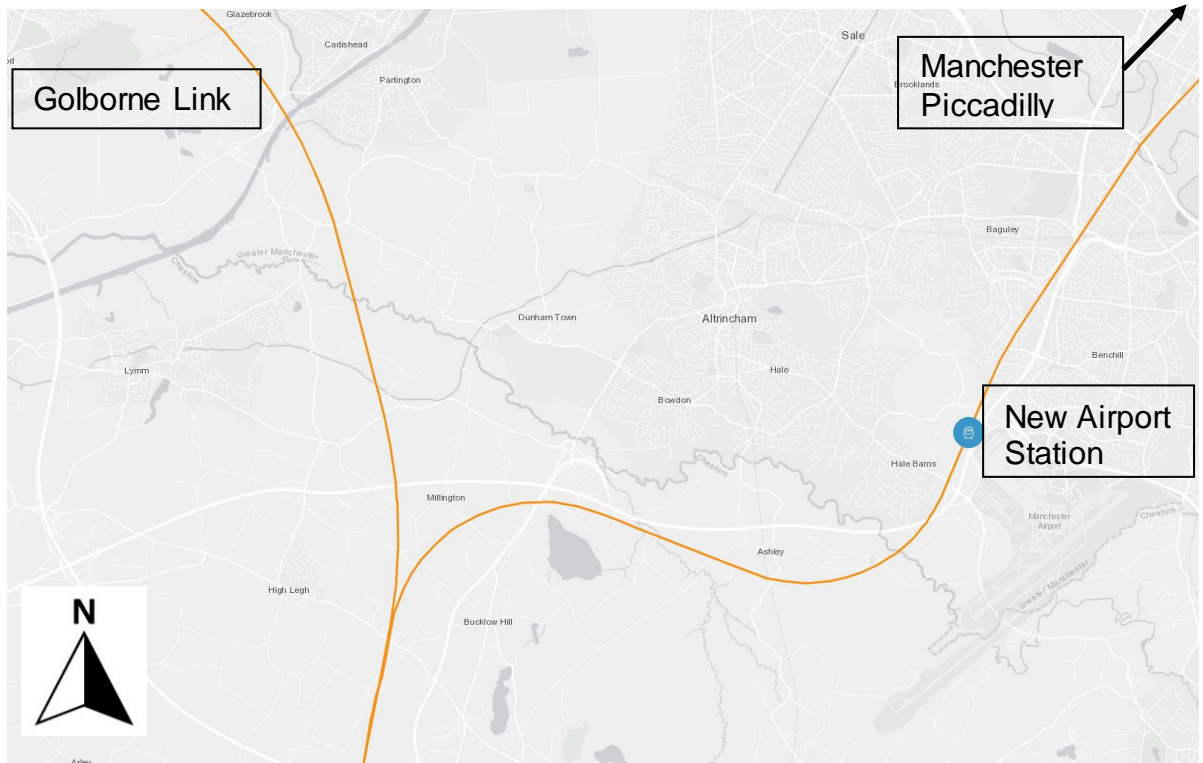
- 1.1 High Speed Two (HS2) will be a new high speed rail route linking London, Birmingham, the East Midlands and Manchester. The construction of the route has been split into the following phases:
  - Phase 1 – London to Birmingham
  - Phase 2a – Birmingham to Crewe
  - Phase 2b – Crewe to Greater Manchester
- 1.2 Phase 1 and Phase 2a have both received Royal Assent and are now under construction. Phase 2b covers the route from Crewe to Greater Manchester and includes two proposed high speed stations, one at Manchester Piccadilly and one at Manchester Airport, which is in Trafford borough.
- 1.3 A second high-speed line is also proposed through the borough, providing a connection to Wigan and the West-Coast Mainline. This is known as the Golborne Link.
- 1.4 The HS2 Phase 2b Hybrid Bill was laid before Parliament on 24th January 2022. On 25th January 2022 the consultation on the accompanying Environmental Statement began, with responses required by 23:45 hrs on 31st March 2022.
- 1.5 The Environmental Statement (ES) is an assessment of the likely significant environmental effects of the proposed HS2 railway and identifies the effects of construction and operation.
- 1.6 HS2 Phase 2b from Crewe to Manchester is being delivered via a hybrid Bill, which will culminate in an Act of Parliament passing into law, upon receipt of Royal Assent. It is currently anticipated that Royal Assent will be achieved in 2024/2025. Once granted and written into law, HS2 Phase 2b will benefit from a form of outline planning permission and Trafford's ability to influence or negotiate betterments is significantly reduced.
- 1.7 Therefore formally responding to the Environmental Statement (ES) on HS2 Phase 2b is vital to try and influence the proposals to benefit the borough and mitigate against adverse effects before the designs, remit and impacts of construction and operation are set in law.
- 1.8 The Council's response to the ES will then lay the foundations of any future petition against the Bill.
- 1.9 The petition is the formal list of specific asks and/or solutions that the Council will submit to the Government seeking improvements to the HS2 scheme to avoid, mitigate and compensate for the impacts that its construction and operation will bring. Unfortunately it is neither possible nor acceptable to include asks/solutions to issues that were not raised in the submitted ES response. Hence, there is a need to ensure that a robust response to the ES is submitted.
- 1.10 Following these stages of the Bill, a set of 'Environmental Minimum Requirements' (EMRs) will be produced which establish the minimum requirements that HS2 Phase 2b must be built to. The EMRs represent a legally binding contract to which all undertakers and contractors are contractually bound by law to comply with. It is therefore enforceable in law. The EMRs are directly influenced by the Environmental Statement (ES), as such the Council's response to the ES is critical to making its case that HS2 Ltd should either:
  - Avoid – certain areas or elements of design, construction and/or management

