

TRAFFORD COUNCIL

Report to: Council
Date: 23rd March 2022
Report for: Decision
Report of: Leader of Trafford Council

Report Title

HS2 Phase 2b Western Leg (Crewe-Manchester) hybrid Bill Petitioning

Summary

This report seeks approval for the Council to object to elements of the HS2 Phase 2b Western Leg (Crewe- Manchester) hybrid Bill, deposited in Parliament on 24th January 2022.

This report also seeks approval to delegate authority to negotiate directly with HS2 Ltd and the government to agree such measures as may be appropriate to secure the best outcome possible for Trafford and GM as necessary.

Recommendation(s)

It is recommended that the Council:

- (i) Agrees that it is expedient for Trafford Council to oppose elements of the HS2 Phase 2b Western Leg (Crewe- Manchester) hybrid Bill.
- (ii) Approves the framework and general direction of the Council's Petition outlined in the report.
- (iii) Delegates authority to the Corporate Director of Place, in consultation with the Corporate Director of Governance and Community Strategy and the Leader of the Council or the Executive Member for Regeneration and Housing, to take all such steps as may be necessary to produce a Petition, including steps required to submit a Petition and thereafter to maintain it, and if considered appropriate, withdraw the whole or parts of the Petition in respect of the HS2 Phase 2b Western Leg (Crewe- Manchester) hybrid Bill.
- (iv) Delegates authority to the Corporate Director of Place, in consultation with the Corporate Director of Governance and Community Strategy and the Leader of the Council or the Executive Member for Regeneration and Housing, to negotiate and seek such assurances/undertaking/agreements to the HS2 Phase 2b Western Leg (Crewe- Manchester) hybrid Bill as necessary.
- (v) Delegates authority to the Corporate Director of Governance and

Community Strategy to sign or seal any such documents as are required to give effect to any decisions made pursuant to this Council decision.

Contact person for access to background papers and further information:

Caroline Wright (Strategic Planning and Growth Manager)
 Stephen James (Head of Growth, Communities and Housing)

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 support and inform the Councils [Environmental Statement] 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</p>

	<p>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 team will be required in preparing and submitting any petition.</p> <p>Advice and support will also be sought from Queens Counsel and Parliamentary Agents jointly appointed to represent GM Partners.</p> <p>Trafford Council has the power to petition against a hybrid Bill under Section 239, Local Government Act 1972 where they are satisfied that it is expedient to oppose the Bill.</p> <p>Under section 239 a resolution of the Council to oppose a Bill must be passed by a majority of the whole number of the members of the Council after giving 10 clear days’ notice of the meeting and its purpose in one or more local newspapers, in addition to the normal notice required to convene that meeting.</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 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 Trafford 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

