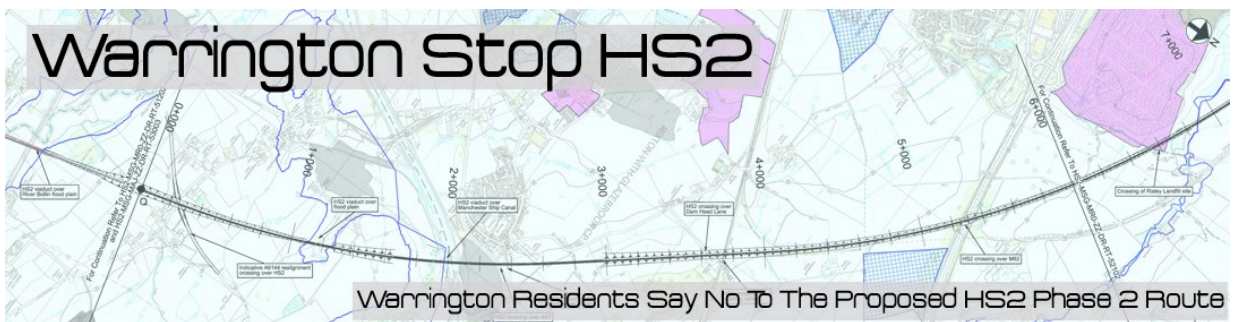


Response to HS2 Phase 2 Route Consultation

by

Rixton-with-Glazebrook HS2 Action Group



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APPENDICES

Appendix 1: Signed Petition

Appendix 2: Farmland Plan

Appendix 3: Blackrod to Warburton Tunnel North High Pressure Gas Pipeline

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Figure 1: Indicative sketch of visual appearance of proposed viaduct based on HS2 advised dimensions

Proposed HS2 Route – Phase Two Route Consultation **Western Leg Golborne Connection passing through the** **Parish of Rixton-with-Glazebrook**

1. Introduction

- 1.1 This document forms the basis of the response by the Rixton-with-Glazebrook HS2 Action Group, to the Phase Two Route Consultation, currently being carried out by HS2 Ltd. We are an Action Group specifically campaigning on the high-speed rail network proposals and represent the views of the residents and businesses of Rixton-with-Glazebrook (RWG). As a campaign group we remain unconvinced on the case to justify HS2 at all. We fundamentally disagree with the idea that high speed rail will provide increased interconnectivity, jobs and growth in a modern day Britain. The decline of traditional industries, the rise of convenience and greater connectivity of road transport, the move towards a service economy and, most importantly, the proliferation and use of the Internet in business and everyday life, means that it is the digital revolution that will lead to wider connectivity, growth and greater prosperity. Nonetheless, if the project is still to continue, we have specific concerns in relation to the impact on the parish of RWG and its immediate outer-lying areas. This response sets out our key concerns and observations discussed with concerned residents and businesses of the parish since the announcement of the preferred HS2 route in January 2013.
- 1.2 The views of the residents and businesses within the parish have been obtained through a number of mediums. Public meetings have been held, including drop-in sessions to provide people with information regarding the proposal. These have been well attended. We have also had a continuous presence at the local Farmers Market to raise awareness of the proposal and to discuss queries and concerns that have been raised.
- 1.3 We have also attended regular meetings of an established All-Cheshire group, which has provided a forum for Cheshire based Action Groups to share information relating to the fundamental concerns being raised in relation to the proposed route, particularly the western leg, Golborne spur.

- 1.4 **Appendix 1** sets out an on-going petition that has been signed by residents of the parish and the immediately surrounding areas that will also be impacted upon by the proposed route. Given that this is a response being made on behalf of a group/ organisation and may be made publicly available, the e-mail/ phone column has been blocked out to protect the personal data of those people who have signed.