- Mitigate – against impacts where avoidance is not possible
- Compensate – for the loss and/or impact where neither avoidance nor mitigation is possible

## 2.0 HS2 Phase 2b route in Trafford and HS2 Manchester Airport Station

2.1 Figure 1 below illustrates the indicative route of the proposed HS2 lines that will affect Trafford.

**Figure 1: Indicative HS2 Phase 2b Routes in Trafford**



- 2.2 The proposed Manchester Airport station is located in Trafford, directly to the west of the M56, between Junctions 5 and 6. A new Metrolink Stop is proposed at the station which will be part of the Metrolink Western Leg. This Metrolink route branches off the existing Manchester Airport line at Roundthorne and connects to Davenport Green, the HS2 Airport Station and then across the M56 to Manchester Airport.
- 2.3 The HS2 Phase 2b route will enter Trafford in a cutting under the M56 and will pass under Hale Road before reaching the Airport Station. The Airport Station platforms will be below ground level and the station entrance / ticket purchase area will be located above this. The Metrolink stop will be located on a bridge above the Airport Station, providing integrated sustainable transport access.
- 2.4 In addition, forecourts will be located to the east and west of the station providing bus connectivity and drop-off points. A significant amount of car parking is also proposed at the Airport Station. The Manchester Airport Station will therefore be a significant structure in the landscape.
- 2.5 To the north of the HS2 Airport Station the route enters a tunnel which runs under South Manchester to Ardwick in the City Centre. The tunnel entrance will be located on the Manchester / Trafford boundary.
- 2.6 In addition to the Airport / Piccadilly line, a further HS2 route is also proposed to run through the borough connecting to the West Coast Mainline at Wigan, known as the

Golborne Link. The route branches off the main HS2 line to the south of Trafford, it then travels over the River Bollin, through Warburton Parish and over the Manchester Ship Canal, south west of Partington.

- 2.7 The current proposal contained in the hybrid Bill is for the bridge over the Manchester Ship Canal (River Mersey) to span circa 90 metres, with a headway (height to base) of 24.60m<sup>1</sup> (67.5 feet). To enable trains to safely travel at high speed (top speed of 250 mph), will require the line to be raised up to 24.60m (67.5 feet) over a substantial distance either side of the ship canal.