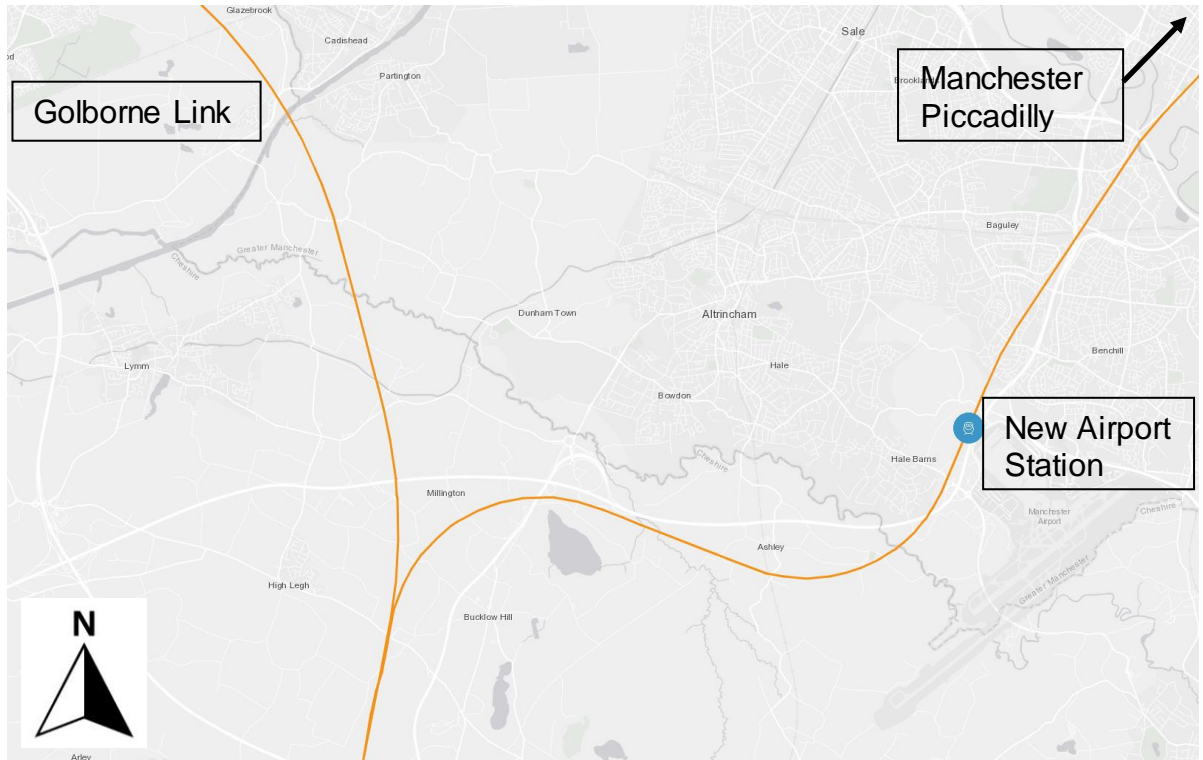
- 1.1 High Speed Two (HS2) will be a new high speed rail route linking London, Birmingham, the East Midlands and Manchester. The construction of the route has been split into the following phases:
 - Phase 1 – London to Birmingham
 - Phase 2a – Birmingham to Crewe
 - Phase 2b – Crewe to Greater Manchester
- 1.2 Phase 1 and Phase 2a have both received Royal Assent and are now under construction.
- 1.3 The HS2 Phase 2b Western Leg (Crewe- Manchester) hybrid Bill includes provision for new high-speed rail stations (providing for HS2 and Northern Powerhouse Rail¹ services) at Manchester Airport and Manchester Piccadilly,, along with a tunnelled section of railway that will connect the respective stations. It also covers the provision of other related infrastructure, including new highways layouts and car parking and Metrolink services at the two stations. The proposed high speed station at Manchester Airport is in Trafford borough.
- 1.4 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.
- 1.5 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. 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, the Act will grant HS2 Phase 2b a form of outline planning permission and therefore Trafford's ability to influence or negotiate betterments will be significantly reduced.

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

¹ Northern Powerhouse Rail (NPR) is a proposal to deliver a high speed rail network between Manchester, Liverpool, Leeds, Newcastle, Sheffield and Hull. The Government's preferred plans for NPR are included in the recently published Integrated Rail Plan.



- 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 24.60m² (67.5 feet). To enable trains to safely travel at high speed

² See Drawing No. 2DE01-MWJ-HY-PLN-M000-000090 Rev HB01

(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 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 Hybrid Bill for HS2 Phase 2b Crewe - Manchester

4.1 The hybrid Bill for Phase 2b Crewe-Manchester will secure powers to implement the Phase 2b Western Leg of the HS2 network. More specifically the Bill includes powers to:

- Build and maintain the railway and associated works, securing planning permission.
- Compulsorily acquire interests in the land required.
- Affect or change rights of way.
- Modify infrastructure (e.g. utilities).
- Carry out work on listed buildings and demolish buildings in Conservation Areas.
- Carry out protective works to buildings and third-party infrastructure.
- Make changes to existing legislation facilitating implementation of the railway.

