

Date: 30 November 2018

Subject: HS2 Phase 2b Working Draft Environmental Statement Consultation – GM Response Approach

Report of: Andy Burnham, Mayor of Greater Manchester , Portfolio Lead for Transport and Eamonn Boylan, Chief Executive, TfGM

PURPOSE OF REPORT

To provide an overview of the proposed approach to responding to the HS2 Working Draft Environmental Statement (WDES) and Working Draft Equality Impact Assessment Report.

RECOMMENDATIONS:

Members are recommended to:-

- (i) note the contents of the report; and
- (ii) delegate authority to approve the final responses to the consultations to the Head of Paid Service at GMCA / CEO of TfGM as outlined in section 3.

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Comments and/or recommendation from the relevant Overview & Scrutiny Committee

Risk Management – n/a

Legal Considerations – n/a

Financial Consequences – n/a

Financial Consequences – n/a

BACKGROUND PAPERS: n/a

TRACKING/PROCESS		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		Yes
EXEMPTION FROM CALL IN		
Are there any aspects in this report which means it should be considered to be exempt from call in by the AGMA Scrutiny Pool on the grounds of urgency?		No
TfGMC	Overview & Scrutiny Committee	

1. INTRODUCTION

- 1.1 HS2 and Northern Powerhouse Rail are core, transformational infrastructure components in the growth strategy for Greater Manchester and the wider agenda for economic rebalancing in the UK. GMCA has been a strong supporter of the HS2 programme, whilst retaining a clear position on the need to ensure that it is delivered in a manner that fully compliments the city regions place-making, local employment and sustainable growth objectives
- 1.2 A full policy position on the HS2 proposals was agreed in response to the Governments Strategic Case for HS2 in 2013. This was reaffirmed in the subsequent Route Consultation for HS2 phase 2 in 2016.
- 1.3 More recently, GMCA, Manchester City Council and Trafford Council have published a comprehensive growth strategy for the stations at Manchester Airport and Piccadilly, which sets out how HS2 can have maximum impact through station planning; wider connectivity; full support for adjacent regeneration; and local skills and supply chain benefits.
- 1.4 On 11 October 2018, the Secretary of State for Transport announced the launch of two HS2 consultations for the section of the route from Crewe to Manchester and West Midlands to Leeds (Phase 2b).
- 1.5 The consultations are on the Working Draft Environmental Statement (WDES) and the Working Draft Equality Impact Assessment Report.
- 1.6 The working draft documents are not statutory consultations but are intended to inform the finalised design and Environmental Statement for the HS2 Hybrid Bill, due to be submitted to Parliament in mid-2020.
- 1.7 The deadline for the submission of responses to the consultations is 21 December 2018.
- 1.8 The documentation can be accessed via the following links
 - Working draft Environmental Statement:
<https://www.gov.uk/government/consultations/hs2-phase-2b-working-draft-environmental-statement>
 - Working draft Equality Impact Assessment Report:
<https://www.gov.uk/government/consultations/hs2-phase-2b-working-draft-equality-impact-assessment-report>
- 1.9 The WDES is based on a point-in-time assessment of the design as of December 2017. This design phase was Control Point (CP) 1. This does not include NPR; and at Manchester Piccadilly, Metrolink and Gateway House remain in their current locations.