### **3.0 Benefits of HS2 Phase 2b to GM and Trafford**

- 3.1 The construction of HS2 is already supporting over 20,000 jobs across the UK. 17,500 roles are forecast to deliver the Crewe to Manchester section, with apprenticeships and skilled employment opportunities for local people to benefit from. Moreover, HS2 has the potential to double the economic output of Greater Manchester to £132bn by 2050, delivering 96,000 jobs and 16,800 homes.
- 3.2 The Greater Manchester HS2 and Northern Powerhouse Rail Growth Strategy (GMGS) was prepared in 2017 and sets out the importance of HS2 and Northern Powerhouse Rail (NPR) to the city region, highlighting the significant growth and jobs benefits that it can bring. It notes that the city region is well-placed to capitalise on the opportunities that will arise, due to the long-term strategic plans that have been developed, including the Greater Manchester Strategy (GMS), Places for Everyone (PfE) and the 2040 Transport Strategy. The GMGS identified four 'pillars' which provide a framework for understanding how the economic growth potential of HS2 and NPR can be captured. The pillars are:
- Regeneration around the stations
  - Station design and infrastructure requirements
  - Wider connectivity to ensure that the benefits are shared beyond the immediate station areas
  - People, skills and employability
- 3.3 Both HS2 and NPR will deliver significantly improved connectivity across the north of England and will be a key part of the strategy for the North of England to play a greater role in delivering a more balanced national economy as part of the 'Levelling Up' agenda.
- 3.4 High speed rail will provide significant job opportunities, both during the construction and operational phases. Further long-term employment opportunities will be brought about through the regeneration and development of the areas surrounding each station, where HS2 and NPR can act as a major catalyst for growth. This growth will provide a major opportunity to the local business community. Greater Manchester is well placed to take advantage of these benefits, as a result of the city region's existing strengths in the key high value growth sectors, and those related to the construction and operation of major transport infrastructure.
- 3.5 There is significant development potential around the proposed Manchester Airport high speed station. The station is located adjacent to the proposed Places for Everyone (PfE) Timperley Wedge allocation which is proposed for approx. 2,500

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<sup>1</sup> See Drawing No. 2DE01-MWJ-HY-PLN-M000-000090 Rev HB01

residential units and 60,000 sqm employment office space overall. Around the station and as part of the Timperley Wedge allocation a new suburban centre is envisaged that will create a strong sense of place, together with a new residential-led mixed use neighbourhood.

- 3.6 In addition, as part of the Growth Strategy, a GM Skills Strategy is being developed that identifies key areas of intervention to help align the skills of local residents to the jobs created. This work is being led by the GMCA and is already underway.
- 3.7 HS2 Phase 2b will therefore bring real benefits to the borough and GM as a whole. The investment and delivery of HS2 Phase 2b confirm Trafford and Greater Manchester as the most connected city region in the UK and will support existing businesses, inward investment and job creation in and around the borough.

#### **4.0 Overview of the Hybrid Bill Environmental Statement**

- 4.1 The Environmental Statement (ES) is an assessment of the likely significant environmental effects of the proposed HS2 railway and it identifies the effects of construction and operation.
- 4.2 The ES, deposited on 24<sup>th</sup> January 2022 comprises approximately 34,000 pages and encompasses five volumes of technical and non-technical designs, data and information; broken down into eight 'community areas'<sup>2</sup> and various topic specific chapters. The community areas which are of most relevance to Trafford are MA04: Broomedge to Glazebrook and MA06: Hulseheath to Manchester Airport. The ES is also accompanied by a separate Equalities Impact Assessment (EQIA) and an Environmental Impact Assessment (EIA). The structure of the ES is illustrated in Appendix 1 and includes the following:
  - Volume 1 – Introduction and Methodology
  - Volume 2 – Community Area Reports and Map Books
  - Volume 3 – Route Wide Effects
  - Volume 4 – Off-Route Effects
  - Volume 5 – Appendices and Map Books – comprising details on
    - Agriculture, Forestry and Soils
    - Air Quality
    - Climate Change
    - Community
    - Ecology and Biodiversity
    - Electromagnetic Interference
    - Health
    - Historic Environment
    - Land Quality