4.2 The principal stages of the hybrid Bill are as follows:

- There is currently a period for representations on the formal Environmental Statement (ES) setting out the design and impacts of the railway, which ends on 31st March 2022;
- The first reading of the hybrid Bill has been completed and was a formality;
- The second reading in the House of Commons will approve the principle of the hybrid Bill and thereby the railway, and will set out the timetable for petitions against the hybrid Bill (see below).
- Thereafter, the hybrid Bill proceeds to a Select Committee which would present the first opportunity for petitioners to seek amendments to the Bill;
- The hybrid Bill is then re-committed to a Public Bill committee of the House of Commons followed by Report stage and Third Reading; and
- The hybrid Bill is sent to the House of Lords where the process is repeated with a further opportunity for petitioning.
- When both Houses have approved the hybrid Bill, it receives Royal Assent.

5.0 Petitioning

5.1 Petitioning allows any individual, group of individuals or organisation directly and specially affected to petition against the hybrid Bill. A petition is a summary of objections to particular aspects of a hybrid Bill, to be heard before a Select Committee of MPs, and can be submitted if petitioners' concerns are not addressed in advance of the Bill's petitioning stage. Parliamentary Agents and Queens Counsel have been appointed to act on Trafford's behalf in advising on negotiations with HS2 Ltd and the DfT, and in the preparation of any petition.

- 5.2 Trafford Council has the power to petition against a hybrid Bill under Section 239, Local Government Act 1972 where it is satisfied that it is expedient to oppose the Bill.
- 5.3 Under section 239 a resolution of the Council to oppose a Bill must be passed by a majority of the whole number of the members of the Council after giving 10 clear days' notice of the meeting and its purpose in one or more local newspapers, in addition to the normal notice required to convene that meeting.

6.0 Trafford Response

- 6.1 Notwithstanding Trafford's overall support for High Speed 2, the Council will need to ensure that any necessary provisions are included in the hybrid Bill and/or seek assurances/undertakings from HS2 Ltd to maximise benefits and minimise negative impacts of HS2 Phase 2b on the borough.
- 6.2 Officers continue to work closely with HS2 Ltd, representatives from the Department of Transport (DfT) and other GM Partners to ensure that necessary provisions are made and will seek to negotiate agreements accordingly. If agreement cannot be reached on specific matters, it may be necessary to petition the hybrid Bill during a specific window.
- 6.3 A number of areas have been identified that are critical to maximising benefits and minimising negative impacts of HS2 on the borough. However, given the length and complexity of the hybrid Bill, together with uncertain petitioning period and available resources; it is not possible to provide Council with a developed and detailed draft petition.
- 6.4 Therefore, an overview of these key topics and areas where the Council have concerns is set out below in tables 1 and 2.

Table 1: Summary of issues relevant to MA04 Broomedge – Glazebrook (Warburton and Partington) and MA06 Hulsehealth – Manchester Airport (Hale Barns) by Environmental Statement Topic Area

Topic Area	Description of Issue/ Concern
Agriculture, Forestry and Soils	<p>Most of the agricultural land in MA04 is of high quality (grade 2 on average). HS2 have concluded that the effect on land quality is moderately adverse because such land is abundant in the area. While this is factually accurate, it is somewhat self-fulfilling: land adjoining a linear route is very likely to be of the same quality, and therefore there is a risk these impacts are downplayed as a whole.</p> <p>In MA06 the land is generally lower quality (3b or 4) with better quality land in patches.</p> <p>Effects on rural and agricultural/ livery businesses and the associated mitigation and composition measures.</p>
Air Quality	<p>Modelled concentrations of particulate matter (PM) including PM10 and PM2.5 have not been subject to model verification and adjustment. Where modelled concentration are not subject to model verification this potentially may lead to under predicting of concentrations at sensitive receptors.</p>

