

# INDEPENDENT ASSESSOR'S REPORT

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL:  
SUMMARY OF MATTERS RAISED IN RESPONSES TO THE  
CONSULTATION ON THE SUPPLEMENTARY ENVIRONMENTAL  
STATEMENT 1 AND ADDITIONAL PROVISION 1  
ENVIRONMENTAL STATEMENT

Submitted to:  
The Examiners of Petitions for Private Bills

The House of Commons and the House of Lords

26 October 2022

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**HIGH SPEED RAIL (CREWE- MANCHESTER) BILL: SUMMARY OF MATTERS RAISED IN RESPONSES TO THE CONSULTATION ON THE SUPPLEMENTARY ENVIRONMENTAL STATEMENT 1 AND ADDITIONAL PROVISION 1 ENVIRONMENTAL STATEMENT.**

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

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

Ordered by the House of Commons  
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## Executive Summary

This report provides an independent summary of the feedback received in response to the public consultation on the Supplementary Environmental Statement 1 (SES1) and the Additional Provision 1 Environmental Statement (AP1 ES) for the proposed High Speed Two (HS2) railway between Crewe and Manchester.

The consultation on the SES1 and AP1 ES was published by the Department for Transport (DfT) on the 6 July 2022 and ran until 23:45 on the 1 September 2022.

AECOM was appointed as the independent assessor to analyse and summarise the feedback to the SES1 and AP1 ES consultation. All responses to the consultation have been read in full by members of the AECOM team to identify the substantive matters raised in the comments contained in the feedback received.

The analysis of the responses sought to categorise matters raised in relation to a series of themes based on the environmental topics covered in the SES1 and AP1 ES and a series of further scheme-wide themes to provide a summary of the main points raised. Where possible comments related to specific geographical locations or features were also identified to enable reporting against the five Community Areas considered within the SES1 and AP1 ES.

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

A total of 40 individual responses were received from the general public and stakeholders.

The most frequently raised comments related to matters categorised under the themes of traffic and transport, ecology and biodiversity, and design.

The matter raised related to the theme of traffic and transport highlight concerns about the number and impact of vehicles linked to construction of the proposed new railway and the adequacy of the proposed mitigation measures. In relation to ecology and biodiversity respondents specifically raise concerns about the impact of the project on wildlife habitats and the natural environment, with ancient woodland, Sites of Special Scientific Interest (SSSI), and Local Wildlife Sites (LWSs) mentioned in particular. Comments categorised against the theme of design mostly express the view that the design and/or the construction of the proposed scheme needs to be improved, with some respondents proposing alternative designs approaches in a number of locations.

It is not the independent assessor's role to provide a judgement on the validity or otherwise of the comments received in the feedback to the SES1 and AP1 ES consultation. However, the report does summarise the main matters raised in the feedback received and identifies particular areas where substantial concerns have been expressed.

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## 1. Introduction

This report provides an independent summary of the feedback received in response to the public consultation on the Supplementary Environmental Statement 1 (SES1) and the Additional Provision 1 Environmental Statement (AP1 ES) for the proposed High Speed Two (HS2) railway between Crewe and Manchester. It has been prepared for Parliament to support consideration of the High Speed Rail (Crewe – Manchester) Bill.

SES1 and AP1 ES are separate environmental statements but have been produced as combined reports to provide an update to the main Environmental Statement (ES) which was submitted to Parliament in January 2022 with the High Speed Rail (Crewe – Manchester) Bill ('the Bill').

The SES1 reports on the likely significant environmental effects of updated environmental information, changes to the design and construction scheme assumptions within the existing powers and limits of the Bill.

The AP1 ES reports on the likely significant environmental effects of the amendments within the AP (i.e. amendments to the Bill which are outside the scope of the existing powers and limits of the Bill).

The SES1 changes to the design and construction assumptions in the Bill include:

- removal of the section of proposed high-speed line running from near Hoo Green on the HS2 network to the Lily Lane junction on the WCML, near Golborne;
- removal of one of the borrow pits in the Wimboldsley to Lostock Gralam area (MA02);
- removal of the proposed Peacock Lane overbridge in the Pickmere to Agden and Hulseheath area (MA03);
- change to the diversion of a Scottish Power underground route, which will avoid Belt Wood Ancient Woodland Inventory (AWI) site in the Pickmere to Agden and Hulseheath area (MA03);
- enhancing landscape mitigation through maximising the re-use of surplus material at Walley's Green embankment in the Wimboldsley to Lostock Gralam area (MA02); and
- changes to construction workforce at 26 compounds across the community areas.

The AP1 changes include:

- realignment and extension of the Crewe Tunnel;
- changes to tracks at Crewe North Rolling Stock depot;
- works linked to realignment of the M6 between Junction 19 and 20;
- changes to viaduct at A445 Shurlach Road and Winnington Wood;
- various modifications to road realignments, junctions, property or maintenance access and pedestrian and cycle path provision and diversions; and
- changes to proposals around landscape earthworks, planting and surface drainage.

The consultation on SES1 and AP1 ES was published by the Department for Transport (DfT) on the 6 July 2022 and ran until 23:45 on the 1 September 2022.

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

The period for consultation on the SES1 and AP1 ES was set by the Secretary of State for Transport under the terms of the House of Commons Standing Orders. The SES1 and AP1 ES for the proposed high-speed railway between Crewe and Manchester was made available online to the public at 18:00 on the 6 July 2022, with an accessible format available on request. Electronic copies of the SES1 and AP1 ES documents were provided on a USB stick to libraries, parish councils and local authorities in the areas potentially affected by the proposed scheme. Hard copies of the SES1 and AP1 ES documents were also made available to these parties. A hard copy of the SES1 and AP1 ES was also issued to Parliament.

The consultation was publicised in regional newspapers circulating in areas potentially affected by the proposed scheme, between the 7 July 2022 and the 17 August 2022. The newspapers used were also those that the Bill deposit was advertised in. Social media (Twitter and Facebook) was used to publicise the consultation, using ‘organic’ posting to reach those following HS2. Targeted advertising posts were also used on Facebook in locations in close proximity to the proposed scheme. The social media advertising was carried out for around two weeks at the start and just prior to the end of the consultation period to encourage feedback.

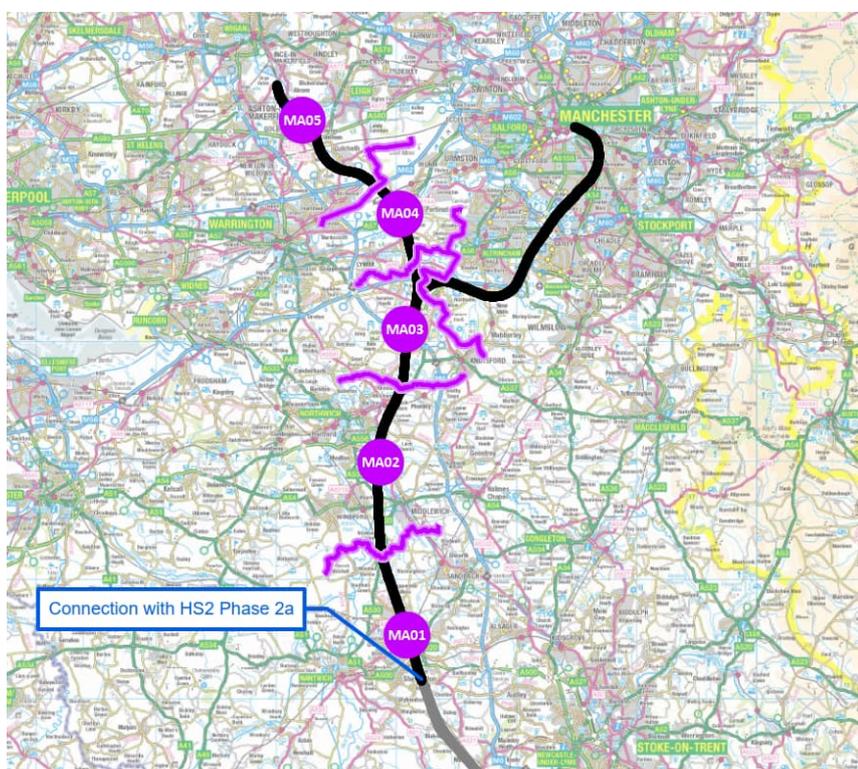
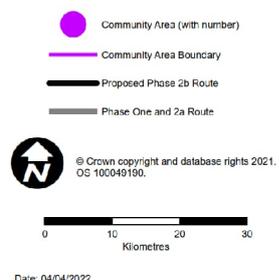
This report is the independent assessment of the matters raised in the feedback received in response to the consultation on the SES1 and AP1 ES. A total of 40 individual responses were received from the general public and stakeholders.

The report is split into two principal sections, the first an introduction detailing the Terms of Reference, work programme and methodology we have applied. The second section presents a summary of the feedback received to the consultation on the SES1 and AP1 ES, providing an overview of the main matters raised in relation to each of the environmental topic areas covered in the ES and the scheme as a whole and then the matters raised specific to each Community Area (CA). The CAs are geographical areas defined in the ES, as shown in Figure 1 below.

*NB. No changes have been proposed in MA06, MA07 and MA08 as part of SES1 or AP1 ES.*

**Community Areas (CA)**

- 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



**Figure 1. Proposed HS2 railway between Crewe and Manchester, showing Community Areas identified in SES1 and AP1**

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

The report was submitted to the Examiners on 26 October 2022 in line with the Standing Order requirement, for submission by the Examiners to Parliament. The DfT will publish all responses received that did not request confidentiality via the ES consultation page on the gov.uk website. The Independent Assessor has no involvement in the publication of the original responses.

## 1.1 Assessment Parameters

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

## 1.2 Terms of Reference

This report is focused on the outcome of the public consultation on the SES1 and AP1 for the High Speed Rail (Crewe - Manchester) Bill. The Bill proposes a high-speed railway line extending the route north from Crewe to Manchester. In our role as independent assessor, we were not required to provide comments on the quality of the SES1, AP1 ES or the approach to consultation; the Environmental Impact Assessment (EIA) process or the appropriateness of proposed designs, mitigation and route alignment decisions, although the report summarises comments made by respondents on these matters.

The aim of this report is to provide Parliament and the wider public with a summary of substantive matters raised in the feedback received in response to the SES1 and AP1 ES consultation.

## 1.3 The Independent Assessor

The Examiners required the Independent Assessor to demonstrate that its staff had the knowledge and skills to assess the subject matter of the responses and produce a summary to assist both Houses of Parliament in their consideration of the High Speed Rail (Crewe - Manchester) Bill. The Examiners also required that the Independent Assessor and the staff working on this project had no vested interest in the HS2 project and that neither the company nor the individuals could reasonably be assumed to be biased in relation to the proposed scheme.

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

## 1.4 Timeline of Assessment

The SES1 and AP1 ES were published on the 6 July 2022 and the Secretary of State for Transport set a deadline for the receipt of comments by 23:45 on the 1 September 2022. The Examiners set a timeline for the production of this report taking into account the final volume, size, complexity and the time required to adequately analyse each of the responses received. It was agreed with the Independent Assessor that this report would be submitted to Parliament on the 26 October 2022.

## 1.5 Methodology

### 1.5.1 Submission and Collection of Responses

Responses to the consultation on SES1 and AP1 ES were submitted to the DfT under the requirements of the Standing Order with no involvement from the Independent Assessor. The consultation itself and the process for submitting comments was designed by HS2 Ltd working with the DfT.

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

- Part One: Your information
  - collected basic information on the respondent
- Part Two: High Speed Rail (Crewe – Manchester) Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement Consultation
  - Question 1 invited comments on the Non-Technical Summary (NTS) to the SES1 and AP1 ES;
  - Question 2 invited comments on Volume 1: Introduction and methodology;
  - Question 3 invited comments on Volume 2: Community Area (CA) reports and map books;

- Question 4 invited comments on Volume 3: Route-wide effects; and
- Question 5 invited comments on Volume 5: Technical appendices and map books.
- Part Three: Submitting your response
  - detailed the different methods for response submission, including a postal address, web address for online responses and an email address via which electronic submissions could be made.

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

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

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

### 1.5.2 Analysis of Responses

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

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

The spreadsheets within the workbook enabled the team to log each of the responses to the consultation to compile the statistical data. The team identified and recorded the types of response (such as private individual or stakeholder organisation), and the substantive matters raised in each response. These matters raised were categorised against a series of themes based on environmental topics contained in the SES1 and AP1 ES, the scheme as a whole and those specific to each CA. All responses retained their individual identification numbers throughout the analysis process for traceability and quality assurance.

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

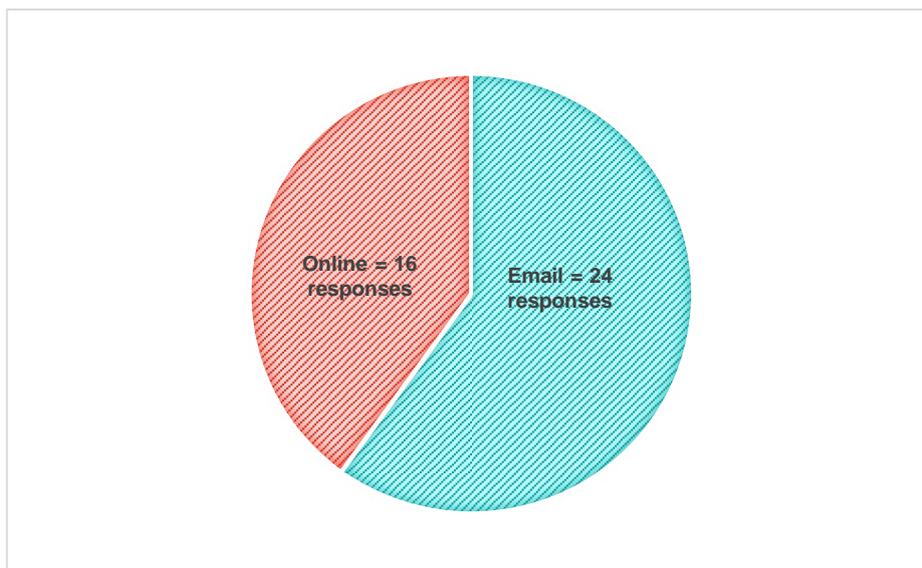
Quality assurance checks were carried out throughout the analysis and reporting to ensure accuracy and constancy in the identification of the matters raised in the responses received. The analysis team also had access to senior specialist within AECOM with expertise in all technical areas of environmental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

### 1.5.3 Response Type and Volume

The total number of responses received by the close of consultation at 23:45 on the 1 September 2022 was 40. Allowance was made for potential delays in the postal system by accepting postal responses up to the 6 September 2022 where they had been date stamped on or before the 1 September 2022.

All of the responses were made available by Ipsos MORI to AECOM (the Independent Assessor) by the 6 September 2022.

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

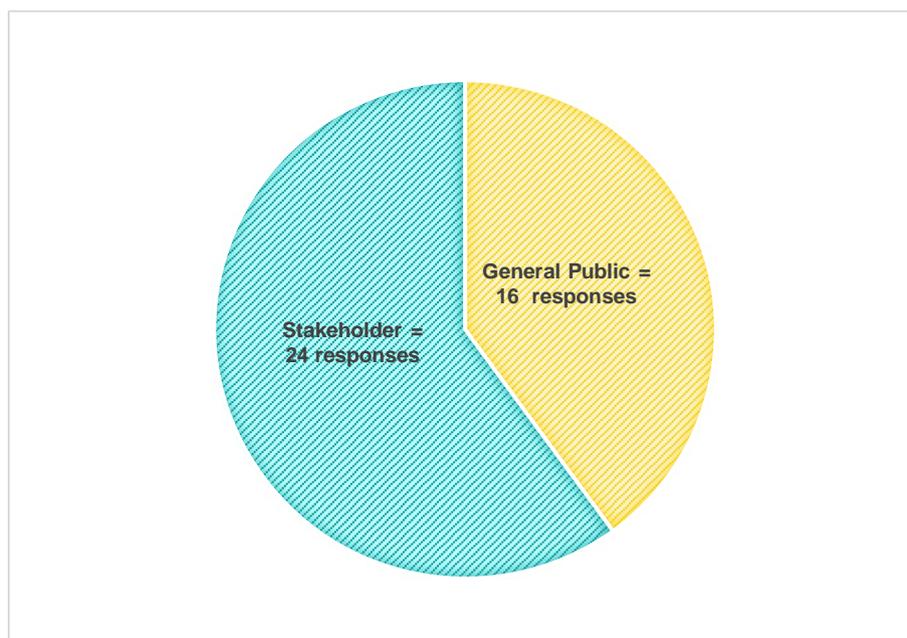


**Graph 1. Response type**

All of the responses received were categorised into two groups:

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

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



**Graph 2. Response category**

#### **1.5.4 Campaign and Late Responses**

No campaign responses and no late responses were received as part of this consultation

#### **1.6 Categories of Matters Raised**

We categorised the matters raised in all of the responses received in relation to a series of themes based on the environmental topics covered in the SES1 and AP1 ES and other common themes related to the scheme as a whole. Where responses included comments related to a number of different environmental topics and themes, all of the matters raised were identified separately.