The Proposed Route

- 1.5 Insofar as the proposed route affects the parish of RWG, it rises up over the Manchester Ship Canal from Warburton onto a large Viaduct to the East of the village of Hollins Green before lowering onto an embankment that runs North Westerly through the middle of the Parish. The viaduct itself is proposed to be in excess of 1 mile in length and rising to a maximum height of 30m+ to maintain navigation clearance for the shipping that uses the Manchester Ship Canal.
- 1.6 The Viaduct then drops onto an embankment some 5-10m high, which alone would split the villages of Hollins Green and Glazebrook (The Parish of RWG) in half. The embankment would run directly over Grade 2 Farmland and also through and close to houses along its route. The line would remain on this embankment whilst crossing the M62 motorway and the North East corner of the Risley Landfill site before descending into a cutting that roughly follows the old dismantled railway corridor to the south and west of Culcheth. This cutting would also slice through the Taylor Business Park and the Culcheth Linear Park. The line would then continue and bridge over the Manchester to Liverpool railway line and under the A580 close to Lowton before bearing West and running to the north of Golborne where it is proposed that a rolling stock depot be located. The line would then rise again onto another long embankment before rejoining the West Coast Main Line (WCML) at Bamfurlong.

The Parish of Rixton-With-Glazebrook

- 1.7 RWG is one of several communities affected by the proposed Golborne link. It is a rural community situated in Warrington East and borders with Lymm to the south, Culcheth to the north, Woolston to the west and Cadishead (Salford) to the east. The Parish is flanked to the east and south by waterways, with the River Glaze forming the boundary between Salford and Warrington, and also running into the River Mersey and the

Manchester Ship Canal, which forms the southern boundary of the Parish. The Warburton Toll Bridge crosses the Ship Canal and the River Mersey, providing the only local road connection to the south between the M6 Thelwall Viaduct and the M60 Barton Bridge.

- 1.8 Rixton is sometimes the name used to identify the Parish of RWG. The Parish itself is made up of the villages of Glazebrook and Hollins Green as well as individual farmsteads and homes on Rixton Moss and the modern housing development of Claydon Gardens. The villages have a combined population of approximately 1900 residents.
- 1.9 Historically, farming has been the main industry in the area. The agricultural land in this area also maintains the physical separation of Warrington from Salford and has been designated as Green Belt Land to provide greater weight to the protection of this landscape and to avoid the coalescence of settlements under separate administrative authority.
- 1.10 There is also a historic and extensive public footpath network extending across the agricultural fields in the Parish, particularly between the villages of Hollins Green and Glazebrook. This is a valuable local asset that significantly contributes to the geographic structure and stability of the community. It is a well-utilised recreational asset to the locality and is a fundamental part of the local fabric that consolidates the overall community within the parish of RWG and beyond.
- 1.11 The motorway network can be reached from the Parish along the A57 to the west and east (leading to the M6 and M60 respectively) and Glazebrook Lane (B5212) to the north (leading to the A580 and M62).

2. Impact on the Community

Environmental Impact

Grade 2 agricultural Land

- 2.1 The proposed preferential HS2 route will pass over a large amount of farm and designated Green Belt Land. The farmland is Grade 2 standard, which is very good quality agricultural land. This is land with minor limitations affecting crop yield, cultivations or harvesting. A wide range of agricultural and horticultural crops are grown on this land, most commonly Barley and Winter Wheat. **Appendix 2** shows the farmland that the proposed HS2 route will cross. Although these businesses will be compensated, the proposed route diminishes the historical farming activities that have taken place in the surrounding areas over many years and which are part of the established character of the area. Many farmsteads are split by the proposed route and under current plans, no egress is shown for farmers to reach the opposite sides of the their land.
- 2.2 Furthermore, farmers will only be compensated for loss within the safeguarding zone. No cognisance has been given to blighted fields and machinery dead zones. Compensation is also not for the loss of future income and additionally, compensation has to be shown as a business income, which in itself is taxable, resulting in a further financial impact. It would seem what the government might offer with one hand, they will take back with another.