Topic Area	Description of Issue/ Concern
	<p>Consequently, there are significant concerns around the affects of poor air quality, arising from the construction of HS2, including the significant number of vehicle movements anticipated.</p>
Climate Change	<p>The net carbon emissions from the scheme appear to be positive up to 2050 and over its life-time. This fails to support the national target of Net zero by 2050 as required under the Climate Change act 2008.</p> <p>No consideration for the Trafford Climate Emergency and carbon budget(s) (Net Zero date of 2038) with a 13.4% year on year reduction rate from 2020 has been included within the assessment.</p> <p>HS2 Ltd do not appear to consider the use of 100% green energy during the operational phase of the scheme.</p> <p>No/limited information has been provided outlining the strategy for the proposed carbon sequestration.</p> <p>Insufficient mitigation measures have been identified at a local level to combat the potential effects of the scheme on climate change adaptation and resilience</p>
Community	<p>Severance of local communities and the likely adverse impact on the mental health of those affected and access to local services and facilities.</p> <p>Temporary or permanent loss of community facilities to enable the construction and/or operation of HS2 and the associated engagement and compensation process.</p>
Cultural Heritage	<p>Significant concern regarding the impact of the construction and operation phases on Warburton Village, its associated manorial site and deer park. In heritage terms this is an exceptionally sensitive area incorporating a Grade I listed Church, 20 Grade II listed buildings, Warburton Conservation Area and over 12 NDHAs.</p> <p>Significant concerns regarding the impact of construction compounds and material stockpile along Brooks Drive & Roaring Gate Lane on Davenport Green Hall, Grade II and Davenport Green Farmhouse, barn & Paddys Hut all Grade II.</p> <p>Permanent effects of the proposed scheme including Manchester Airport High Speed Station & Metrolink provision; reinforced soil retaining wall and cutting retaining wall north; access roads; realignment of historic lanes; Manchester Tunnel South Portal & building will also have a major impact on the rural setting to listed buildings and NDHAs at Davenport Green.</p>
Ecology and Biodiversity	<p>Loss of Ancient Woodland in both community areas, to be compensated through the creation of new woodlands is not acceptable.</p>

Topic Area	Description of Issue/ Concern
	<p>Lack of detailed ecological survey information which needs to inform decision making, avoidance, mitigation and compensation measures.</p> <p>HS2 expected to deliver smarter and bolder in relation to ecological mitigation and Biodiversity Net Gain.</p> <p>Key concerns around habitat loss, fragmentation, and isolation, both spatially and temporally, as a result of the long period of construction.</p>
Health	<p>Increased stress caused by construction and operation. HS2 proposes to mitigate this by engaging and consulting with communities.</p> <p>Concerns about the adverse concentrations of NO₂ and PM₁₀ / PM_{2.5} which are likely to impact on health. Proposed mitigation measures during the construction phase may result in inadequate controls affecting air quality and health, particularly for the boroughs' most vulnerable such as children, older people, and people with underlying health conditions.</p> <p>Lack of strong evidence to support traffic modelling and inadequate mitigations may give rise to increased congestion and journey times and increased exposure to poor air quality. These issues have adverse effects on both physical and mental health.</p>
Land Quality	<p>Potentially contaminated areas of land have been identified that could affect, or be affected by, the construction of the proposed scheme.</p>
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> <p>Concern about the landscape and visual impact of the HS2 Airport Station building in MA06, 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>
Major Accidents and Natural Disasters	<p>Overall, there a number of concerns with the approach to baseline data collection, the scope of the risks identified and that the assessment has a fundamental dependency on a range of high-level mitigation measures which are yet to be determined.</p>