The environmental topics covered in the SES1 and AP1 ES used as themes to categorise individual comments within the responses received are presented below. These are listed in alphabetical order with examples of matters raised under each theme:

- **Agriculture, forestry and soils:** Loss of agricultural land and effect on farm businesses
- **Air quality:** Dust and air pollution in relation to construction and operation of the proposed scheme
- **Climate change:** Impact of the proposed scheme on global climate and CO<sub>2</sub> emissions
- **Community:** Effects on communities, including commercial and residential property, schools, parks, public footpaths and loss of jobs
- **Ecology and biodiversity:** Loss of ancient woodland and veteran trees. Potential impact on specific habitats, effects on wildlife, and protected species
- **Health:** Impact on mental health and wellbeing, and physical health from construction activity and operation of the railway
- **Historic environment:** Potential impacts on heritage assets such as listed buildings
- **Land quality:** Risk of contamination from construction activity and land stability
- **Landscape and visual assessment:** Visual impact of the proposals on the countryside
- **Socioeconomics:** Viability of the project due to changes in working patterns following the Covid pandemic and ticket prices
- **Sound, noise and vibration:** Increased noise and vibration associated with construction and operation
- **Traffic and transport:** Increased HGV and other traffic on local roads linked to construction and traffic generated by the new railway when operational
- **Waste and material resources:** Generation and disposal of waste from construction
- **Water resources and flood risk assessment:** Likelihood of flooding and impact on surface water features

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

- **Compensation:** Comments relating to compensation for loss of business income
- **Design:** The SES1 and AP1 ES included changes to the proposed design and construction within five of the CAs
- **Environment (general):** Comments about the general impact of the project on the environment
- **Expense:** General comments related to the project cost
- **In favour:** Comments in support of the project
- **Public consultation:** Comments on the content of the SES1 and AP1 ES documentation made available during the consultation, the consultation itself and level of engagement linked to the public consultation
- **Report:** Complexity and perceived inaccuracies in the SES1 and AP1 ES.
- **Sustainability:** Environmental impacts relating to emissions, and not being carbon neutral

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

To enable interested parties to gain an understanding of the matters raised in relation to a specific geographical area we have, where comments could be linked to a specific geographic location, also categorised the matters raised against the relevant CA as defined in the SES1 and AP1 ES (see Figure 1). The results of this analysis are presented in Section 2.4.

## 2. Results

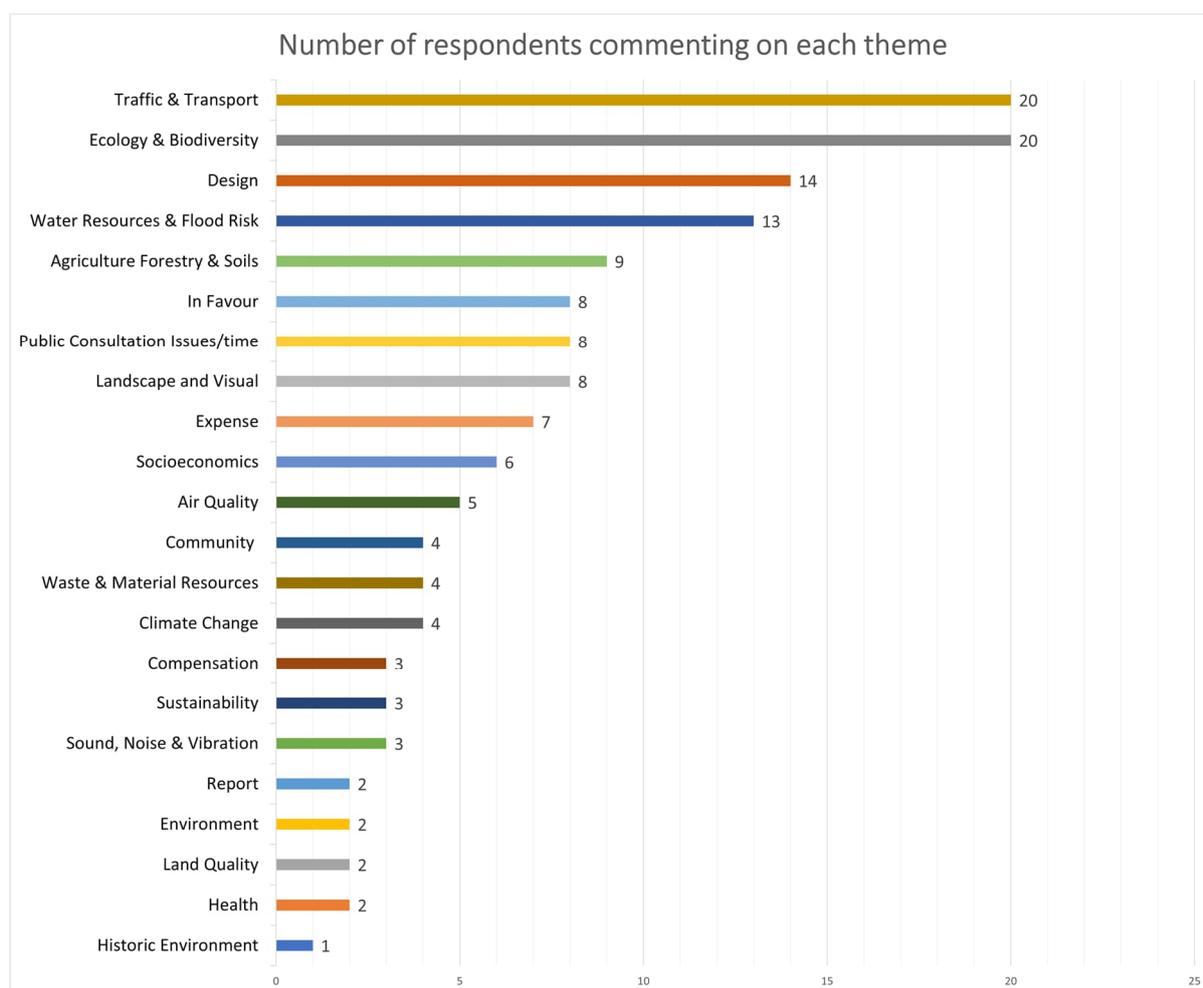
### 2.1 Summary of matters raised by theme

This section of the report provides a summary of the matters raised by all respondents to the SES1 and AP1 ES consultation. The results are presented under a series of themes. These themes are based on the environmental topic areas contained in the SES1 and AP1 ES and a number of further scheme-wide themes identified during the analysis of the responses.

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

This section of the report is designed to provide a summary of the feedback received, identifying the main matters raised and the relative number of respondents who raised this matter to enable comparison. It does not provide any technical evaluation of the matters raised in relation to the information presented in the SES1 or AP1 ES.

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



Graph 3. Number of respondents commenting on each theme

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

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

- ‘a few’ has been used to refer to 2 – 5 respondents;
- ‘some’ to refer to 6 – 10 respondents;
- ‘several’ to refer to 11 or more respondents.

For each of the themes linked to the environmental topics in the SES1 and AP1 ES and the scheme design a graph has been included to illustrate the number of responses containing comments related to that theme which can be linked to a specific CA. For the remainder of the additional themes the comments have not been quantified by CA as the majority of the matters raised related to the proposed scheme as a whole.

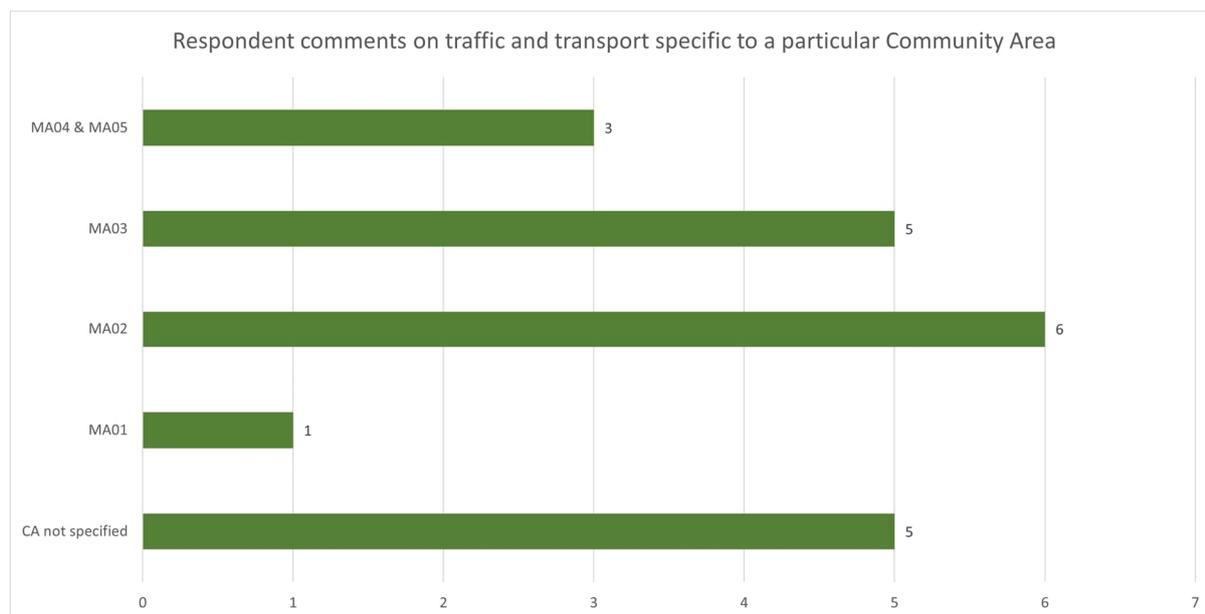
These summaries are designed to provide an overview of main points raised by respondents related to a specific theme, they do not provide comment on or include reference to every matter raised in the responses received. They do however identify particular geographical features, issues and concerns that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

## 2.2 Environmental topics covered in the SES1 and AP1 ES

This section of the report provides a summary of the matters raised in responses categorised by themes linked to the environmental topics covered in the SES1 and AP1 ES. The results are presented in rank order with the topics receiving the most comments first.

### 2.2.1 Traffic and Transport

A total of 20 respondents raise comments related to traffic and transport largely relating to impacts of traffic generated by the construction of the proposed scheme. Graph 4 below shows the distribution of these comments where they could be attributed to a specific CA.



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

The majority of the respondents express concern about construction traffic impacts on various routes, including but not limited to, the M56 and M6 motorways, Crewe tunnel, A559 Manchester Road, A54 Middlewich Road, Station Road, Griffiths Road, B5160, Ashley Road and Pennys Lane.

***“Increased traffic will have a significant effect on the A559 Hall Lane/ A559 Manchester Road traffic signals. We do not understand why Station Road has been selected as an HGV construction traffic route, not only is Birches Lane / Lostock Hollow unsuitable for HGVs, but Station Road is a residential road with Lostock Tiny Tots preschool, a Church Hall providing toddler groups and community café events and the St. Johns Church.”***

**Lostock Gralam Parish Council**

***“Visitor journey’s to/from Tatton Park will be impacted, possibly impacting the ability for Tatton Park to host events, the income from which funds the conservation of this special place.”***

**National Trust (referring to construction traffic impacts on Ashley Road)**

***“HS2 Ltd has not demonstrated that it has considered significant effects in areas which were not previously predicted to but are now forecast to experience traffic increases.”***

**Greater Manchester Combined Authority**

A few respondents express concern in terms of the adequacy of mitigation measures proposed to reduce the effects of construction traffic linked to the scheme and request these to be reconsidered.

***“The Council does not believe the AP1 and SES1 provide adequate mitigation against ... the disruption and impact to the local transport network during its construction, with the revised SES1 transport assessment showing, on balance, a worsened position for Cheshire East. ”***

**Cheshire East Borough Council**

A few respondents request further assessment of construction traffic impacts, particularly in relation to works at Crewe Tunnel and Ashley Road.

A few respondents request further details related to the analysis of traffic impacts linked to the proposed scheme. This includes information on traffic modelling and junction analysis completed for the proposed scheme, management of temporary junction layouts, intended sources of new material following removal of the borrow pit at Byley and amendments to changes on the local road network in the Warburton area.

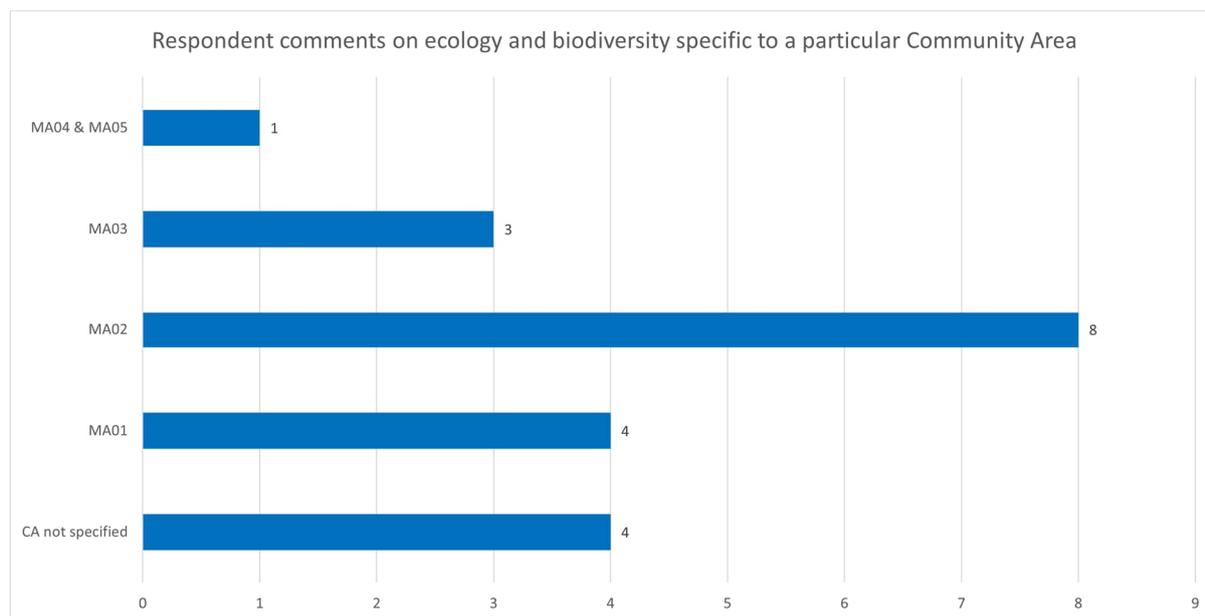
National Highways raise concern that locations close to the borders of the identified Community Areas have not been included in the assessment and require mitigation of potential traffic impacts in the Strategic Road Network.

The ramp proposed at Clive Green Lane Bridge is mentioned by a few respondents. Inland Waterways Association request that the ramp is redesigned to provide better access for non-disabled walkers. Canal & River Trust recommend that the ramp should be connected to a public right of way to increase use of the ramped access and towpath as a sustainable transport route. They propose a chicane be installed to slow cyclists joining the proposed towpath.