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<sup>2</sup> MA01: Hough to Walley's Green | MA02: Wimboldsley to Lostock Gralam | MA03: Pickmere to Agden and Hulseheath | MA04: Broomedge to Glazebrook | MA05: Risley to Bamfurlong | MA06: Hulseheath to Manchester Airport | MA07: Davenport Green to Ardwick | MA08: Manchester Piccadilly Station



- Landscape and Visual
- Major Accidents and Natural Disasters
- Socio-Economics
- Sound, Noise and Vibration
- Traffic and Transport
- Waste and Material Resources
- Water Resources and Flood Risk
- Scope and Methodology
- Draft Code of Construction Practice
- Alternatives Report
- Planning Data
- Wider Effects Report
- Working Draft Environmental Statement consultation summary report
- Borrow Pit Report
  - Other background data and map books

4.3 In order to secure the best outcome for the borough, and lay the necessary foundations for any future petition, each of the above volumes and topics must be reviewed and responded to.

## 5.0 Trafford Council Response

- 5.1 The Council's full response to the ES must be submitted to the Government by 31<sup>st</sup> March 2022.
- 5.2 Given the length and complexity of the ES as outlined in section 4 above, together with the 10 week (65 day) consultation period and available resources, it is not possible to provide the Executive with a developed or detailed draft of the Council's response to the ES.
- 5.3 Hence, due to the volume of material deposited and the timescales involved, this report aims to provide an overview of the key topics and areas of the ES where officers consider that avoidance, mitigation and/or compensation is:
- a) Critical to Trafford; and
  - b) Likely to be successfully secured
- 5.4 Taking into account these two key factors and available resources and expertise, Table 1 below illustrates what officers consider any response the ES should address as a minimum.

**Table 1: Minimum and Highly Focused Response to the ES**

Community Area/ Topic	Sub-Topics
MA04 - Broomedge to Glazebrook (Golborne Link)	<ul style="list-style-type: none"> <li>• Air Quality</li> <li>• Climate Change</li> <li>• Community</li> <li>• Health</li> <li>• Historic Environment</li> </ul>

	<ul style="list-style-type: none"> <li>• Land Quality</li> <li>• Landscape and Visual</li> <li>• Socio-Economics</li> <li>• Sound, Noise and Vibration</li> <li>• Traffic and Transport</li> <li>• Water Resources and Flood Risk</li> </ul>
MA06 Hulseheath to Manchester Airport	<ul style="list-style-type: none"> <li>• Air Quality</li> <li>• Climate Change</li> <li>• Community</li> <li>• Health</li> <li>• Historic Environment</li> <li>• Land Quality</li> <li>• Landscape and Visual</li> <li>• Socio-Economics</li> <li>• Sound, Noise and Vibration</li> <li>• Traffic and Transport</li> <li>• Water Resources and Flood Risk</li> </ul>
Traffic and Transport	<ul style="list-style-type: none"> <li>• Highways design operation</li> <li>• Traffic effects</li> </ul>
Landscape and Visual*	<ul style="list-style-type: none"> <li>• Airport Station</li> <li>• Golborne Link</li> </ul>
Sound, Noise and Vibration*	<ul style="list-style-type: none"> <li>• Protecting the amenity of residents and businesses</li> </ul>
Construction Planning	<ul style="list-style-type: none"> <li>• Minimising the impacts of the construction phase to residents, businesses and the environment</li> </ul>
Equalities Impact Assessment	
Environmental Impact Assessment	

- 5.5 Subject to time constraints and available resources, officers from across the Council will (in addition to the above) also review, identify and address concerns in all topic areas in the ES, leading to an even more comprehensive response.
- 5.6 Should an issue or concern be raised that is considered to also be critical to Trafford and likely to be successfully secured, then all reasonable efforts will be made to tailor the response accordingly.
- 5.7 Regular reviews and prioritisations of issues/ concerns (as outlined below) will assist in focusing the response and maximising the effectiveness of the resources and time available.
- 5.8 In order that Trafford's formal response to the ES is focused and effective, an agile project management approach has been adopted (see Appendix 2). This allows for an iterative and collaborative response to be developed at pace. In brief this includes the following phases:
- i. Review all topic areas across the ES.
  - ii. Identification and prioritisation of concerns by impact and likelihood of success in each topic area.