Green Belt Land

- 2.3 The Green Belt Land around the far eastern boundary of Cheshire & Greater Manchester provides a significant buffer zone retaining and protecting the separate identities of settlements that fall within the individual administrative areas of Warrington and Salford. Historically, this has ensured that the commercialisation and industrialisation of the Mersey valley does not become continuous and result in the physical coalescence of the two administrative areas. It is also a key location of identifying where the boundary of Greater Manchester ends and the wider county of Cheshire, begins.

- 2.4 This designated Green Belt Land also includes areas of protected local mossland of significant ecological value, which supports wildlife, flora and fauna. The Rixton Claypits Site of Special Scientific Interest (SSSI) and Local Nature Reserve is a former clay extraction site that now includes a diverse range of habitats and wildlife, some of which are particularly sensitive to disturbance. Holcroft Moss is another SSSI and Local Nature Reserve, which is the only known area of lowland bog in Cheshire that has not been cut for peat. Deer have also been observed on Holcroft Moss on a regular basis.
- 2.5 The well-established principles of protecting geographically separate towns and settlements by designating Green Belt Land will be both threatened and undermined by the proposed HS2 route. Warrington has already expanded east to the M6 and RWG itself has seen some industrialisation with clay extraction and waste tipping activity. The preferential HS2 route will remove the last undisturbed valley that prevents the coalescence of Warrington and Salford and will significantly contribute to the diminishment of the Green Belt in this key location.

Footpaths

- 2.6 Like many rural locations RWG has lots of places to walk and explore, The Rights of Way within the Parish, which historically connected the neighbouring farmsteads, now form a wide and well-used network of public footpaths.
- 2.7 The historic and extensive public footpath network between Hollins Green and Glazebrook is a valuable local asset that significantly contributes to the geographic structure and stability of the community. It is not just a well-utilised recreational asset, it is a fundamental part of the local fabric that consolidates the overall community within the parish of RWG.
- 2.8 The proposed HS2 route will sever many of these footpath routes, preventing the many walkers who live in and visit the area, from continuing their enjoyment of the surrounding countryside and landscape character. It will also serve to fracture the strong physical links that currently bind together the overall community within RWG.

Noise

- 2.9 The proposed HS2 route will cut right through the Parish. There are **870** houses within the Parish, the nearest house being only 15m away from the line. Most of these 870 houses are in the villages of Hollins Green and Glazebrook, many of which have the potential to be significantly and adversely affected by noise pollution arising from trains passing at 225mph. This consultation exercise has failed to provide any detailed information in relation to measured and predicted noise generation at key locations along the line, not in the least through RWG where HS2's own impact map identifies that significant impacts will be expected. This is a key error in the process of formulating consultation proposals and particularly as part of a process, which is currently consulting on a proposed route that is not yet fixed. How can HS2 expect to receive well-informed responses to a consultation process if an inadequate and deficient standard of information has been released upon which to comment?
- 2.10 At this current time and given HS2's own admission that the parish of RWG will suffer significant noise impacts, it can only be assumed that the noise associated with the proposed route can be nothing other than intrusive and a detrimentally significant difference from the current quiet and tranquil rural environment that the village enjoys and can reasonably expect to be maintained.
- 2.11 At this stage, a simple indication that some mitigation will be provided in the form of barriers is monumentally inadequate and incredibly remiss of HS2. There is no indication of how effective these barriers will be or what they will look like. A number of factors will bear upon the effect of noise upon the amenity of the parish and on individual residents. Clearly, the fact that the line will be visible on a viaduct and embankment will naturally draw peoples senses to it whether or not noise reduction measures are taken. Detailed information should have been made available as part of this consultation process. It is not acceptable for detailed work to be carried out after the route has been fixed, when HS2 cannot be categorically certain that acceptable mitigation measures can be appropriately implemented. This point has also been highlighted in the response of Warrington Borough Council, adding further weight to the concerns being expressed by the community of RWG.