National Highways suggest that an alternative approach is taken to the proposed AP1 M6 speed reduction. They comment that a single span structure would remove the need to widen the central reserve. Culcheth and District Rail Action Group raise the concern that the viaduct crossing Hollins Green will be vulnerable to high winds.

### 2.2.2 Ecology and Biodiversity

A total of 20 respondents include comments related to ecology and biodiversity. Graph 5 below shows the distribution of these comments where they could be attributed to a specific CA.



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

The majority of comments categorised against this theme raise concerns about the potential impacts of the proposed scheme on wildlife habitats and the natural environment. Particular species mentioned in the responses received are bats and rare newts. Impacts to Sandbach Flashes Site of Special Scientific Interest (SSSI), Holcroft Moss SSSI, Cheshire Wildlife Trust’s nature reserve, Tabley Wood Planted Ancient Woodland Sites (PAWS), Arley and Waterless Brook Corridor Local Wildlife Site (LWS), Silver Lane LWS, Hoo Green area and the fishing pond near Kenyon Lane, Lowton are all specifically identified. One respondent requests that habitats outside of SSSI designation be considered and surveyed.

A few respondents raise concern about the loss of ancient trees and highlight the importance of protecting woodlands.

***"Every effort should be made to avoid the loss of ancient woodland or potential ancient woodland irrespective of whether it features in the Ancient Woodland Inventory."***

**Natural England**

One respondent recommends further investigations to identify potential impacts on ancient woodlands and requests that any trees that have to be removed should be replaced with those of a similar species and stature. A few respondents express concern that the proposed access ramp at Clive Green Lane will disrupt the wildlife habitat of the existing hedgerow.

The Environment Agency suggest that HS2 Ltd should engage with them and their partners to ensure the scheme meets a target of 10% biodiversity net gain.

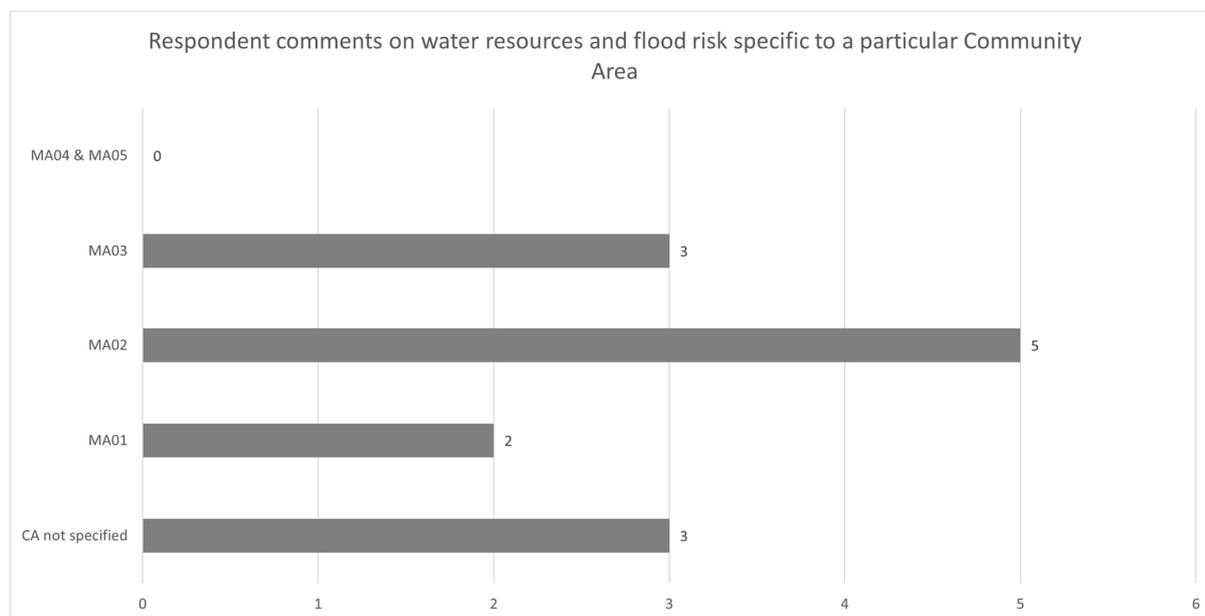
Cheshire East Borough Council express the view that proposed changes do not appropriately address the impacts of the scheme.

***"The Council does not believe the AP1 and SES1 provide adequate mitigation against the environmental, landscape or ecological impacts of the AP1 Revised Scheme"***

**Cheshire East Borough Council**

### 2.2.3 Water Resources and Flood risk

A total of 13 respondents raise matters related to water resources and flood risk. Graph 6 below shows the distribution of these comments where they could be attributed to a specific CA.



**Graph 6. Respondent comments on water resources and flood risk specific to a particular Community Area**

A few respondents express concern about potential impacts to water sensitive habitats, such as the Sandbach Flashes SSSI and to hydrogeology and groundwater sources during construction, and as a result of the design of the proposed scheme.

***“some habitats are water sensitive and susceptible to adverse impacts with regards to water management (particularly ancient woodlands and wet woodlands) and request that HS2 takes this into consideration during design and construction of the scheme”***

**Forestry Commission England**

A few respondents request further information and clarification of drainage proposals, additional surveys and hydraulic analysis. A few respondents express concern about potential impacts to effluent routes and clean water mains during proposed works. One respondent raises concern about potential impacts associated with design proposals; requesting that the new water course proposed along the A54 Middlewich Road be piped to reduce land take.

A few respondents express concern about the potential increased risk from flooding caused by the construction of the proposed scheme.

***“The additional provision for surface water drainage must be sufficiently robust to ensure there are no consequential implications on future flood risk management.”***

**Cheshire West and Chester Council**

The Environment Agency comment on the potential adverse effects on glacial tills as a result of the highway discharges from realignment of the M6 and A54 Middlewich Road. They suggest pollution prevention techniques as part of the drainage system to mitigate the impacts.

United Utilities Water Limited express concern that the proposed surface water connections to public sewers are not in line with current policy and, in some locations, connections to wastewater catchments are disproportionately sized compared to proposed flows.

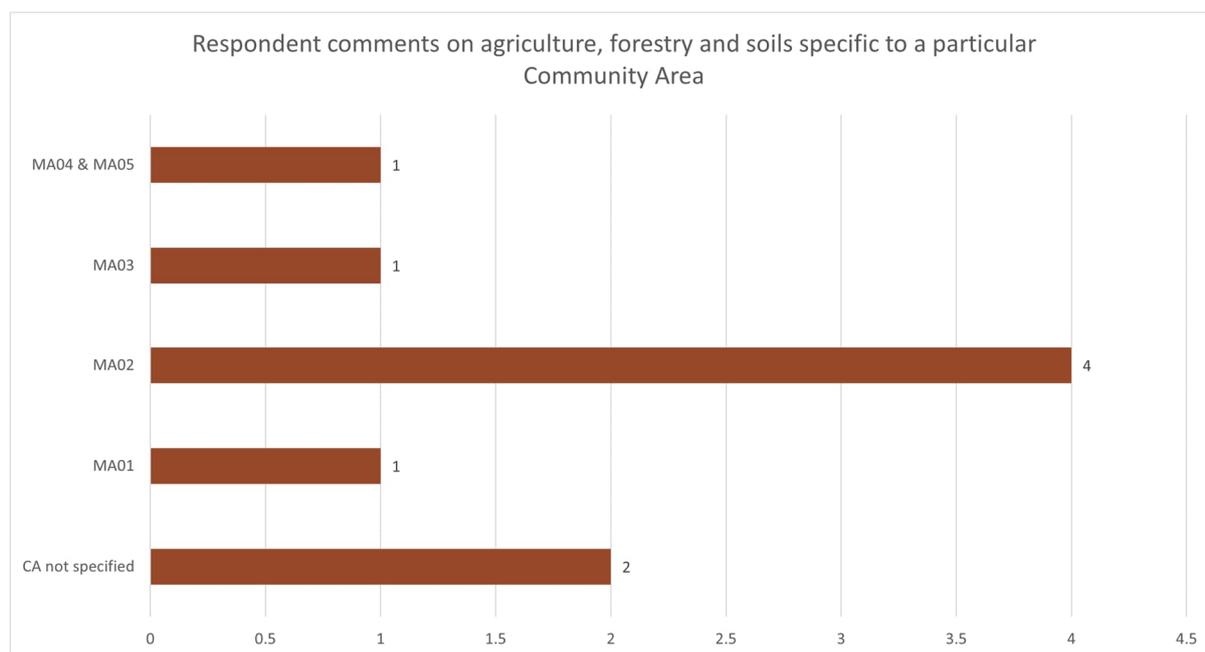
**"We are very concerned at the intention to request the connection of surface water to the public sewer at some locations. This is at odds with wider government policy on sustainable surface water management and the Environment Act 2021 which places a clear obligation on sewerage undertakers in England to secure a progressive reduction in the adverse impacts of discharges from storm overflows to reduce the impacts on the environment and public health."**

**United Utilities Water Limited**

The Canal and River Trust express concern for the integrity of the canal and culvert at Clive Green Lane during the proposed works. They request that **"consent is obtained for any discharge to the canal, to protect the canal from flooding, structural damage, environmental degradation and to ensure navigational safety."**

### 2.2.4 Agriculture, Forestry and Soils

A total of nine respondents make comments related to agriculture forestry and soils. Graph 7 below shows the distribution of these comments where they could be attributed to a specific CA.



**Graph 7. Respondent comments on agriculture, forestry and soils specific to a particular Community Area**

The majority of comments categorised against this theme raise concern about the potential impact of the proposed scheme on agricultural land and farm businesses, for example from land take.

**"The proposed land take and change of condition after construction is excessive and detrimental to the farming business of [name redacted] Farm."**

**Member of Public**

One respondent comments that they believe that the potential impacts on commercial forestry activities have been overlooked and requests further investigation.

A few respondents identify specific areas where they believe changes to the design are required to reduce impacts on agricultural land.

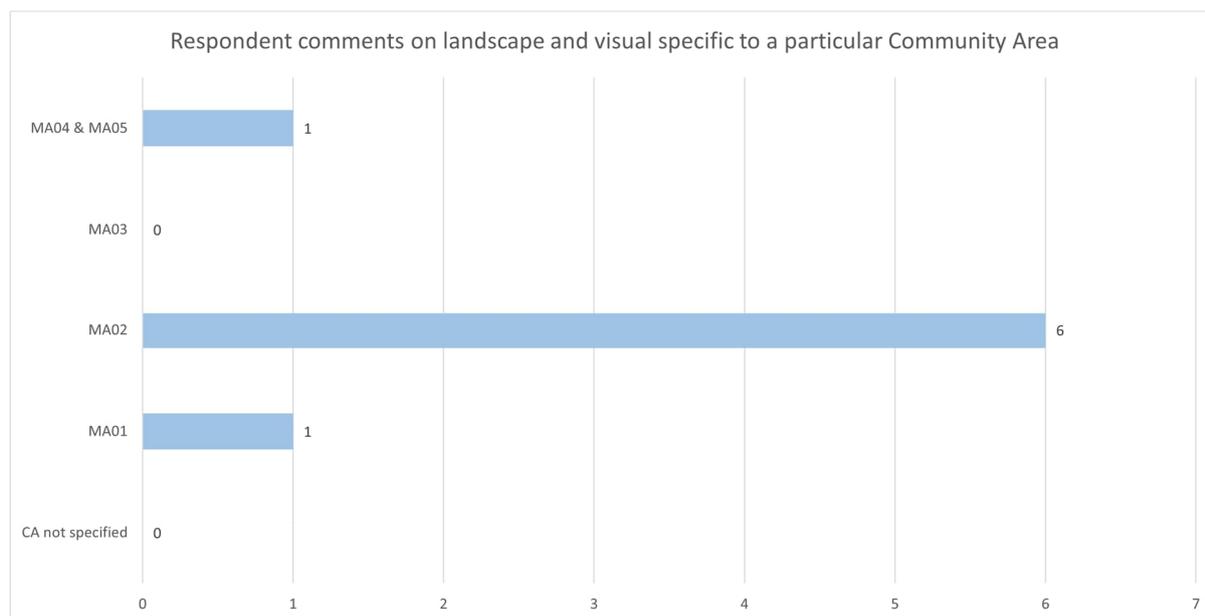
**"Reducing the steepness of the embankment, increases the permanent land take of good agricultural land."**

**Member of Public**

*Note: Comments related to ancient woodlands and veteran trees have been considered under the Ecology and Biodiversity heading (see 0).*

### 2.2.5 Landscape and Visual

A total of eight respondents raise matters related to the visual impact and effect on the landscape of the proposed scheme. Graph 8 below shows the distribution of these comments where they could be attributed to a specific CA.



**Graph 8. Respondent comments on landscape and visual effects specific to a particular Community Area**

The majority of comments categorised under this theme are related to concern about impacts of the proposed scheme on the character and appearance of the landscape in specific locations. Most comments refer to the likely impact of specific design features such as viaducts, embankments and bridges. For example, concern about the visual impacts associated with the viaduct over the Manchester Ship Canal; and impacts associated with bridges over the Bridgewater canal, the M62 and other roads.

One respondent questions whether the visual impact of the scheme would be reduced by replacing the embankments between Gadbrook and Lostock Gralam with one viaduct.

One respondent praises the removal of the Golborne Link for reducing visual impacts, but requests that the Clive Green Lane access ramp be positioned behind the existing hedge to further mitigate visual impacts.

***“This will reduce the visual impact of the new ramp construction on the historic canal corridor”***

#### **Inland Waterways Association**

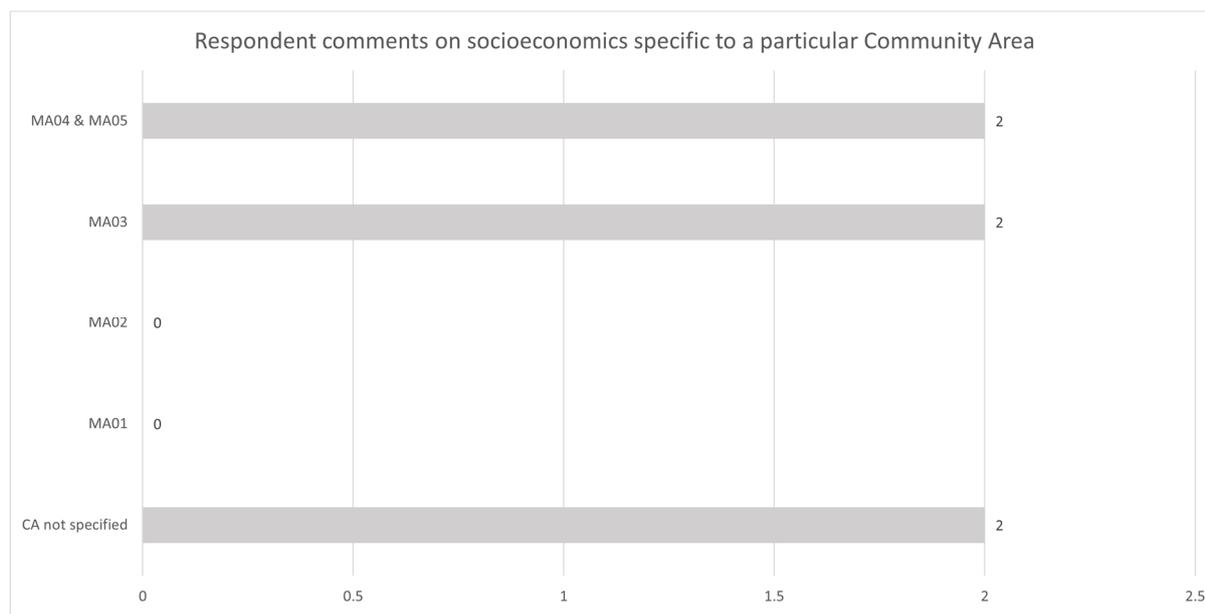
One respondent states that any street trees removed as a result of junction modification should be replaced in close proximity to those removed in order to retain local character.