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\* Specialist consultant appointed to assist with response

- iii. Collaboration with GM partners to cross-reference concerns and highlight GM-wide issues.
  - iv. Development of detailed responses starting with high priority concerns, then medium and low (time and resources permitting).
  - v. Collaboration with GM partners to confirm cross-referenced concerns and highlight GM-wide issues.
- 5.9 At the completion of each phase of the project (i-v above), there will be an internal collaborative review, to maintain focus, develop and refine the response. This will include reviews by the Leader and Executive Member for Housing and Regeneration.
- 5.10 Affected Ward Members and Parish Councils will be updated periodically throughout the 10 week consultation process on key matters and progress.

## **6.0 Greater Manchester Context and Partner Working: Critical Issues and impacts**

- 6.1 As with previous responses to HS2 consultations, Trafford is continuing to work closely with GM Partners in preparing a response to the ES. The GMCA / TfGM will be responding at a GM level and Manchester City Council and Wigan Council are also directly affected by the route. There is therefore significant scope to work with GM Partners, particularly on the topic areas where all partners share the same concerns. This partnership working is critical, considering the scale of the consultation and the volume of information which has been published. To aid in the preparation of the response, the GMCA / TfGM have appointed consultants to help support and coordinate the response across GM as a whole.
- 6.2 As part of the GM and partners work with HS2, a series of Critical Issues have been identified and these have been regularly reviewed with HS2 and the Department for Transport (DfT). The Critical Issues relate to areas of concern for the GM Partners and are issues which are considered to be of critical importance to the success of HS2 Phase 2b in GM. Table 1 sets out the Critical Issues which are of most relevance to Trafford and these will form part of the formal response to the ES.

**Table 2: Critical Issues of specific relevance to Trafford**

### HS2 Manchester Airport Station

<b>Critical Issue</b>	<b>Description of Concern</b>
Airport Station funding	The funding model for the Airport Station requires discussion and agreement with HS2 / DfT / GM Partners with regards to a local funding contribution and /or commercial investment. Any funding decisions must consider the national interest in a manner that is fair and consistent with other UK infrastructure funding decisions. GM Partners request full disclosure of costs, and their apportionment, delivery models, commercial models, and revenue streams. Work is ongoing with HS2 / DfT.
Highways Design and Operation	Concern that the approach adopted to develop access to the High Speed Station is likely to result in sub-optimal highways arrangements. A 'build it once' approach should be adopted which takes account of HS2 / NPR demand and also accounts for overall development and network

<b>Critical Issue</b>	<b>Description of Concern</b>
	growth, including key development sites in the area such as Timperley Wedge.
Airport Station – landscape and visual impact	<p>Concern about the landscape and visual impact of the HS2 Airport Station building, as well as the Metrolink route to the station which will require supporting structures to elevate the route to the Airport Metrolink Stop located above the Station.</p> <p>Work is underway with GM Partners to bring the Metrolink route to ground level as quickly as possible, whilst meeting the operational requirements of the Metrolink infrastructure.</p>
Urban integration	<p>The HS2 Airport Station is located adjacent to the proposed PfE Timperley Wedge allocation for approximately 2,500 homes and 60,000 sqm office floorspace in total. Critical to the future success of this area will be the integration of the HS2 Station with the development at Timperley Wedge, which will be a new ‘place’ in South Manchester with excellent sustainable transport connections and a new local centre.</p> <p>There are a number of integration challenges in the Airport Station area, including changing ground levels and ensuring transport infrastructure is designed in a way that complements the ‘place’, rather than creating movement barriers.</p>
Construction Planning	<p>Concern about the impacts of construction traffic on strategic routes (M56, Junctions 5 &amp; 6) and local highways.</p> <p>To date GM partners believe that insufficient emphasis has been put on the use of alternative options for removing spoil from the cutting and tunnel construction.</p>