- 1.10 Since the 2017 design freeze, GM has continued to develop business cases for the 4 key components at Manchester Piccadilly (The Piccadilly Package comprising Gateway House removal, acquisition of Ballymore, Metrolink relocation and new bus / coach interchange) which have been submitted to DfT.
- 1.11 GM partners have also continued to work with HS2 to inform and influence the developing design at both Manchester Piccadilly and Manchester Airport. The HS2 CP2 proposals have moved forward in terms of achieving some limited integration with the SRF / GMSF proposals. Discussions will be ongoing through the current CP2 and subsequent CP3 design phases with the aim of achieving the full Growth Strategies vision, as per the 'HS2 and NPR Growth Strategies paper presented to GMCA in October 2017.
- 1.12 In addition to the arrival of HS2 services to Manchester Piccadilly and Manchester Airport, Wigan and Stockport will also benefit from HS2 classic compatible services. TfGM is working with the local authorities to develop plans around the stations to maximise the benefit of HS2 to the town centres and across the conurbation.
- 1.13 The final Environmental Statement and Hybrid Bill deposit will be based on the CP3 design stage, and should take into account responses to the current consultation. There will be a further formal Consultation on the final Environmental Statement when the Hybrid Bill is deposited.
- 1.14 DfT have now instructed HS2 to consider the integration of and work collaboratively with GM to develop an integrated solution for Metrolink to be incorporated into the Hybrid Bill scheme.
- 1.15 TfGM and MCC are also continuing to develop the business case for the removal of Gateway House and the purchase of the Ballymore Site.
- 1.16 DfT have now instructed HS2 to include NPR touchpoints within their Hybrid Bill design. For GM this means additional platforms at the Airport and Piccadilly stations to accommodate NPR.

2. KEY THEMES

- 2.1 The GMCA submission will respond to the issued WDES and WDEQIA Consultation documentation which is based on the earlier CP1 design. Whilst the GMCA submission will acknowledge that further design development by HS2 is taking place, the response will re-iterate GM's position in terms of achieving the Growth Strategy vision. This will include the principals of the four pillars – station design and infrastructure, wider connectivity, regeneration around the station and people, skills and employability.
- 2.2 The submission will include the GM position on NPR and at Manchester Piccadilly, the relocation of Metrolink underneath the HS2 station and the removal of Gateway House, all as part of the 'build it once, build it right' approach.

- 2.3 In addition to these general points, the WDES is currently being reviewed by technical disciplines / subject matter experts including, but not limited to, air quality, community, landscape and visual, land quality and traffic and transport.
- 2.4 The outcome of this review will inform the responses. At this stage it is anticipated that this will closely consider the permanent and temporary land take boundaries, the stations, the vent shafts, highways implications and the impacts and measures taken to minimise the impact on local communities, the wider GM conurbation, the environment and GM's development and regeneration ambitions.
- 2.5 It is noted that this is the Working Draft ES and therefore the documentation indicates areas where further detail is expected to be included in the final ES. This will be considered in the review of the documentation and in the GM responses as appropriate. The GM authorities will also consider areas where more work is required – especially to secure mitigation.

3. APPROACH TO CONSULTATION RESPONSES

- 3.1 TfGM has been working with Manchester City Council (MCC), Wigan Council (WC), Trafford Council (TC) and Manchester Airports Group (MAG) throughout the design of HS2 and is coordinating the response to the consultation on behalf of the Combined Authority.
- 3.2 Each Local Authority and MAG will also submit their own responses to the consultation, focusing on their specific concerns, that will be signed off by their individual governance processes.
- 3.3 The Combined Authority response is proposed to be an umbrella response on behalf of GM. This will include a summary of the headline messages of the Local Authorities and MAG and outline the position of TfGM on transport matters on behalf of the Combined Authority.
- 3.4 TfGM will continue to work closely with MCC, WC, TC and MAG to ensure consistent and co-ordinated responses across the GM Family.
- 3.5 The deadline for the submission of comments is 21 December 2018.
- 3.6 It is proposed that delegated authority is granted to the Head of Paid Services for GMCA / CEO of TfGM to approve the final draft of the responses on behalf of the Combined Authority.

4. NEXT STEPS

- 4.1 It is proposed that a further update on HS2 and NPR is provided to GMCA prior to the CP3 design phase concluding in 2019.

5. RECOMMENDATIONS

5.1 Members are recommended to:-

- (i) note the contents of the report; and
- (ii) delegate authority to approve the final consultation responses to the Head of Paid Service of GMCA / CEO of TfGM as outlined in section 3.

Eamonn Boylan

Interim DG, TfGM