United Utilities Water Limited request that HS2 Ltd comply with United Utilities’ Standard Conditions for Works Adjacent to Pipelines document, for any planting adjacent to their services. They suggest that protection measures or diversion works may be required during landscape mitigation planting proposed west of Wimboldsley Community Primary School.

Cheshire West and Chester Council express concern about borrow pits and request further details to assess the phasing and effectiveness of screening proposals, with reference to the potential landscape and visual impacts.

## 2.2.6 Socioeconomics

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



**Graph 9. Respondent comments on socioeconomic effects specific to a particular Community Area**

The majority of respondents whose comments are categorised against this theme express the view that local businesses will be negatively impacted. For example, concern that construction of the proposed scheme will cause disruption to traffic and consequently local businesses and employment.

***“It has been estimated that the disruption of a single road feeding Culcheth will result in the loss of 68 jobs in local Culcheth shops and other businesses.”***

**Culcheth and District Rail Action Group**

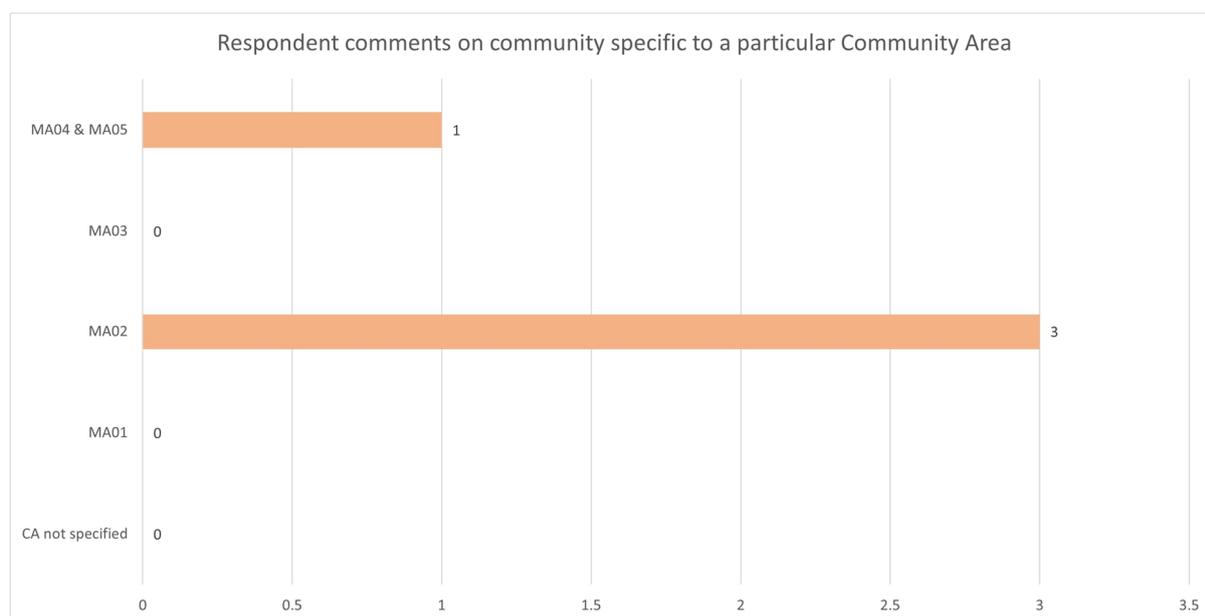
A few respondents identify the loss of agricultural land and the socioeconomic implication of this on the rural economy in terms of food production and rural jobs. One respondent recognises the economic opportunities the scheme will bring to the local area.

***“MCC believes that Manchester Piccadilly and Manchester International Airport are the optimum locations for HS2 and NPR stations and welcomes the opportunity to work with HS2 and partners to develop these plans to ensure they are fully integrated in our wider aspirations for the city centre, airport area and to capitalise on the economic stimulus of the airport and its growth.”***

**Manchester City Council**

## 2.2.7 Community

A total of four respondents raise matters related to potential impacts on communities in their feedback to the consultation. Graph 10 below shows the distribution of these comments where they could be attributed to a specific CA.



**Graph 10. Respondent comments on community impacts specific to a particular Community Area**

The majority of respondents raise concern about the potential impact of the scheme on communities. This includes the impacts on accessibility, connectivity and of the effects of physical separation of communities caused by the proposed scheme.

***“AP1 has not addressed the community severance that the Proposed Scheme will have on the community of Lostock Green”.***

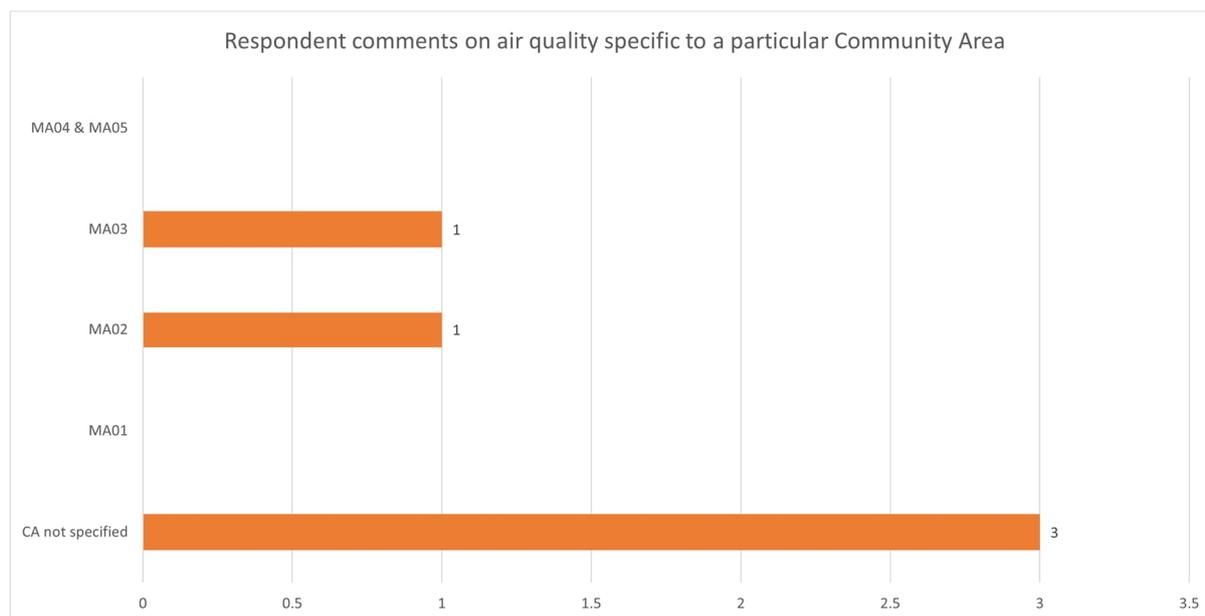
**Cheshire West and Chester Council**

One respondent expresses concern about the scheme severing local communities and requests that all existing walking and cycling routes are protected. They also raise concern about the potential overestimation of the demand for minerals, which may result in unnecessary development of borrow pits and the associated impact of these on local communities.

One respondent comments on the community severance impacts of the new trainline, highlighting that residents’ journey times will be extended and, in their view, local roads being made less safe for the community.

## 2.2.8 Air Quality

A total of five respondents raise matters related to air quality. Graph 11 below shows the distribution of all these comments where they could be attributed to a specific CA.



**Graph 11. Respondent comments on air quality specific to a particular Community Area**

The majority of comments categorised against this theme are related to concerns about the negative impacts of the proposed scheme on local air quality.

One respondent comments on the size of the planned material stockpiles in MA02, suggesting that these, coupled with the prevailing winds, would result in increased levels of dust that could impact on local air quality.

One respondent expresses concern about the detrimental effect on air quality, due to the impact on green belt. A few respondents express concern about the selection of receptors included in the assessment and requested that the Institute of Air Quality Management's Screening Criteria is adopted, predicted impacts are reassessed and that appropriate mitigation measures provided.

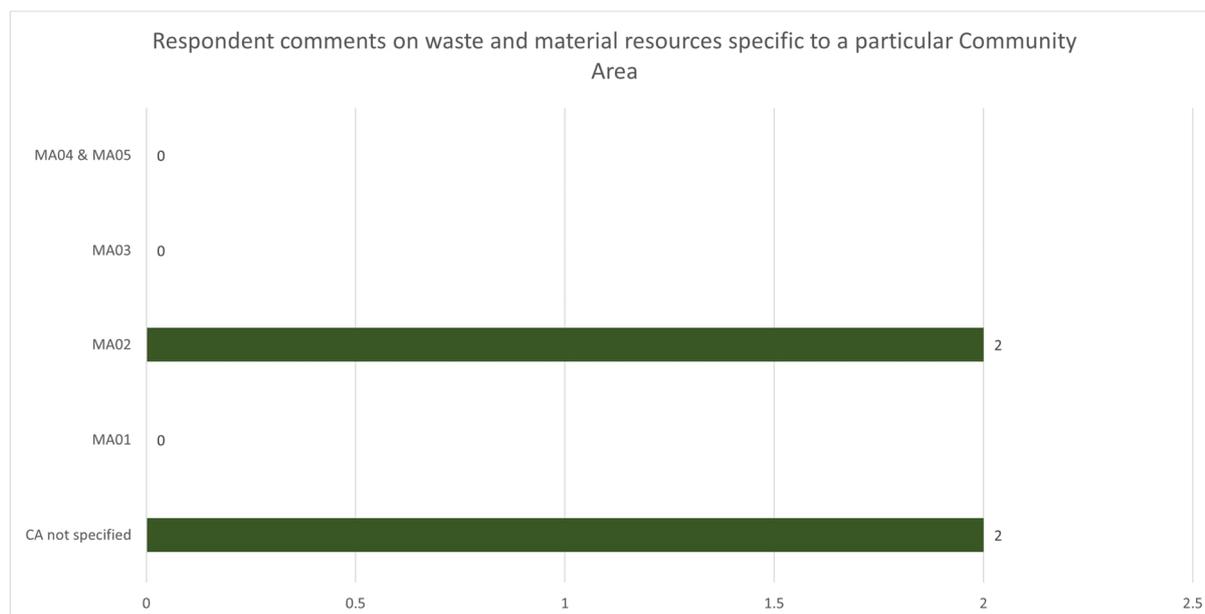
A few respondents express concern that the removal of the connection to the West Coast Mainline (WCML) would cause detrimental air quality impacts.

***“it should be made clear if the loss of the WCML route and consequent modal shift changes would result in increases in car passengers and aviation emissions and consequently in potential significant effects on the targeted carbon budgets within G M (Greater Manchester) administrative areas”.***

**Manchester City Council**

## 2.2.9 Waste and Material Resources

A total of four respondents raise comments related to waste and material resources. Graph 12 below shows the distribution of these comments where they could be attributed to a specific CA.



**Graph 12. Respondent comments on waste and material resources specific to a particular Community Area**

A few respondents request further information about the quarries proposed to support construction of the proposed scheme as well as the mitigation measures proposed to reduce the impact of the use of these facilities.

***"HS2 Ltd should be required to state which travel routes and modes of transport they will use to transfer the material to MA02 and then undertake appropriate assessments."***

### **Transport for Greater Manchester on behalf of Greater Manchester Combined Authority**

The Environment Agency request information on the number of local placement sites, for waste requiring off-site disposal proposed as part of the scheme. It also sets out waste requirements the proposed scheme must adhere to.

***"Waste will be subject to the appropriate regulatory controls, and cannot be placed or reused as a non-waste unless it is classed a suitable material and meets the requirements of Definition of Waste: Code of Practice (DoWCoP)."***

**Environment Agency**

Cheshire West and Chester Council raise concern about the quantity of inert waste arising from proposed changes to the scheme that will require disposal to landfill and the decrease in opportunities to reuse excavated material. They suggest that off-site disposal may result in significant adverse impacts, that are not highlighted in the main ES, including major implications for all North West authorities for lost landfill capacity and difficulty replacing this capacity. They request amending the SES to take this into account.

***"Alternative methods of reuse, processing or disposal should be considered to accord with the waste hierarchy and prevent the impact on landfill sites in the North West."***

**Cheshire West and Chester Council**

Cheshire West and Chester Council request ground investigations be undertaken at all borrow pits to assess the volume, type and quality of material to be extracted. They request quarries in the Cheshire area are considered for provision of required materials and alternative methods of treatment or disposal to be reconsidered.

Cheshire West and Chester Council express further concern that the landfill void space capacity data from the Environment Agency is provided in cubic metres, whereas the table within the report provides landfill void capacity

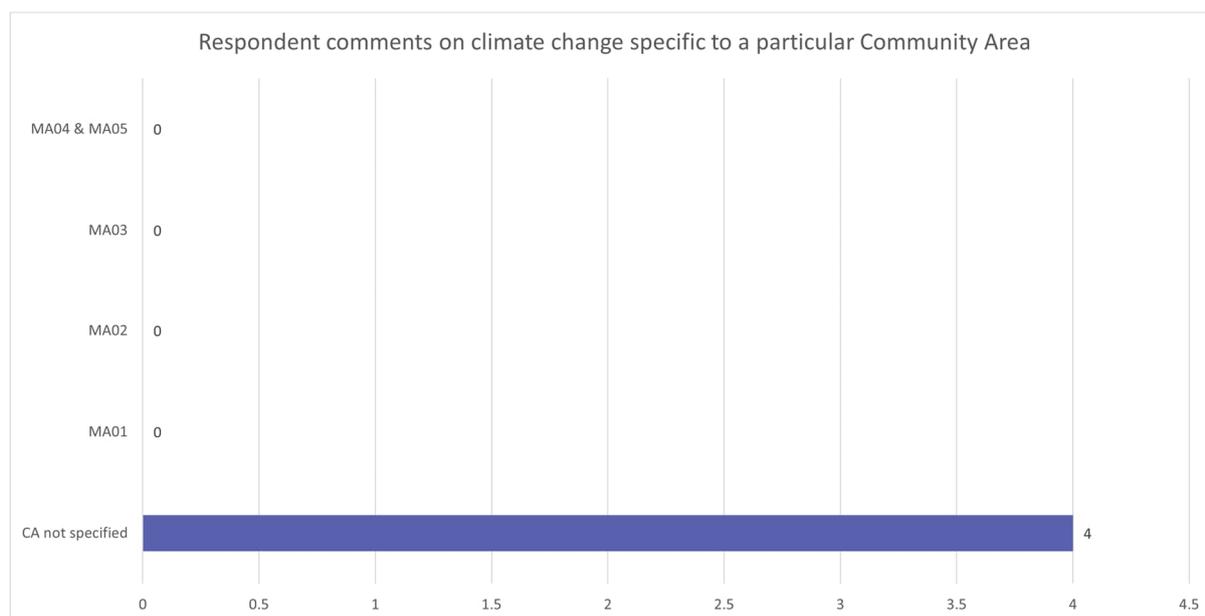
in tonnes. The conversion factors differ dependent on waste type, however no conversion factors have been provided to give reassurance that the correct capacity has been quoted.

***"The impact of this loss should be reassessed, and the SES should be amended to identify a 'high adverse' impact, which would take account of the impact on lost capacity and the difficulty replacing this capacity. The plans should also be revisited to identify additional opportunities for reductions in waste generation and increased re-use rather than disposal to landfill."***

**Cheshire West and Chester Council (referring to the loss of inert waste landfill capacity)**

### 2.2.10 Climate Change

A total of four respondents raise climate change as a theme of concern. Graph 13 below shows the distribution of these comments where they could be attributed to a specific CA.



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

A few respondents raise concerns about the loss of the connection to the West Coast Mainline (WCML) resulting in increased car and aviation emissions in the Greater Manchester area.

One respondent recommends that where any trees are replanted, the replacement species should be chosen with climate in mind.