#### HS2 – Route wide issues

<b>Critical Issue</b>	<b>Description</b>
Golborne Link – landscape and visual impacts	<p>Concern regarding the landscape and visual impact of the Golborne Link which will be very visible in the landscape. The route is elevated for much of this section and the proposed viaduct over the Manchester Ship Canal would be a significant structure and very visible in the surrounding area.</p> <p>GM Partners want to work with HS2 to develop alternative solutions and to mitigate the impact of the Golborne Link on local communities in Trafford.</p>
Environmental Engagement	<p>Concern regarding the level of engagement and detailed information shared by HS2 in relation to the schemes environmental effects.</p> <p>Engagement to date has lacked comprehensive</p>

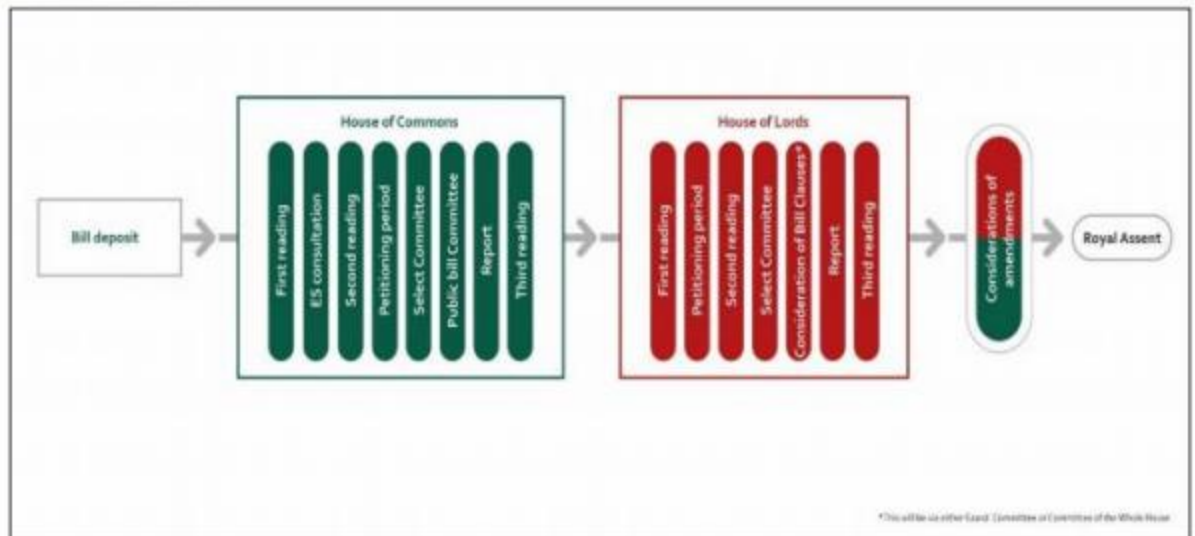
Critical Issue	Description
	information on environmental baseline assessments, likely significant effects, residual effects and required mitigation measures.
Traffic effects on GM	<p>Concern regarding the proposed highways delivery approach relating to construction of route wide infrastructure, the stations and increased traffic demand as a result of HS2 &amp; NPR. In particular: cumulative HGV numbers, congestion, road closures, temporary diversion routes and worker travel plans.</p> <p>Traffic concerns for Trafford relate principally to the amount of potential additional vehicles on the roads in both the MA04 (Golborne Link) and MA06 (Manchester Airport) community areas. In this regard, the ES estimates the following typical vehicle trips generated to/from the various construction site compounds in each of the community areas:</p> <ul style="list-style-type: none"> <li>• MA04 (Golborne Link)<sup>3</sup> <ul style="list-style-type: none"> <li>○ Between 600 and 900 daily two-way car/LGV trips</li> <li>○ Between 400 and 500 daily two-way HGV trips</li> </ul> </li> <li>• MA06 (Manchester Airport Station)<sup>4</sup> <ul style="list-style-type: none"> <li>○ Between 1,300 and 1,800 daily two-way car/LGV trips</li> <li>○ Between 1,100 and 1,300 daily two-way HGV trips</li> </ul> </li> </ul> <p>The construction period of HS2 in each of the community areas above is anticipated to be between 3 years and 9 years. Consequently, the impact of the prolonged cumulative is a key concern for the Council and one that will require a significant response, to ensure that the interests of Trafford's residents, businesses and environment are identified and protected and/or mitigated wherever possible.</p> <p>HS2's highways proposals should also be in line with the 2040 Transport Strategy, Right Mix Vision and Clean Air Plan.</p> <p>Alternative options need to be developed with GM Partners to help mitigate the impact.</p>