Construction

- 2.12 As well as noise generation once the operation of a service commences, there will also be significant impacts during the construction phase. It is expected that these impacts will be greatest during the construction work on the viaduct that spans the Manchester Ship Canal and the A57 along with the work that is required to build the 5-10m embankment as it drops down from the viaduct heading north westerly towards and over the M62 motorway.
- 2.13 Construction will inevitably cause major disruption to traffic travelling to and from Warrington. The A57 is a major road that links Warrington to Manchester. This road is already extremely busy and is often used as a through-route from the M6 to Manchester (via the M60) or from the M62 to Liverpool (via the M6), should there be delays on the M62 or M6. The section of this road nearest to RWG is also classified by the Department of Transport as a Red Route Road because of the number of recorded accidents along it.
- 2.14 Additional traffic congestion along with construction traffic will cause noise & light pollution and increased levels of fumes from additional traffic and construction vehicles will arise. Dust generation associated with construction traffic is also expected to be considerable.
- 2.15 There will also be temporary material storage compounds as well as contractor offices and welfare facilities. These compounds / storage yards will all have a further intrusive and adverse environmental impact upon our community.
- 2.16 We presume that the construction of the viaduct will be a sectional high-level bridge, although full details of this have also not yet been provided for consideration during this consultation process. When this type of bridge is constructed there are prefabricated sections made off site, these sections would then be delivered / stored locally. When delivering these to the area it will cause major impact on traffic movement and exacerbate the environmental impact.

National Grid

- 2.17 Directly under the proposed HS2 viaduct and running for some kilometres underneath or alongside is the 'Blackrod to Warburton Tunnel North High Pressure Gas Pipeline', which was laid approximately 10 years ago (see **Appendix 3**). We understand that HS2 Ltd has, so far, had no discussions with National Grid and will therefore have made no application under Section 127 (sub-section (2) or (5) of the Planning Act 2008, for a certificate from the Secretary of State which will be required. We also question if the presence of this gas pipeline has been considered in any estimations or risk/contingency allocation.

BIFFA Waste

- 2.18 As the proposed route descends off the viaduct onto the embankment, it cuts through farmland, passes Sites of Special Scientific Interest, and then continues on to clip the existing site of an extremely large landfill waste facility owned by BIFFA Waste. We also understand that HS2 Ltd has had no discussions with BIFFA regarding these proposals and the impacts and implications that could arise. It is also known that this landfill site has unexploded ordnance.

Visual Aspects

- 2.19 The countryside and Green Belt will be devastated by a large viaduct and raised embankment that will dominate the landscape vastly, changing the character of the parish forever. To date, no definitive images of what the proposed viaduct may look like have been provided by HS2 Ltd. This again represents a lack of detailed information against which a meaningful consultation process can be conducted.

Above ground

- 2.20 In order to cross the M62 motorway the route currently drops down from the proposed viaduct and continues above ground on an embankment some 5+m high. This raised embankment runs through the middle of the Parish and has the effect of severing the villages of Hollins Green and Glazebrook.

2.21 Considerable visual impact will arise due to the height of the embankment along with the height of both the trains and the power lines. The visual and landscape impact of the proposed Viaduct and embankments will be severe, ruining the established landscape character of RWG and resulting in adverse changes to the local landscape character and a valuable local landscape, recreational and functional asset. In HS2's own words it ***“would be prominent within the landscape and affect the character of the area, giving rise to visual impacts for residents in villages such as Hollins Green, Partington, Cadishead and Glazebrook”***. Given the lack of design information made available by HS2 during this consultation process, the Rixton-with-Glazebrook HS2 Action Group has prepared an indicative sketch (see **Figure 1**) of what the visual impact of the proposed viaduct could be in relation to one of the Parish's principle community assets. This sketch has been informed by the dimensional information that has been provided by HS2 Ltd.