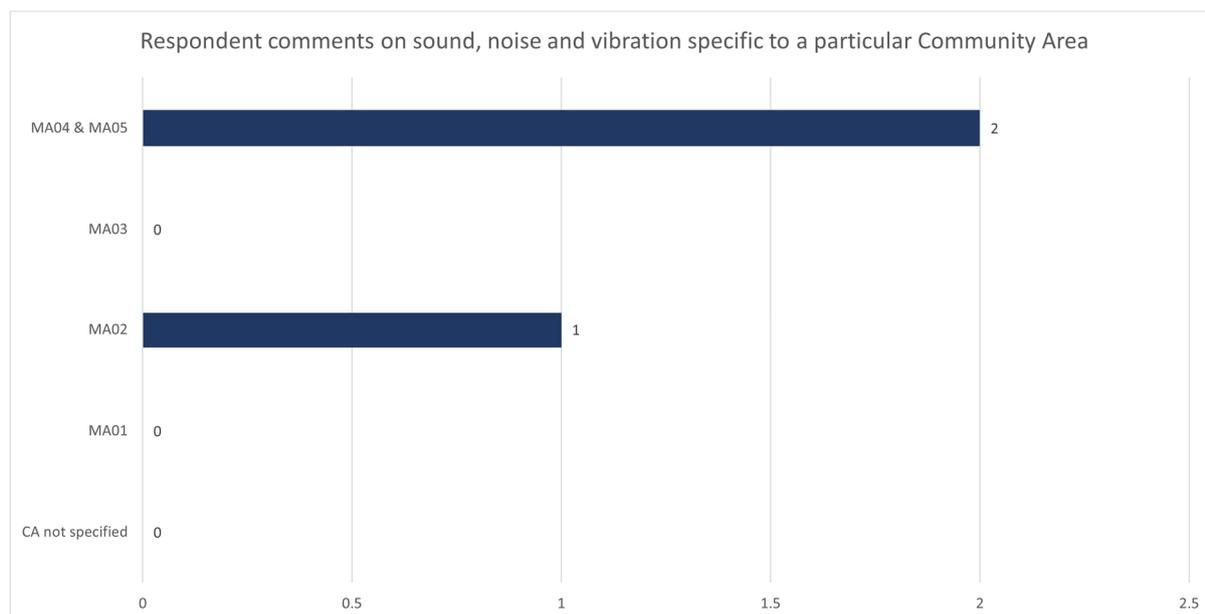
The Environment Agency notes the anticipated reduction in greenhouse gases as a result of AP1, and states its wish to continue to work with HS2 Ltd as both organisations continue towards net zero ambitions.

***"We believe the potential environmental effects that lie within the remit of our organisation have been appropriately assessed at this stage"***

**Environment Agency**

### 2.2.11 Sound, Noise and Vibration

A total of three respondents raise matters related to sound, noise and vibration as a theme of concern. Graph 14 below shows the distribution of these comments where they could be attributed to a specific CA.



**Graph 14. Respondent comments on sound, noise and vibration specific to a particular Community Area**

Lostock Gralam Parish Council express concern about changes to the sound, noise and vibration assessment results and the effects of the proposed scheme on Lostock Tiny Tots preschool, Lostock Lodge Care Home, Salary Row, Broseley Way and Harris Road residents. They also express concern that there may be additional noise impacts from the proposed rail expansion device at the Smoker Brook viaduct.

***“The Lostock Gralam Parish Council is concerned about the changes to the sound, noise and vibration assessment results of new construction traffic noise effects on properties in the vicinity of the A556.”***

**Lostock Gralam Parish Council**

Culcheth and District Rail Action Group criticise the proposed mitigation measures to reduce potential noise impacts on sensitive receptors at Culcheth Linear Park and Kenyon Lane.

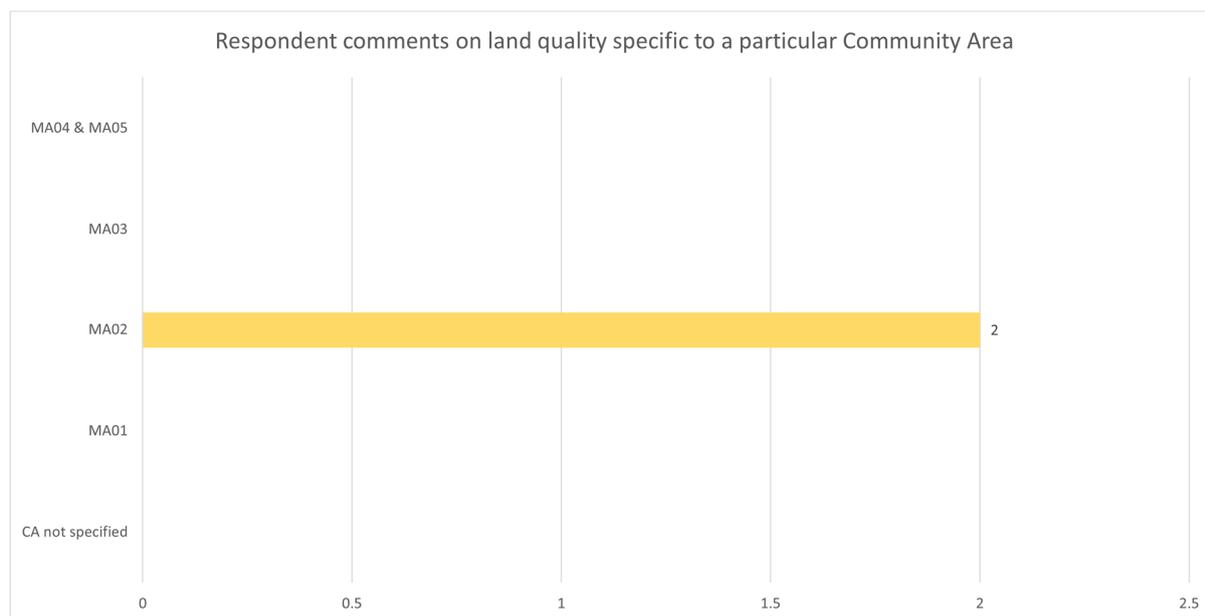
***“Even the parts in cuttings will still cause significant noise as the cuttings are not deep enough to screen the trains completely.”***

**Culcheth and District Rail Action Group**

Greater Manchester Combined Authority raise concern that amendments have resulted in increases in road traffic in Greater Manchester subsequently increasing noise impacts. The Authority request ***“appropriate assessment of the effects of increases in operational traffic noise within or close to Greater Manchester”***.

### 2.2.12 Land Quality

A total of two respondents raise matters related to land quality. Graph 15 below shows the distribution of these comments where they could be attributed to a specific CA.



**Graph 15. Respondent comments on land quality specific to a particular Community Area**

One respondent comments on the need to preserve the integrity of slurry lagoons.

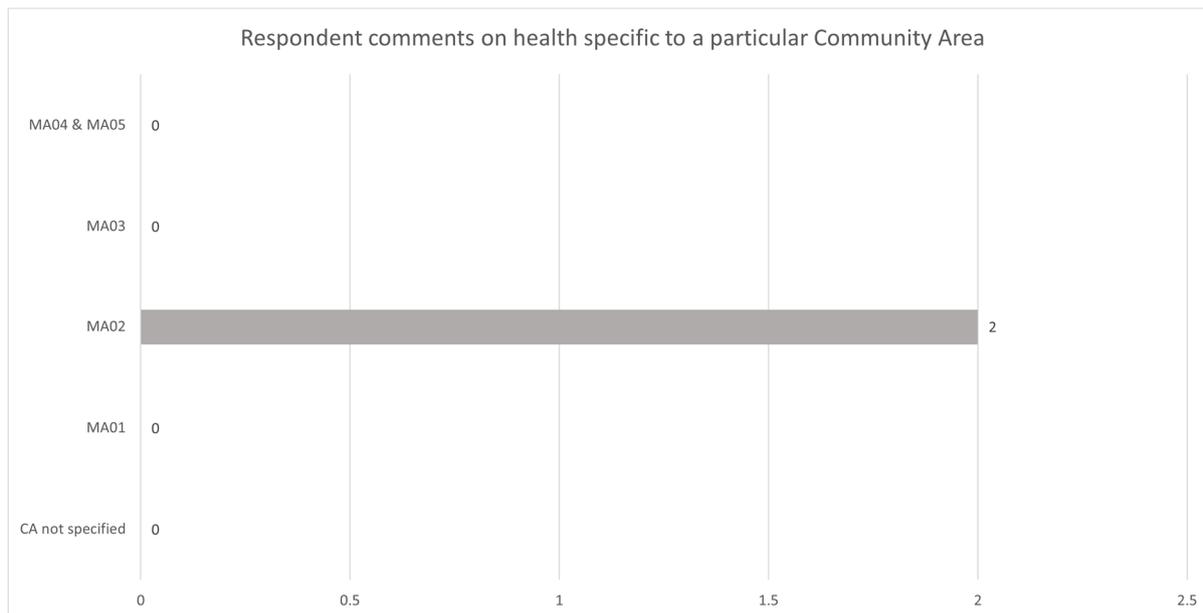
Cheshire West and Chester Council, raise concern about the impacts on mineral supply and safeguarding, with reference to the proposed borrow pits.

***"Insufficient research and background information has been provided to show that the proposed scheme will minimise impacts on mineral supply and safeguarding "***

**Cheshire West and Chester Council**

### 2.2.13 Health

A total of two respondents raise matters related to the impact of the proposed scheme on human health. Graph 16 below shows the distribution of these comments where they could be attributed to a specific CA.



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

One respondent comments on the dust from temporary material stockpiles during construction, raising concern for the health and wellbeing of local people and farm animals.

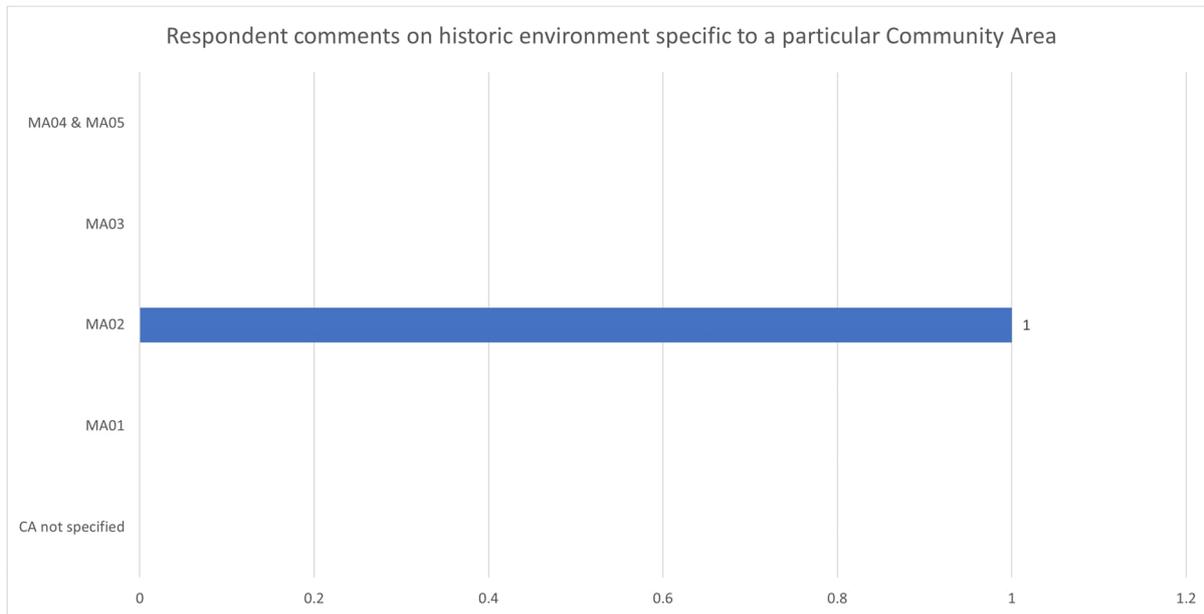
The Canal & River Trust, highlight a potential health and safety risk at the new Clive Green Lane access ramp.

***"Users may seek informal shortcuts to access the towpath, which could threaten users' safety"***

**Canal & River Trust**

### 2.2.14 Historic Environment

One respondent makes a comment related to the potential impact on the historic environment in MA02, as illustrated in Graph 17 below.



**Graph 17. Respondent comments on historic environment specific to a particular Community Area**

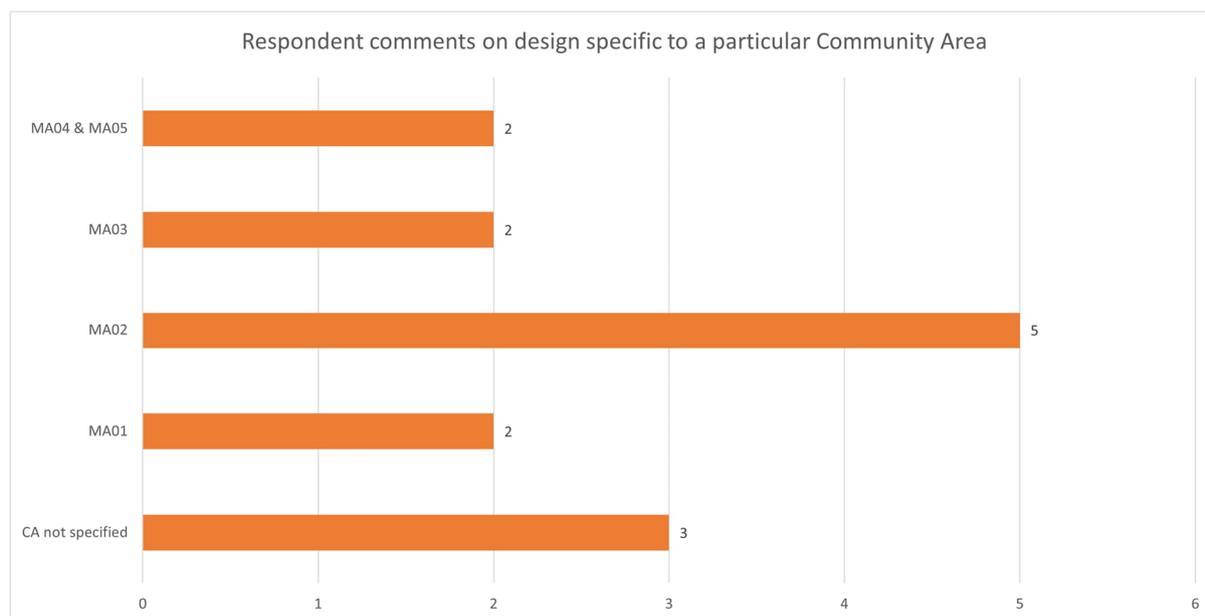
The Inland Waterways Association comment on the value of the historic canal corridor and highlight their concern about the ramp construction at Clive Green Lane Bridge negatively impacting this.

## 2.3 Themes not covered in the Environmental Statement

This section of the report provides a summary of the matters raised in responses that are not directly related to the environmental topics covered in the SES1 and AP1 ES. These comments have been categorised against a series scheme-wide themes and as such comments have not been linked to specific geographical areas. The results are presented in rank order with the themes receiving most comments first.

### 2.3.1 Design

A total of 14 respondents make comments related to design and construction of the proposed scheme. Graph 18 below shows the distribution of these comments where they could be attributed to a specific CA.



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

The majority of respondents whose comments are categorised against this theme express the view that the design and/or construction of the proposed scheme needs to be improved.

***"The disruption this would cause to our tram line from Ashton would be catastrophic to say the least when Tameside is trying to grow and plan its future."***

**Member of Public**

Several of the respondents are critical of the proposed design in specific areas and provide alternative design suggestions. For example, a few respondents raise concerns about the design of the Clive Green Lane access ramp and made alternative design suggestions.

***"Retain the existing steps or replace them in a similar position between the towpath and the ramped access to the historic canal bridge".***

**Inland Waterways Association**

A few respondents comment on the need to maintain the operation of the canal and towpath during the construction of the access ramp at Clive Green Lane; and request that the access ramp and towpath are designed in accordance with the Equality Act 2010.

### 2.3.2 In Favour

A total of eight respondents, including both individuals and organisations included statements in favour of the proposed scheme in their responses to the consultation on SES1 and AP1 ES.