<sup>3</sup> Data from the [Traffic and transport MA04: Broomedge to Glazebrook - Transport Assessment Part 3](#)

<sup>4</sup> Data from the [Traffic and Transport MA06: Hulseheath to Manchester Airport – Transport Assessment Part 3 – Report 1 of 4](#)

## 7.0 The hybrid Bill Process and Petitioning

7.1 The hybrid Bill process is illustrated in Figure 1 below:



- 7.2 The HS2 Phase 2b hybrid Bill is currently at the First Reading and ES consultation stages.
- 7.3 A summary of the issues raised during the consultation will be published ahead of the Second Reading debate on the Bill.
- 7.4 At Second Reading, the principle of the Bill is debated, including the need for the Proposed Scheme and a Select Committee is appointed to hear petitions against the hybrid Bill. If the Bill passes Second Reading the principle of the Bill cannot be challenged.
- 7.5 Second Reading is followed by a petitioning period during which those whose property or interests that are specially and directly affected by the hybrid Bill can petition
- 7.6 The petitioning period will be determined at Second Reading. As such it is currently not known when it will start or how long it will last.
- 7.7 The petition is the formal list of objections to particular aspects of the hybrid Bill and will contain specific amendments and requests that the Council would like to see.
- 7.8 Largely this will be in the form of suggested improvements to the HS2 scheme to avoid, mitigate and compensate for the impacts that its construction and operation will bring.
- 7.9 As a directly affected party, a report will go to full Council to approve a petition to the hybrid Bill. This will be based upon the Council's submitted ES response. Unfortunately it is neither possible nor acceptable to object to something that was not raised in the Council's response to the ES. Hence, it is necessary to ensure that a robust response to the ES is submitted.
- 7.10 Consequently, the ES response and petition are inextricably linked and dependent upon one another. Firstly to raise concerns/ issues and secondly to propose solutions, request mitigation and/or compensation.
- 7.11 Therefore immediately following the 31<sup>st</sup> March 2022, detailed work on a proposed Council petition will begin in earnest. As with the ES response, this will be in collaboration with GM partners, and culminate in a GM-wide petition fronted by

GMCA/ TfGM as well as a standalone petition solely for Trafford Council in its own right.

## **8.0 Qualifying Authority Status**

- 8.1 The High Speed 2, Phase 2b, hybrid Bill will grant planning permission for the construction of a high speed railway between Crewe and Manchester. However, this permission will be the subject of a number of conditions requiring the nominated undertaker (the party/parties to construct the railway) to obtain consent or approval for detailed submissions. Local Authorities along the route will be responsible for approving matters of detail with regards to the scheduled works in the Bill.
- 8.2 In terms of carrying out the function of approving the detailed HS2 submissions the Bill gives each Authority a choice between having a wide or narrow range of controls over the approval of construction details. Those Authorities opting for a wider range of controls are referred to as “Qualifying Authorities”.
- 8.3 In becoming a Qualifying Authority the Council will be expected to sign up to a service level agreement (SLA) with HS2 to ensure that the authority can deliver its' commitments made by signing the Planning Memorandum (Appendix 1). In addition, this agreement will set out the terms by which the Council can recover costs associated with the extra burdens as determined on behalf of the Secretary of State of Transport.
- 8.4 As a Qualifying Authority Trafford Council will be responsible for issuing consents and approvals in relation to all planning matters set out in The Planning Conditions (Schedule 17) of the Bill including:
- 8.5 Schedule 17 to the Bill also sets out the grounds on which the qualifying authority may impose conditions on approvals, or refuse to approve the requests for approval. However it should be noted that these are limited and must be discussed/ agreed with HS2.
- 8.6 At the time of writing all affected local authorities in GM are expected to sign the Planning Memorandum thus seeking to attain qualifying authority status.
- 8.7 By signing the Planning Memorandum qualifying authorities are committing to put in place the required delegation processes to deal with HS2 matters in accordance with the HS2 Hybrid Bill and the associated planning regime.
- 8.8 Under the Bill, delays in determination and non-determination are treated as refusal - potentially leading to the Secretary of State removing the Qualifying Authority status from the Local Authority.
- 8.9 To become a qualifying authority The Planning Memorandum must be signed before the end of the House of Lords Select Committee – date TBD.