Topic Area	Description of Issue/ Concern
	<p>However, it is considered that a significant number of the issues raised can be appropriately addressed through direct consultation and agreement with the Council and relevant local stakeholders.</p>
Socioeconomics	<p>Concerns around the assumptions used to determine that businesses will be able to continue to operate 'as normal' particularly during the construction phase.</p> <p>There is a risk that the scale of the potential effects on these businesses will lead to some businesses not being able to operate during the relevant periods, leading to job losses, business closures and/relocation to other areas of Trafford and/or GM.</p> <p>Lack of clarity around local employment and business opportunities available during the construction and operational phases of HS2.</p>
Sound, Noise and Vibration	<p>Concerns regarding the baseline noise level modelling, particularly in terms of the assessment of traffic noise.</p> <p>Concerns around the assumptions used to undertake the airborne construction noise or ground-borne construction vibration assessments.</p> <p>Lack of understanding in the HS2 assessment of the existing noise and vibration context in MA04, specifically in and around Warburton.</p>
Traffic and Transport	<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 & NPR. In particular: cumulative HGV numbers, congestion, road closures, temporary diversion routes and worker travel plans.</p> <p>Traffic concerns for Trafford relate to the baseline modelling position used to inform the scheme designs, the road layouts proposed by HS2 and the need for any scheme to prioritise sustainable travel modes, as well as 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"> • MA04 (Golborne Link)³ <ul style="list-style-type: none"> ○ Between 600 and 900 daily two-way car/LGV trips ○ Between 400 and 500 daily two-way HGV trips • MA06 (Manchester Airport Station)⁴

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

Topic Area	Description of Issue/ Concern
	<ul style="list-style-type: none"> ○ Between 1,300 and 1,800 daily two– way car/LGV trips ○ Between 1,100 and 1,300 daily two–way HGV trips <p>The construction period of HS2 in each of the community areas above is anticipated to be between 3 years and 9 years.</p> <p>Consequently, the impact of the prolonged cumulative impact 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>
Waste and Material Resources	<p>There are six Mineral Safeguarding Areas (MSAs) for sand and gravel in the study area, three of which are crossed by the Proposed Scheme. Concerns around the appropriateness of using a 'Medium Sensitivity' value for all MSAs when the need and demand of different minerals will not be the same. There is currently for instance, a regional shortage in sand and gravel supplies in the North-West of England.</p>
Water Resource and Flood Risk	<p>Concerns around the potential for flooding issues around Timperley Brook and other areas in MA06 will be exacerbated by the construction and operation of HS2.</p> <p>Limited assessment on the route wide effects on water quality for ordinary watercourses. Further assessment will be required at a later stage to demonstrate how this has been considered.</p> <p>There are several locations where invert syphons are proposed. Consideration into fish migration has not been given in these locations, and the introduction of these will inhibit fish passage. This must be addressed in the detailed design.</p> <p>The surface water assessment has not been fully considered at this stage. Detailed assessment will be required to understand and manage existing flow routes of survey water as well as an assessment of new surface water risks following implementation of the Proposed Scheme.</p>
Electromagnetic Interference	<p>Desktop survey undertaken within a 50m corridor of the proposed rail line identified no potentially sensitive receptors in Community Area MA04 Broomedge to Glazebrook, while a number of potentially sensitive receptors were identified within Community Area MA06 Hulseheath to Manchester Airport.</p>
Equalities Impact Assessment	<p>Concern that groups whom Local Authorities have due regard duties to have not been sufficiently assessed within the EqIA.</p> <p>Limited information on the mechanisms to be secured for ongoing</p>

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

Topic Area	Description of Issue/ Concern
	<p>equalities analysis, equality stakeholder engagement and the need to refresh the data based on Census 2021 release and revisit the disproportionate data analysis model.</p> <p>Concerns that the potential cumulative impact arising from a combination of sources has not been sufficiently assessed in the EqIA.</p> <p>Unclear how stakeholder engagement has taken place and how the PCGs may be affected.</p>

Table 2: Summary of other issues in relation to the proposed HS2 Manchester Airport Station (*Hale Barns*)

Key Issue	Description of Concern
Airport Station funding	<p>There is currently uncertainty around the funding position for the Airport Station, with government previously stating that it is subject to the agreement of a local funding contribution.</p> <p>The funding model for the Airport Station therefore 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.</p>
Highways Design and Operation	<p>Concern that the approach adopted to develop access to the High-Speed Station is likely to result in sub-optimal highways arrangements; particularly with regards to inadequate highway only design solution for Hale Road gyratory and impacts upon associated properties.</p> <p>A 'build it once' approach should be adopted which takes account of HS2 / NPR demand and also accounts for overall development and network growth, including key development sites in the area such as Timperley Wedge.</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 & 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>