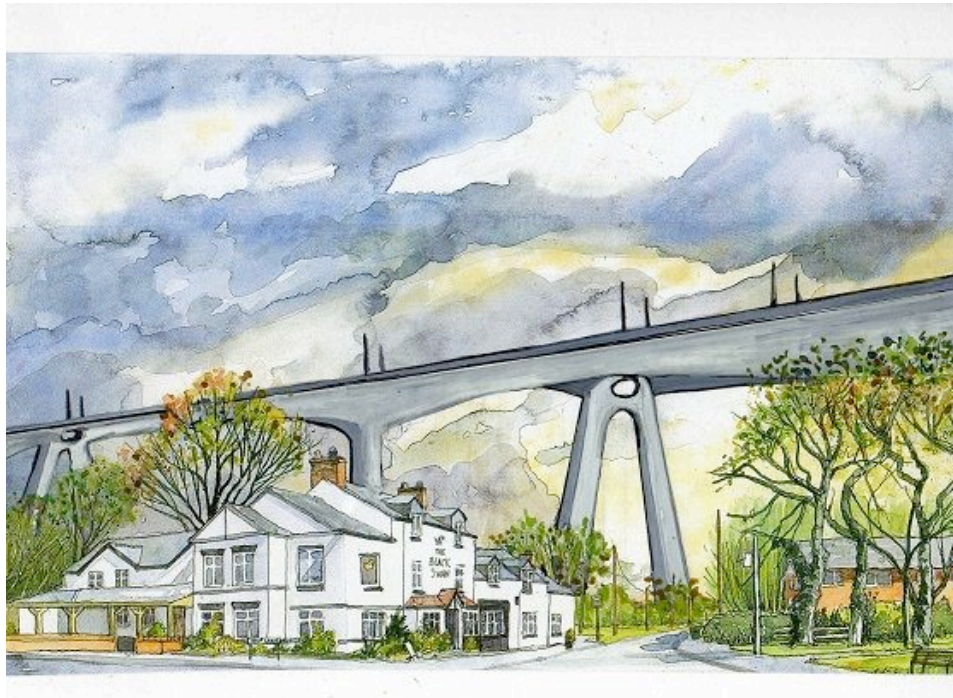


Figure 1: Indicative sketch of visual appearance of proposed viaduct based on HS2 advised dimensions.

2.22 The historic and extensive public footpath network between Hollins Green and Glazebrook is also a valuable local asset that significantly contributes to the geographic structure and stability of the community. It is not just a well-utilised recreational asset,

it is a fundamental part of the local fabric that consolidates the overall community within the parish of RWG.

2.23 The area has already suffered a limited erosion of the landscape from large-scale tipping and clay extraction activities over the years. However, these activities are time limited and following their cessation can be returned to appropriately landscaped areas, bringing the landscape character and value back to the area. A large viaduct and associated extensive embankment will leave a permanent scar on the landscape. The loss of good quality agricultural land, valuable landscape character, important community assets and a significant business park, makes tunnelling the only option for the section of line that passes over the Manchester Ship Canal and continues on to the M62 motorway.

2.24 Above ground, the 30m high viaduct and embankment will carry up to 18 trains per hour, each way, during the day and it is understood that up to 40 trains per night could utilise this section to access the maintenance and cleaning depot at Golborne.

Bridges

2.25 As well as the proposed viaduct crossing of the Manchester Ship Canal, the proposed embankment (5m+) will also cross Dam Lane prior to crossing the M62 Motorway. This will add to the already significant visual impact on the surrounding area and landscape character and exacerbate the severing of the Parish.

Historic Viaduct Proposal

2.26 We would like to draw attention to the attached information relating to Public Consultation carried out in 1993 for a proposed motorway link between the M56 and M62 to the West of Manchester (**see Appendix 4**). Under the Public Consultation summary it states the following:-

- i) There was very significant adverse public reaction to the proposed yellow route and little support from local authorities and parish councils;

- ii) The National Trust, Council for The Protection of Rural England (CPRE) and, other environmental bodies were strongly opposed;
- iii) The vast majority of respondents expressed concerns about the environmental impact of a new motorway on the remaining Green Belt Land between Warrington and the Manchester conurbation;
- iv) Particular concern centred on the elevated crossing of the Manchester ship canal and upon the effects on village communities along the route; and
- v) Many challenged the need for a new motorway, whilst others argued that any improvements should be confined to existing corridors.