## **9.0 Immediate Next Steps**

- 9.1 The immediate priority is for the formal response to the ES to be prepared and submitted by 31<sup>st</sup> March 2022.
- 9.2 Following the submission of the formal response and closure of the consultation, work on the developing the Council’s petition will begin. The exact dates of the formal petitioning period are currently unknown, however when the period does start, the Council will have 25 days to submit its petition (objection) to the Bill.

## 10.0 Next steps on the wider HS2 programme

10.1 Table 3 sets out the anticipated high level timetable based on the latest information available.

**Table 3: HS2 Phase 2b Hybrid Bill programme (estimated dates)**

<b>Key Activities</b>	<b>Timelines</b>
hybrid Bill deposit (including Environmental Statement)	24 <sup>th</sup> January 2022
Environmental Statement Consultation	25 <sup>th</sup> January – 31 <sup>st</sup> March 2022
Second Reading/ Petitioning Period (inc. preparation time)	1 <sup>st</sup> April – Summer 2022
Negotiations with HS2 Ltd	Summer - Autumn 2022
Select Committee Hearings	Autumn - Winter 2022
Overall hybrid Bill parliamentary process	2022 – 2024/25
Royal Assent	Late 2024 / Early 2025
Construction	2025 – 2035
Testing and Commissioning	2035 – 2040
Operation	2040

10.2 Trafford Council, with GM Partners, will continue to work with HS2 and DfT on the HS2 Phase 2b hybrid Bill to ensure that it delivers the maximum benefit to Trafford and GM.

### **Other Options**

There are no reasonable alternative options. Responding to the ES is critical to ensuring that HS2 Ltd either a) avoid, b) mitigate and/or c) compensate for the impacts that the construction and operation of HS2 will bring.

Not responding will result in the Council having to manage and accommodate its construction and operation without any enhanced mitigation and/or compensation measures.

Not responding will also significantly inhibit the Councils ability to effectively petition(s) against the Bill.

### **Consultation**

Legally, it is the responsibility of HS2 Ltd to carry out appropriate consultation with communities and directly affected persons.

However, it is fully recognised that affected communities in the borough must be informed of the information contained on HS2 Ltd's website and the process for them to make representations to HS2 Ltd. Therefore relevant information on HS2 Phase 2b will be publicised via a dedicated webpage on the Council's website, and through social media posts, press releases and newspaper adverts as appropriate.

### **Reasons for Recommendation**



To ensure that Trafford's response to the Environmental Statement for HS2 Phase 2b hybrid Bill can meet the deadlines set by government so that the interests of Trafford's residents, businesses and environment can be identified and protected and/or mitigated wherever possible.

### **Urgency of Decision**

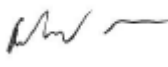
This report should be considered as 'urgent business' and the decision exempted from the 'call-in' process for the following reason(s):

There is an absolute deadline of 31<sup>st</sup> March for the submission of the response to the environmental Statement. Calling in this decision puts the Council at risk of missing this deadline.

**Key Decision** (as defined in the Constitution): Yes  
**If Key Decision, has 28-day notice been given?** Yes

Finance Officer Clearance TR  
Legal Officer Clearance PC

[CORPORATE] DIRECTOR'S SIGNATURE

(electronic) 

To confirm that the Financial and Legal Implications have been considered and the Executive Member has cleared the report.