A few respondents recognise the long term economic and social benefits, the improvements in passenger journey times, reduction of cars on roads and the associated reduction in greenhouse gas emissions. Citing the benefits associated with the proposed scheme outweigh potential negative impacts.

***“Very well considered and effects are nothing compared to the substantial benefits this will bring to the area”***

**Member of public (commenting on route-wide effects)**

Manchester City Council express their support for the proposed scheme.

***“Fully supports the Government’s intention to progress with the proposed HS2 Phase 2b extension from Crewe to Manchester. We also welcome the Government’s decision to incorporate provision for Northern Powerhouse Rail (NPR) within the designs for the HS2 hybrid Bill”***

**Manchester City Council**

A few respondents support the proposed amendments to the scheme in terms of mitigating construction traffic impacts. These include reducing the duration of the M6 speed limit to 5 months, reducing the number of construction compounds and introducing temporary traffic signals at J18 on the M6.

***“A number of satellite construction compounds were also proposed near to Warburton and Moss Brow. Construction traffic from these would have placed a significant strain on surrounding rural roads, and construction workers were likely to place additional burdens on local services and facilities.”***

**Trafford Council**

A few respondents express their support for the decision to remove the Golborne link and the consideration of alternative connections to serve Scotland in a less disruptive manner.

***“The Trust welcomes the Government’s intention to amend the Bill by the removal of the Golborne Link. This will remove significant landscape and heritage impacts on the Trust’s property at Dunham Massey”***

**Tatton Estate**

### 2.3.3 Public Consultation

A total of eight respondents make comments related to the consultation on the SES1 and AP1 ES.

The majority of comments relate to the level of engagement linked to the public consultation and the information made available during consultation. A few respondents state the consultation process was far too complicated and technical.

A few respondents feel that there was little engagement with relevant stakeholders throughout the ES process and when there was communication, it was poorly organised. They raise the concern that better engagement is required to reduce programme risks and in some situations to manage impacts on stakeholder assets.

***“MPs were not given any opportunity to consider the AP1 proposals, either on their own or, as would be usual, alongside the SES and AP1 ES consultation responses, before AP1 and any petitions against it were referred to a select committee.”***

**Tatton Estate**

***“Failure to work effectively in a joined up, transparent manner will significantly increase –unnecessarily in Trafford Council’s view - cost and programme risk for the HS2 programme.”***

**Trafford Council**

A few respondents comment on what they believe to be incomplete documentation and express the view that not all the areas affected by the proposed scheme had been included. They express concern that sufficient information to inform consultees of significant effects was not made available.

***“HS2 Ltd should be required to provide the necessary assessment results for all affected Community Areas, set aside the current AP1 ES and SES1 consultation and reconsult when adequate information is available, with a new consultation period to enable a consultation response to be made to the AP1 ES and SES1.”***

Transport for Greater Manchester on behalf of Greater Manchester Combined Authority

### 2.3.4 Expense

A total of seven respondents make comments related to the cost of the project. The majority of the respondents express the view that investment in HS2 should instead be directed to upgrading local infrastructure and services.

***“Engineering talent and the current finance saved by cancellation should be redirected to upgrading the east / west Pennine route. Any money left over should be directed to improving the Carlisle / Newcastle route.”***

Member of public

A few respondents consider that the proposed scheme has failed to demonstrate value for money, and that the ticket prices will be unaffordable. Another is concerned about the cost of ongoing consultations associated with the proposed scheme. Golborne Link Action Group criticises the Golborne Spur suggesting it has a poor cost / benefit ratio.

***“the benefit / cost ratio for the Golborne Spur will be in the region of a quarter of that for the network as a whole, and abysmally low.”***

Culcheth, Glazebury and Croft Golborne Link Action Group and CADRAG

A few respondents express the view that the Golborne Spur will not provide a cost-effective approach to enhanced capacity and suggest that an alternative to upgrade the West Coast Main Line north of Crewe would provide greater capacity.

***“The reduction in services limits the extent to which the project will provide any additional benefit when compared against existing rail networks, meaning the value of the project seems to have been diluted. This undermines the business case for HS2 which now appears to have been overstated.”***

Tatton Estate (with reference to the removal of the Golborne Link)

### 2.3.5 Report

A total of two respondents make comments related to the SES1 or AP1 ES Report itself.

One respondent states the report quotes population density figures for the UK, including large areas of Scotland, and expresses concern that this does not accurately represent population density per km<sup>2</sup> for England.

National Highways request that constructional and operational impacts of AP1 are assessed in line with National Highways approved methodology.

***“Though National Highways does not believe that the data presented within the AP1 ES fully demonstrates the level of improvement we would expect this intervention to provide, we are confident this will be fully reflected in due course with HS2 Ltd’s commitment to reassess these impacts using a National Highways approved methodology as agreed.”***

National Highways

### 2.3.6 Compensation

A total of three respondents raise comments related to compensation.

A respondent expresses concern that the proposed scheme will impact their property asset and requests compensation for any damages.

Cheshire West and Chester Council raise the concern that compensation should be provided for Wimboldsley Community Primary School during the construction phase of the proposed scheme due to the potential impacts on the school.

***“The Council seeks an assurance of compensatory revenue funding to the school should pupil numbers fall during the construction phase of the Proposed Scheme and for these locations for borrow pits not to proceed if reasonable and proportionate mitigation measures cannot be provided.”***

**Cheshire West and Chester Council**

Culcheth and District Rail Action Group (CADRAG) raise the concern that high housing prices will limit the ability for people to move elsewhere and subsequently compensation should be provided for those vulnerable to reduction in the value of their property.

### 2.3.7 Sustainability

A total of three respondents raise comments related to sustainability.

The Environment Agency note the decrease in greenhouse gas emissions of the scheme between 2038, the opening year, and 2050, however, comment that there is a greater need to commit to net-zero ambitions.

***“We would be keen to continue to work together with High Speed Two Ltd as our organisations continue to work towards our net zero ambitions.”***

**Environment Agency**

A respondent states that upgrades to local transport infrastructure would have been more sustainable than the development of the scheme. A respondent expresses the view that greenhouse gas emissions are only addressed for changes to the railway and do not include contributions from road users.

***“Although section 13.1 (p94) states that “there will be a decrease in construction [Greenhouse gas (GHG)] emissions and a decrease in operational GHG emissions”, this appears to address the changes to the railway in isolation and does not include the likely net increase in GHG emissions over the long term of more people remaining as road users as a result of the AP1 amendments.”***

**Tatton Estate**

### 2.3.8 Environment (general)

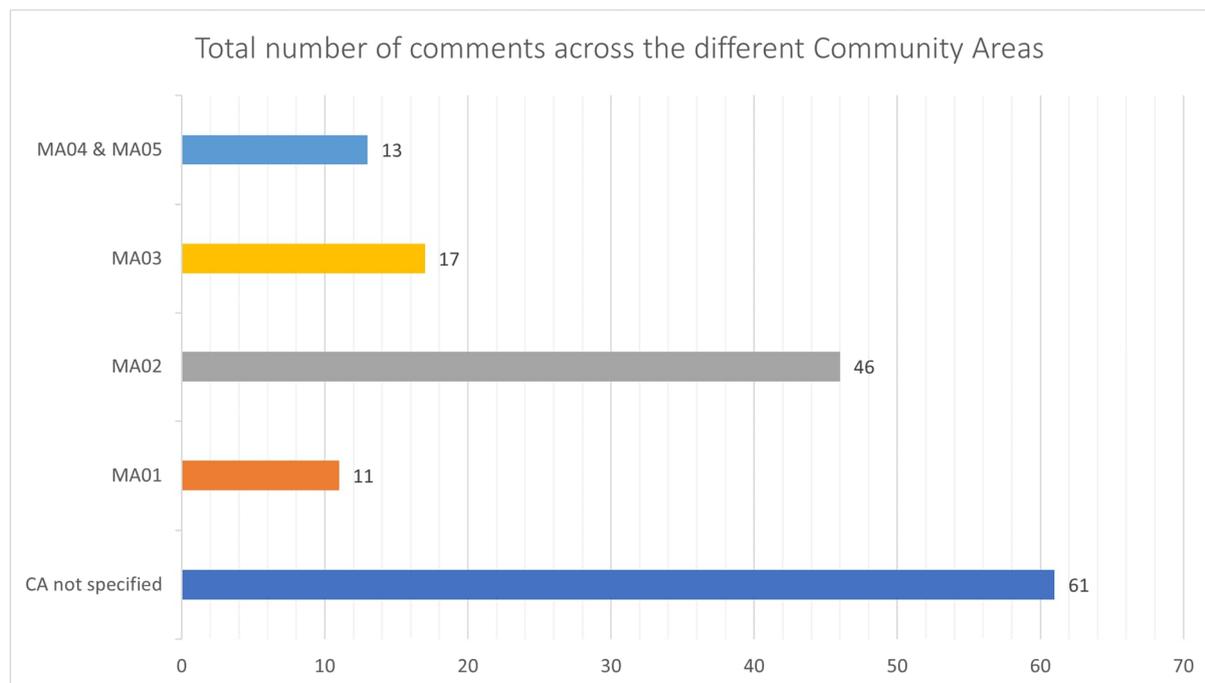
A total of two respondents make a series of general points related to the environment, but not specific to any of the environmental topics covered in the SES1 or AP1 ES.

The respondents raise concern that the proposed scheme would significantly damage the countryside and have detrimental effects on a number of locally environmentally significant areas.

## 2.4 Summary of matters raised by Community Area

This section of the report provides a summary of the matters raised related to the design and the environmental topics in the SES1 and AP1 ES for each of the relevant Community Areas (CAs). Not all responses referred to specific geographical areas but, where possible during the analysis process, individual comments and matters raised were linked to a CA via specific settlements or geographic features referenced in the response.

Graph 19 below illustrates the distribution of comments across the CAs featured in the SES1 and AP1 ES and shows the comments that were not linked to any specific location. The total number of comments is greater than the number of responses because a number of respondents commented on multiple themes.



**Graph 19. Total comments across the different Community Areas featured in the SES1 and AP1 ES**

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

Each CA section includes a statistical summary of the matters raised against each of the identified environmental topics in the SES1 and AP1 ES and those related to the scheme design, and an overview of the main points raised by respondents relevant to each specific geographical area. Quotes have again been used to illustrate a selection of the matters raised but no additional weight is attributed to these views.

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

There are 11 respondent comments about the scheme design and the environmental topics covered in the SES1 and AP1 ES which could be linked to MA01. This section of the proposed scheme passes through Hough to Walley's Green.

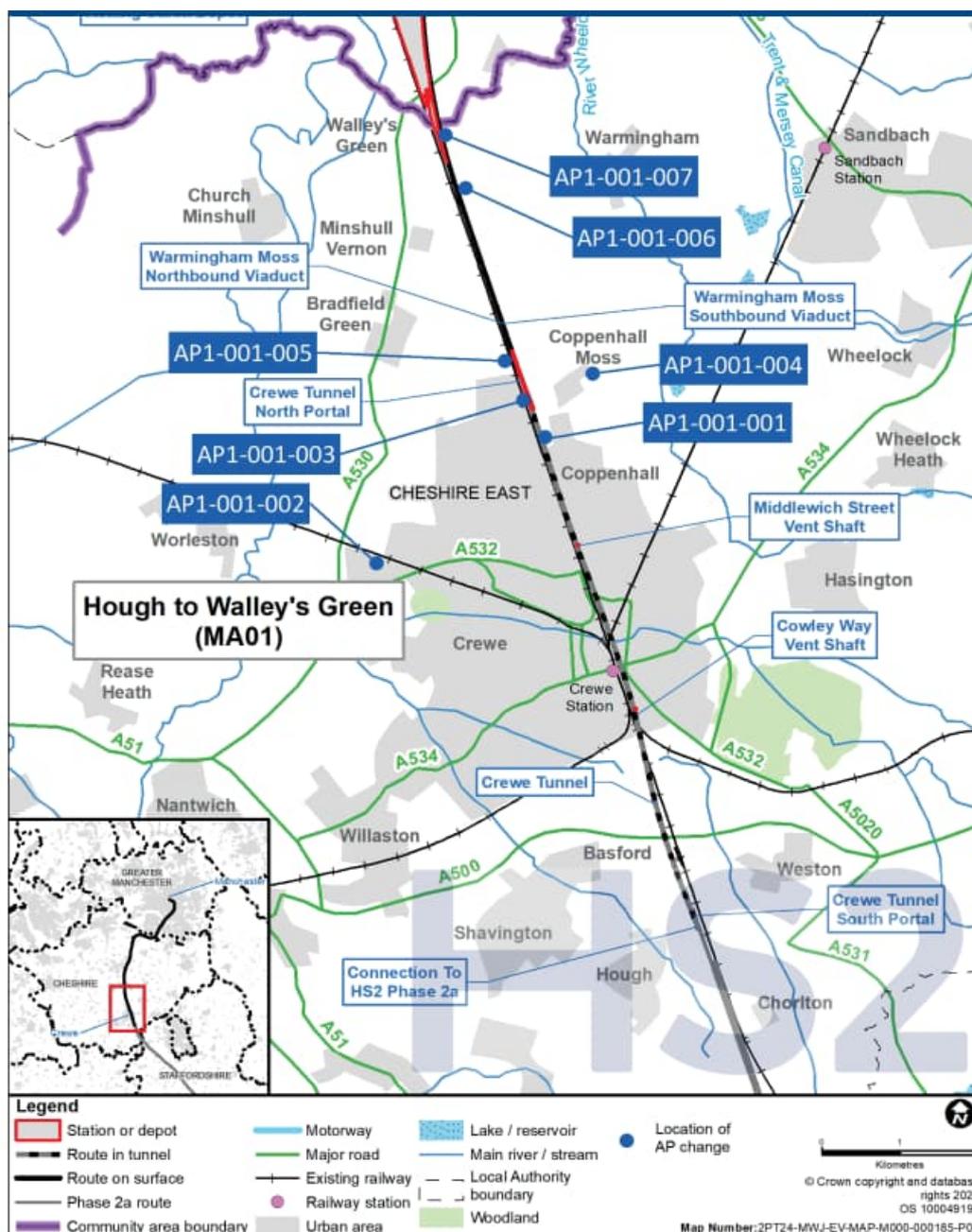


Figure 2. Location of AP1 amendments within Hough to Walley's Green - MA01

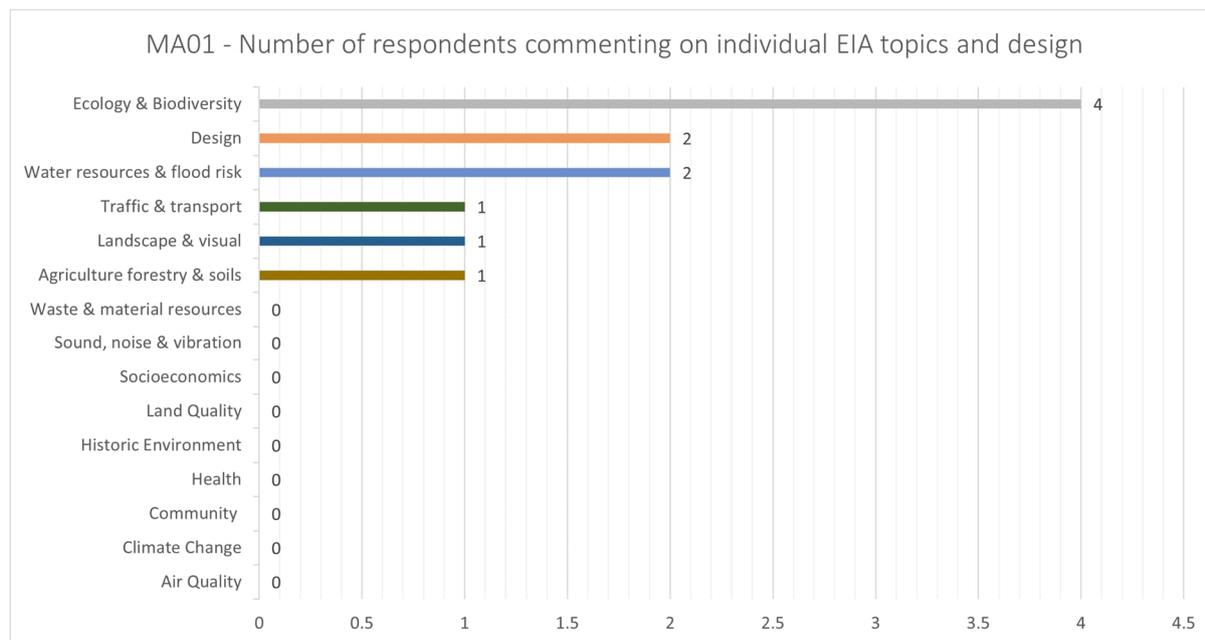
The locations of the AP1 amendments within MA01 are shown within Figure 2 above. The amendments are:

- AP1-001-001 realignment and extension of Crewe tunnel
- AP1-001-002 provision of a power supply to Crewe tunnel
- AP1-001-003 diversion of Footpath Crewe 12/1
- AP1-001-004 temporary modification of Warmingham Road and Groby Road Junction
- AP1-001-005 relocation of access point and realignment of Hoggins Brook at Moss Lane

- AP1-001-006 additional land permanently required for landscape earthworks (adjacent to Footpath Minshull Vernon 8/1 accommodation overbridge)
- AP1-001-007 additional land permanently required for landscape earthworks (adjacent to Coppenhall Moss north embankment)

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

Graph 20 below shows the distribution of the comments that could be attributed to this CA (MA01) in relation to the proposed design and the environmental topics covered in the SES1 and AP1 ES.