Additional Measures Likely to be Sought within the Petition

6.5 Consequently, and arising from the issues and concerns outlined in tables 1 and 2 it is envisaged a petition against the hybrid Bill will be prepared, to include and address the following:

- The design of the Airport Station and integration into the future urban area of the proposed PfE Timperley Wedge, particularly the challenges relating to the changing ground levels to the west of the station.
- The landscape and visual impact of the Airport Station – particularly regarding shallow vs deep cutting options.
- The prolonged and permanent landscape and visual impact of the proposed Golborne Link and viaduct.
- An inappropriate design for highways access to the Manchester Airport Station at Junctions 5 and 6 of the M56, which does not take into account future demand from NPR services, planned development, Airport growth or encourage active travel.
- Inadequate highway only design solution for Hale Road gyratory and impacts upon associated properties.
- Funding for the Airport Station.
- Inadequate integration of, and powers for, Metrolink at both Manchester Airport and Manchester Piccadilly.
- The need for HS2 to be constructed and operated in as low carbon way as possible.
- Additional mitigation and protection measures for residents and businesses from the likely sound, noise and vibration effects arising from the construction and operational phases of HS2.
- Additional mitigation and protection measures for residents and businesses from the level of construction traffic envisaged and the associated impacts on the local road network and air quality across the borough.
- The need for consideration of measures to enable materials to be removed using rail at Manchester Airport.
- The levels of environmental mitigation, which will be set out in more detail in Trafford's consultation response on the hybrid Bill's Environmental Statement.
- Sufficient financial resources for the Council to manage the construction and operational impacts of the scheme
- Advanced planting and landscape mitigation measures to minimise impact of the scheme, allowing sufficient establishment of vegetation and habitats prior to construction and/or operation taking place
- Any other such avoidance, mitigation and/or compensation measures commensurate with the likely impacts and affects arising from the Proposed Scheme

7.0 Next Steps

- 7.1 Parliament is expected to publish timescales for the stages of the hybrid Bill, however it is currently understood that those petitioning the hybrid Bill may be able to do so during late May/early June 2022. The government is aiming for the hybrid Bill to receive Royal Assent after November 2024 with construction commencing from 2027 onwards. Phase 2b of the HS2 railway is expected to be open between 2036 and 2041 – depending on the timeframes for the hybrid Bill, construction and testing.
- 7.2 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)

Key Activities	Timelines
hybrid Bill deposit (including Environmental Statement)	24 th January 2022
Environmental Statement Consultation	25 th January – 31 st March 2022
Second Reading/ Petitioning Period (inc. preparation time)	1 st 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	2040/2041

- 7.3 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. Petitioning the HS2 Phase 2b Western Leg (Crewe- Manchester) hybrid Bill is the only mechanism available for securing improvements to the proposed scheme and/or agreeing further mitigation and/or compensation measures.

Not petitioning will result in Trafford having to manage and accommodate HS2 phase 2b's construction and operation without any enhanced mitigation and/or compensation measures.

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. Therefore relevant information on HS2 Phase 2b Western Leg (Crewe- Manchester) will be publicised via the dedicated webpage on the Council's

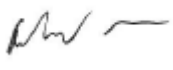
website, and through social media posts, press releases and newspaper adverts as appropriate.

Reasons for Recommendation

To ensure that Trafford's petition against the HS2 Phase 2b Western Leg (Crewe-Manchester) hybrid Bill can meet the deadlines set by government so that the interests of Trafford's residents, businesses and environment can be protected and/or mitigated wherever possible.

Finance Officer Clearance PC
Legal Officer Clearance TR

[CORPORATE] DIRECTOR'S SIGNATURE

(electronic) 

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