**Graph 20. MA01 - Number of respondents commenting on environmental topics and the scheme design in this CA**

Ecology and biodiversity is the theme most commonly raised in comments related to MA01. The comments provided relate to the impacts of the proposed scheme on habitats, ancient trees, Hoggins Brook and Sandbach Flashes SSSI. The compulsory purchase of Cheshire Wildlife Trust’s Sean Hawkins nature reserve is also specifically mentioned.

**“Request for habitats outside SSSI designation be considered and surveyed. Request for surveys to be carried out to ensure that there are no ancient trees within the lost hedgerows”**

**Forestry Commission England**

United Utilities Water express concern at the lack of a settlement impact assessment, and state that HS2 must comply with the requirements of United Utilities Standard Conditions for Works Adjacent to Pipelines document and United Utilities amended Civil Engineering Specification for the Water Industry (CESWI).

A few respondents express general concern about how the proposed scheme will affect the drainage system.

One respondent raises concern about the impact of the proposed scheme on the local landscape focusing on landscape mitigation associated with tree replacement, indicating that this should consider existing woodland, climate resilience and local character.

“Street trees removed as a result of junction modifications should be replaced in close proximity to those removed as suitable for local community needs/local character”

Forestry Commission England

One respondent comments on the loss of agricultural land, expressing specific concern about the reduced steepness of the Walley's Green embankment and the resulting increase in permanent land take of agricultural land at this location.

2.4.2 MA02 - Wimboldsley to Lostock Gralam

There are 46 respondent comments about the scheme design and the environmental topics covered in the SES1 and AP1 ES which could be linked to MA02. This section of the proposed scheme passes through Wimboldsley to Lostock Gralam.

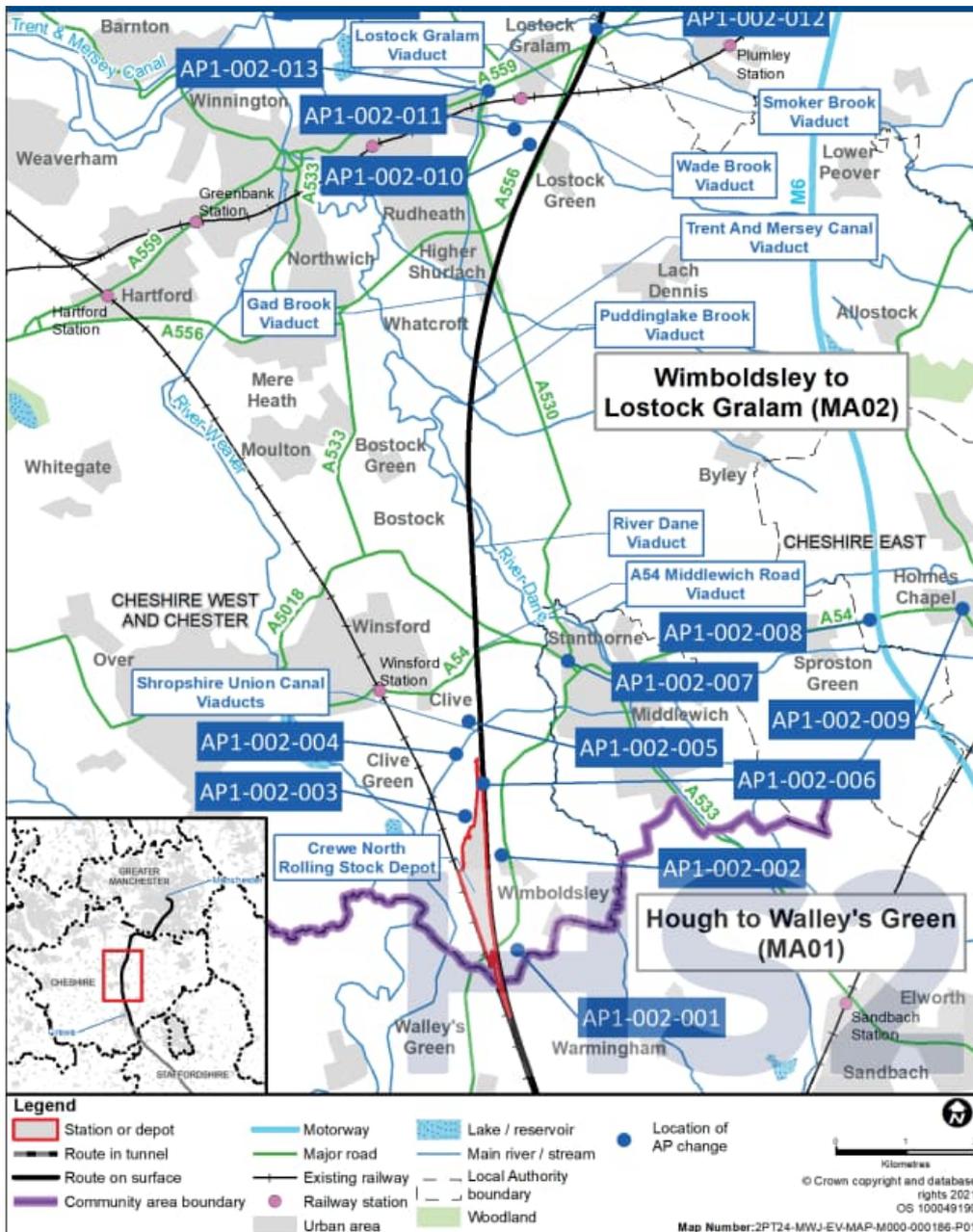


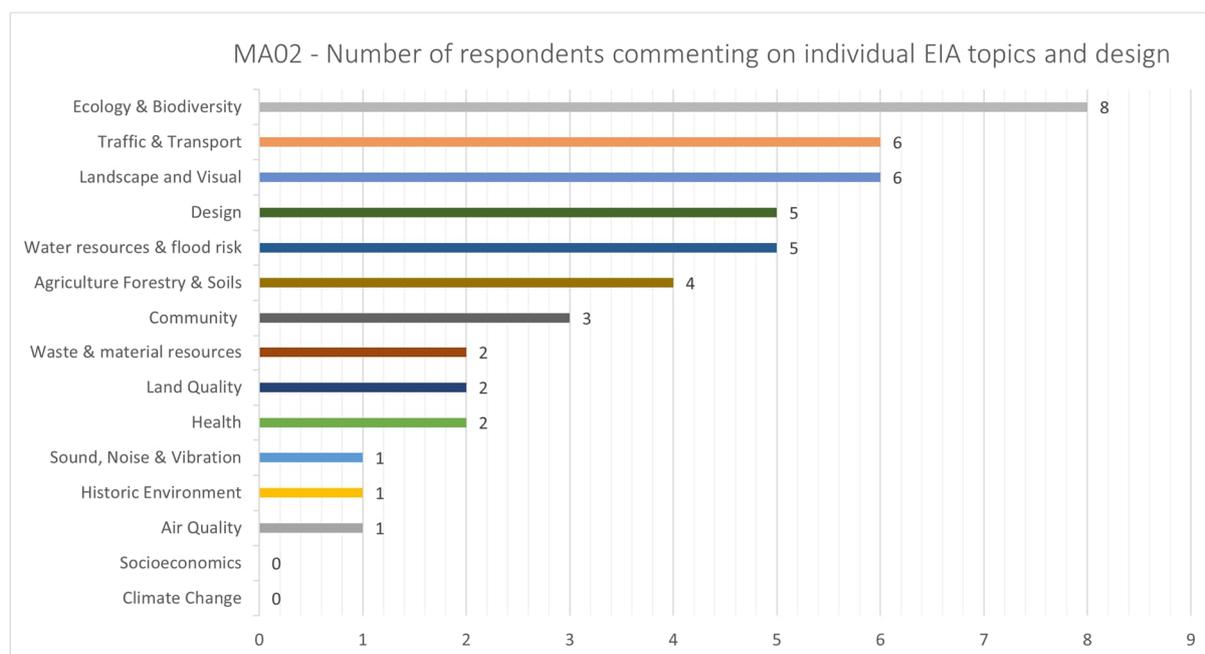
Figure 3. Location of AP1 amendments within Wimboldsley to Lostock Gralam area - MA02

The locations of the AP1 amendments within MA02 are shown within Figure 3 above. The amendments are:

- AP1-002-001 temporary land extension for drainage at A530 Nantwich Road
- AP1-002-002 additional land permanently required (mitigation planting at Wimboldsley)
- AP1-002-003 retention of Footpath Wimboldsley 1/1
- AP1-002-004 additional land permanently required (provision of shared use path at Clive Green Lane)
- AP1-002-005 additional land temporary required (surface water drainage at Shropshire Union Canal North satellite compound)
- AP1-002-006 realignment of reception tracks at Crewe North rolling stock depot
- AP1-002-007 additional land required for modifications (A54 Chester Road / A530 Croxton Lane junction)
- AP1-002-008 additional land required for temporary traffic signals (around M6 junction 18)
- AP1-002-009 additional land permanently required (widening of A54 Middlewich Road and Chester Road junction)
- AP1-002-010 additional land permanently required (modifications to A556 Shurlach Road and Birches Lane, and shared path provision)
- AP1-002-011 additional land permanently required (realignment of power line at Birches Lane)
- AP1-002-012 additional land permanently required (realignment and extension of Smoker Brook viaduct)
- AP1-002-013 additional land permanently required (modifications to A530 Griffiths Road and A559 Manchester Road junction)
- AP1-002-014 additional land permanently required (for maintenance access track from Linnards Lane and access for Warrens Lake Cottage)

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

Graph 21 below shows the distribution of the comments that could be attributed to this CA (MA02) in relation to the proposed design and the environmental topics covered in the SES1 and AP1 ES.



**Graph 21. MA02 - Number of respondents commenting on environmental topics and the scheme design in this CA**

Ecology and biodiversity is the theme most commonly raised in comments related to MA02. A few comments relate to the impacts of the proposed scheme on ancient woodlands, veteran trees, hedgerows, threatened wildlife, watercourses and the Hoo Green area. The proposed new ramp at the Clive Green Lane Bridge is mentioned, as this may disrupt the existing hedgerow wildlife habitat at this location. Another feature mentioned is the extension of the Smoker Brook viaduct, with concerns raised about potential impacts on Smoker Brook or Peover Eye.

A few comments relate to traffic impact on specific roads, roundabouts and junctions; including:

- congestion associated with the presence of A533 and works on the A54 Middlewich Road; A533 Northwich Road and Birch Lane;
- temporary closure of Bell Lane; and
- A559 Manchester Road and Station Road as temporary construction traffic routes.

Lostock Gralam Parish Council state that it does not support the A556 Shurlach Road realignment due to the potential impact of construction traffic on Manchester Road and Griffiths Road. One respondent requests confirmation that the impact on junctions have been fully assessed and that HS2 Ltd provide traffic modelling and junction analysis.

***“The Council does not believe the AP1 and SES1 provide adequate mitigation against the environmental, landscape or ecological impacts of the AP1 Revised Scheme or the disruption and impact to the local transport network during its construction, with the revised SES1 transport assessment showing, on balance, a worsened position for Cheshire East”.***

#### Cheshire Borough Council

A few respondents express concern over the visual impact of the proposed scheme in this area, with specific concerns expressed about the new ramp on Clive Green Lane Bridge, the embankment and viaduct from Gadbrook to Lostock Gralam; and concerns about visual impacts associated with the removal of trees as a result of planned modifications to road junctions. One respondent raises concern about work adjacent to pipelines and suggests that protection measures or diversion works may be required during the landscape mitigation planting, proposed to the west of Wimboldsley Community Primary School.

A few respondents raise concern about the loss of agricultural land and effect of the proposed scheme on farming businesses in this CA. One respondent expresses concern that the temporary use of land would permanently impact soil type, structure and the quality of the land.

A few respondents express general concern about how the proposed scheme will affect local communities. Specific points raised include the impact on public footpaths and cycle routes (closures, diversions and modifications of existing features) and the effect this will have on the local community. A respondent expresses concern about proposed borrow pits in this CA and their impact on the local community.

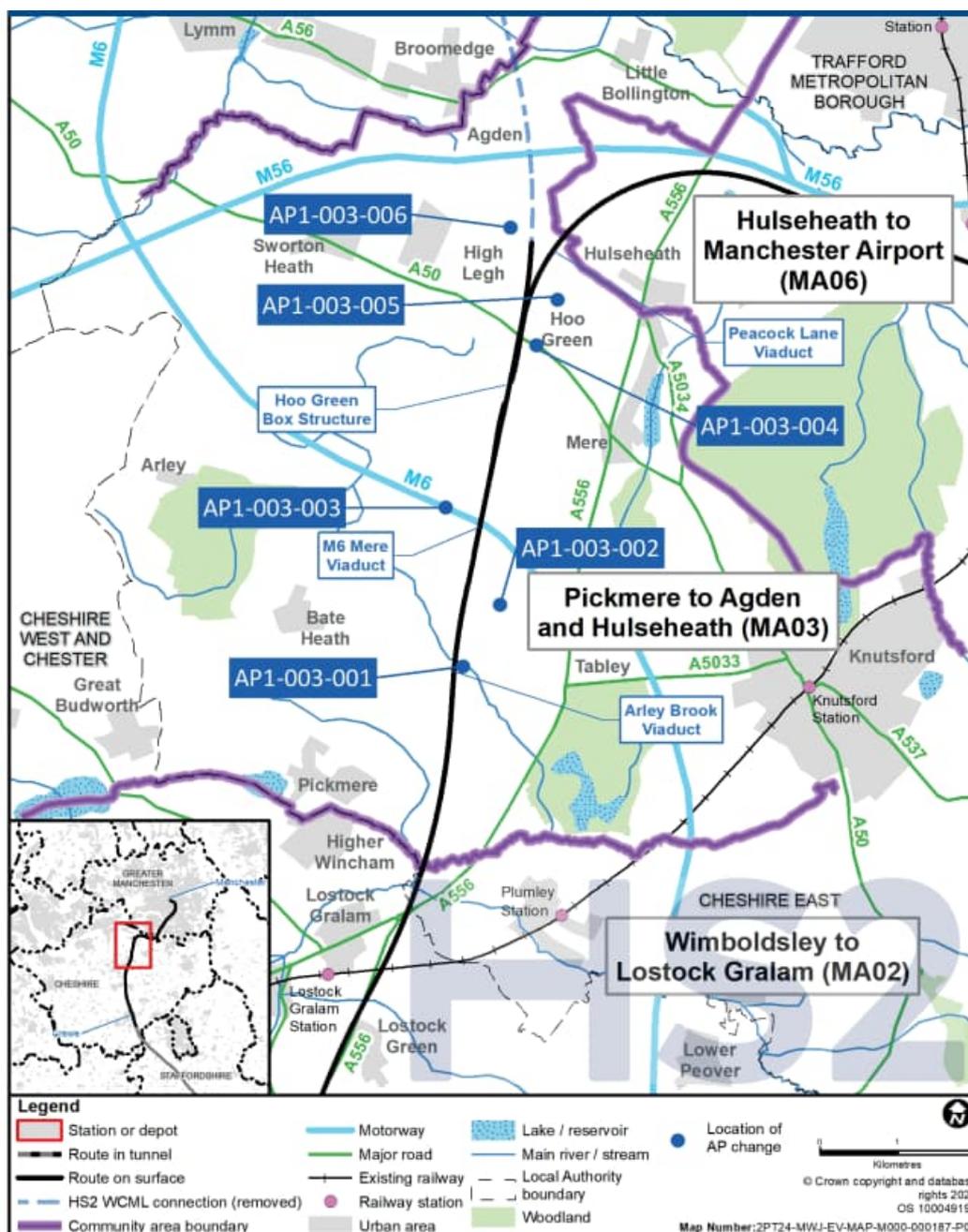
A few respondents express general concern about impact of the proposed scheme on the current drainage system and flood risk. Cheshire West and Chester Council express concern about A530 Nantwich Road and Shropshire Union Canal North construction compounds and their implications on future flood risk management. The Canal and River Trust express concern about the integrity of the canal and the culvert at Clive Green Lane, requesting that the drainage arrangements are clarified. The Environment Agency express concern about worsening of groundwater quality due to highway discharges from realigned A54 Middlewich Road; and recommends the adoption of pollution prevention techniques as part of the drainage system. One respondent expresses concern about potential land take due to the proposed drain along A54 Middlewich Road.

Two specific concerns are raised about the potential for the proposed scheme to have detrimental effects on health of local people. One respondent comments on the planned removal of steps at the Clive Green Lane access ramp and the impact this will have on pedestrian access; and highlights that users may seek informal potentially unsafe shortcuts to access the towpath. One respondent highlights the potential negative effects of air pollution, including dust from the temporary material stockpiles on human health and livestock.

One respondent raises concern about noise and vibration effects, during construction and operation, on properties in the vicinity of the A556.

### 2.4.3 MA03 - Pickmere to Agden and Hulseheath

There are 17 respondent comments about the scheme design and the environmental topics covered in the SES1 and AP1 ES which could be linked to MA03. The section of the proposed scheme passes through Pickmere to Agden and Hulseheath, and includes the Manchester spur.



**Figure 4. Location of AP1 amendments within Pickmere to Agden and Hulseheath area - MA03**

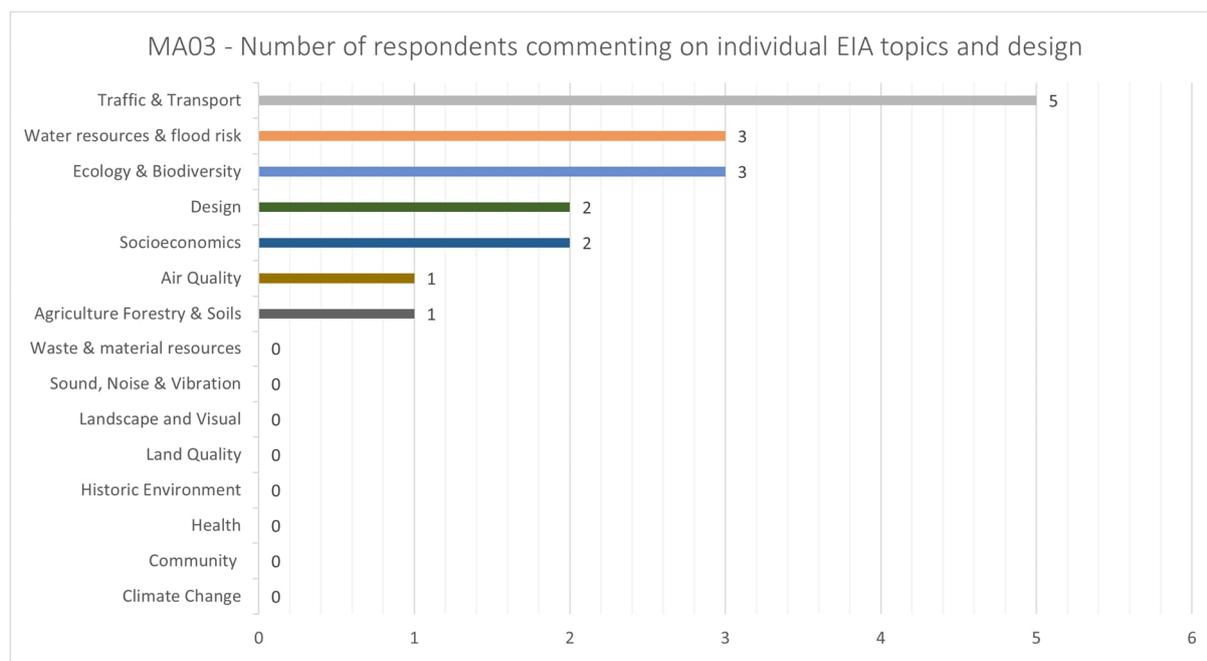
The locations of the AP1 amendments within MA03 are shown within Figure 4 above. The amendments are:

- AP1-003-001 additional land permanently required (improve visibility on approach to Flittogate Lane junction)
- AP1-003-002 additional land permanently required (modify access near Heyrose Farm)
- AP1-003-003 additional land permanently required (lengthen realignment of M6 between junction 19 and 20)
- AP1-003-004 airspace rights required (diversion of power line near A50 Warrington Road)

- AP1-003-005 additional land temporary required (surface water drainage at Bowden View satellite compound)
- AP1-003-006 additional land temporary required (surface water drainage at Peacock Lane satellite compound)

The region surrounding this section of the route is governed by Cheshire East Council. The surrounding area is mainly used for agricultural activities and is scattered with isolated farms. Ancient woodland, namely Leonard's and Smoker Wood are located to the south of the region. The main residential areas within this region are Knutsford, Pickmere and High Legh.

Graph 22 below shows the distribution of the comments that could be attributed to this CA (MA03) in relation to the the proposed design and the environmental topics covered in the SES1 and AP1 ES.



**Graph 22. MA03 - Number of respondents commenting on environmental topics and the scheme design in this CA**

Traffic and transport is the theme most commonly raised in comments related to MA03. A few comments relate to potential impacts on traffic at specific roads and junctions, including several highway junctions on the A54, M6 Junction 19, Flittogate Lane and Ashley Road.

***“Concerned traffic data does not demonstrate full extent of congestion alleviated by proposals at several highway junctions on A54.”***

***“Concerned additional construction traffic on M6 Junction 19 due to extension of the Smoker Brook Viaduct has not been accounted for. ”***

#### **National Highways**

A few comments relate to impacts of the proposed scheme on wildlife in this area that respondents consider to be rare and threatened, including bats and newts; and on ancient woodlands and veteran trees. Specific reference is made to Tabley Wood Planted Ancient Woodland Sites (PAWS) and Arley and Waterless Brook Corridor Local Wildlife Site (LWS).

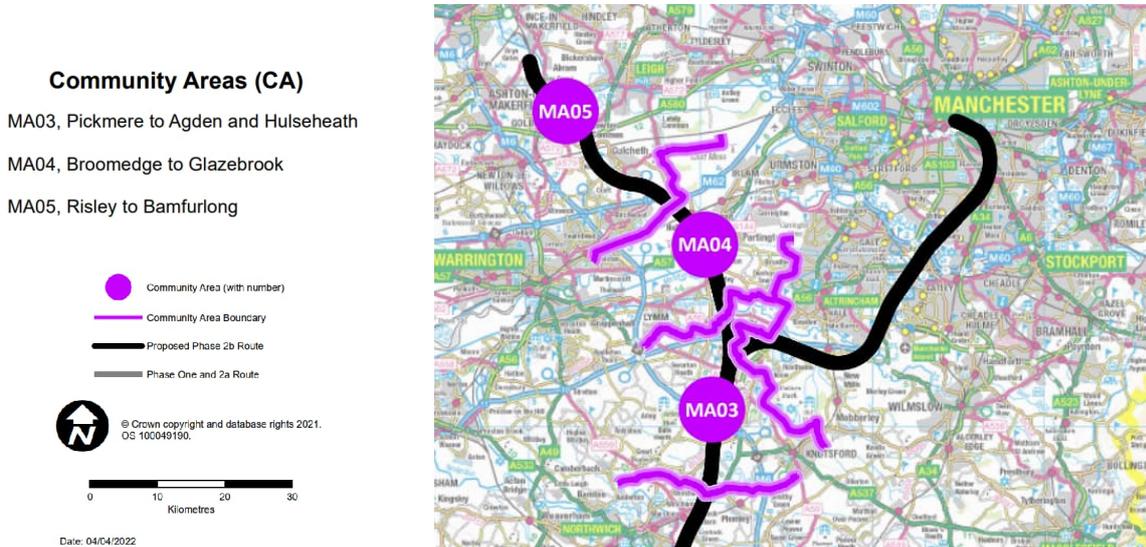
Specific concerns are raised about water resources and flood risk. The Environment Agency specifically raises concern about worsening of groundwater quality in glacial till as a result of the highway discharges in this area, due to realignment of the M6; and recommends the adoption of pollution prevention techniques as part of the drainage system. The effluent routes at Peacock Lane and a clean water main at Agden Lane are mentioned as potentially being disrupted by the scheme.

Cheshire East Borough Council express concern about the impact of proposed additional land take on access, and suggest some alternative design ideas such as additional underpasses and road upgrades.

Two specific concerns are raised relating to socioeconomics. The National Trust express concern that diversion of Ashley Road will impact visitors' journeys and cause disruption to the hosting of events at Tatton Park. A respondent also raises the socioeconomic implication of the loss of agricultural land in this area, and the implications this may have on food production.

**2.4.4 MA04 - Broomedge to Glazebrook and MA05 - Risley to Bamfurlong**

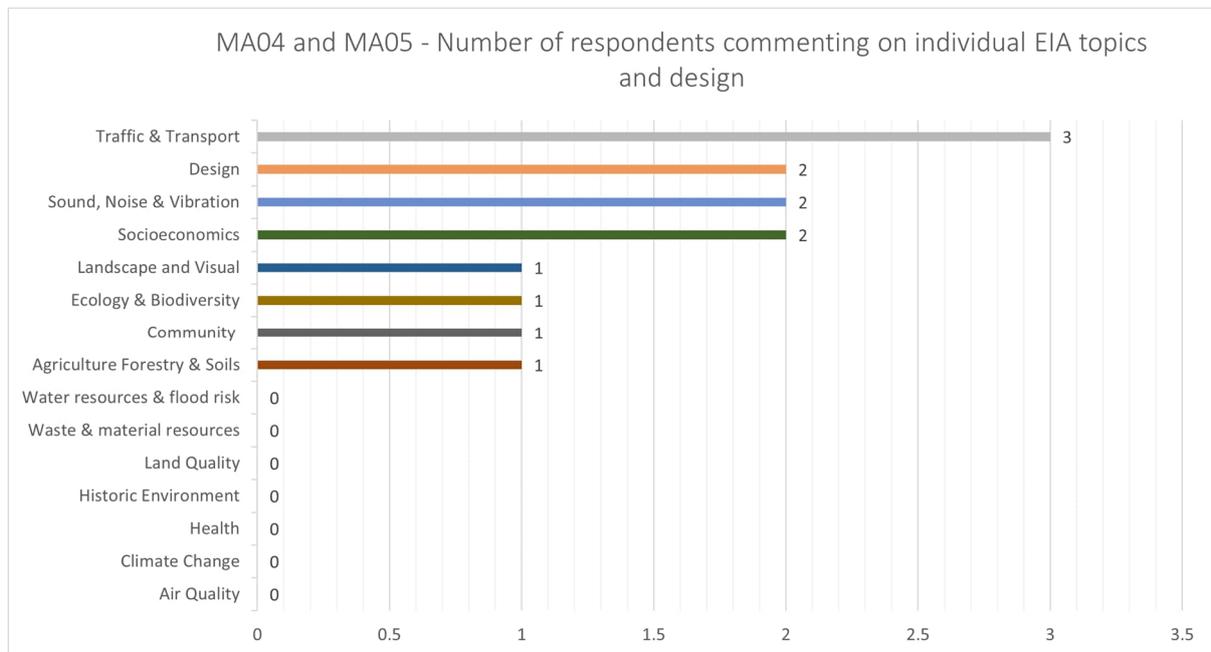
Community Areas MA04 (Broomedge to Glazebrook) and MA05 (Risley to Bamfurlong) have been considered together as the Secretary of State has removed the HS2 WCML connection (or 'Golborne Link') from the original scheme. As such there are no AP1 amendments for MA04 and MA05.



**Figure 5. Location of MA04 and MA05 and the connection to the WCML (Golborne Link, which have been removed from the proposed scheme**

There are 13 respondent comments about the scheme design and the environmental topics covered in the SES1 and AP1 ES which could be related to MA04 and MA05.

Graph 23 below shows the distribution of the comments that could be attributed to these two CAs (MA04 and MA05) in relation to the proposed design and environmental topics covered in the SES1 and AP1 ES.



**Graph 23. MA04 and MA05 - Number of respondents commenting on environmental topics and the scheme design in these CAs**

There are three comments categorised against traffic and transport. Trafford Council request that construction traffic should be avoid along the B5160 and alternative routes need to be identified for heavy goods vehicles (HGVs); or, if not feasible, additional mitigation is required. Trafford Council also request clarification around the

potential impact on specific roads, including those in the Warburton area; the Salford Western Gateway and other adjacent roads; and M60 junctions.

Culcheth and District Rail Action Group (CADRAG) support the removal of the Golborne link, highlighting that it may have reduced connectivity for people living in Warrington and Wigan, by bypassing their stations. They advocate an upgrade to the WCML as an alternative.

CADRAG is also concerned that the proposed scheme will affect the economic viability of local business and farms, resulting in the loss of local jobs.

Manchester City Council welcomes the opportunity to work with HS2 ***"to capitalise on the economic stimulus of the airport and its growth" and adds that there is a need to ensure "that the schemes are delivered in a manner that fully complements the connectivity, local place-making, local employment and sustainable growth objectives set".***

TravelWatch NorthWest is concerned by the removal of the WCML connection, highlighting the bottleneck between Winsford and Golborne and the importance of direct trains to the Lake District from London for tourism. They advocate a northern connection to the WCML to provide this link.

One comment is categorised against ecology and biodiversity, from CADRAG, which raises concern about the impact on ecological sites, habitats and species.

***"Concerned with impacts to Holcroft Moss SSSI and Silver Lane Local Wildlife Site. Impacts to diverse habitats and species."***

#### **Culcheth and District Rail Action Group**

CADRAG also raises concern about the visual impact of the proposed scheme on the countryside at several locations, including the proposed viaduct over the Manchester Ship Canal, bridges over the Bridgewater canal, the M62 and other roads along the scheme.

A few respondents express concern about noise from the proposed scheme affecting the community and wildlife in this area. CADRAG specifically identifies potential impact of noise on Culcheth Linear Park and the fishing pond near Kenyon Lane, Lowton in its response. Transport For Greater Manchester express concern that the proposed amendments will result in increased traffic (and associated noise impact) in Greater Manchester.

***"appropriate assessment of the effects of increases in operational traffic noise within or close to Greater Manchester"***

#### **Requested by Transport for Greater Manchester on Behalf of Greater Manchester Combined Authority.**

Concerns are also raised about the impact of the removal of the WCML connection, suggesting that this will result in increased car and aviation emissions in the Greater Manchester area.