2.27 The report goes on to state in its Decision that due to overwhelming reaction to the Scheme the Secretary of State for Transport has concluded the yellow route should be abandoned. He stated that **the effect of a new high level crossing over the Manchester Ship Canal at Hollins Green would be so damaging to the Green Belt corridor that provided separation between greater Manchester & Warrington and that there was no way of overcoming this issue.** Given this he directed that the route and crossing be abandoned.

2.28 The route of that proposed link took a virtually identical elevated route across the Manchester Ship Canal as the currently proposed HS2 Viaduct does when it cross the Manchester Ship Canal. Whilst 20 years have passed since this proposal there has been no material change in the area that would make it anymore acceptable now. Clearly HS2 Ltd has had no regard to this material consideration in proposing the current route. It is expected that due regard and detailed consideration will be had before the proposed route can be fixed, especially given that the proposed HS2 viaduct is both a higher structure and due to longer gradients has a greater environmental impact.

Economic Impact

2.29 Whilst we can agree that HS2 may bring some economic benefits to the North West area, these will predominantly be isolated to where stations are proposed i.e.

- Manchester Piccadilly and Manchester Airport and would seemingly come at the expense of homes and businesses in the areas along the route, both physically and economically.
- 2.30 There are a number of significant detriments to the local economy due to the proposed route, none of which have been taken into account in the assessment of the route, to date. Note: this is in addition to the macro economic dis-benefit assessed by KPMG in their recently published study for the Department for Transport (DfT). There will be no benefit to Warrington. In fact, the KPMG report advises a possible deficit of £18m per year to Warrington.
- 2.31 Locally we have already seen a drop in asking prices in the region of 10% since the proposed route was announced, at a time when house prices generally have been increasing. Experience elsewhere also suggests this is not untypical and is likely to increase as construction proceeds.
- 2.32 At a wider local/ regional level, the proposed route goes to the east of Warrington, which will seriously weaken the economic benefit to the areas of Warrington and Liverpool, and the outer-lying areas of Manchester and Cheshire.
- 2.33 Warrington is one of the United Kingdom's most successful economic locations. Independent national studies have indicated that Warrington is in the top four cities in the UK for economic growth and overall, is the second most important investment location in England. The HS2 Growth Task Force itself has emphasised the critical importance of HS2 in connecting markets, businesses and people to create opportunities for economic growth. Given this, it is incredibly disappointing that HS2 has failed to realise the significant opportunity that HS2 could bring to Warrington, by effectively having the main route bypass the town and only offer a limited 'classic compatible' service, running hourly between London and Preston.

Impact on property and businesses in RWG due to the construction of a high-level viaduct and associated embankment

- 2.34 A range of environmental impacts have been outlined in the preceding section, all of which will have a detrimental effect on the area and have a direct financial impact, but the effect can be seen through the impact that the proposed HS2 route has already had on local house prices. We are aware that house prices reflect how desirable a property is. This also depends partly on the property itself, partly on where it is situated, and also on the local amenities and environment.
- 2.35 RWG contains two primary villages and surrounding farmsteads and smaller settlements that are closely drawn together in one Parish and which works hard to maintain a high sense of community spirit. Following the construction of the proposed viaduct and the associated embankment, the Parish will become Rixton 'without' Glazebrook as the line will dissect these two settlements.
- 2.36 This rural Parish consists of 38 commercial properties, 870 residential properties and 17 mixed-use properties. The economic impact has already had a major part to play in the fall of house prices and sales. Members of the community who are trying desperately to sell property are looking at a reduction in property value of 10%. The average house price within the area is estimated to be £300,000, which equates to a fall in property value of £24 million. This will not only affect those people seeking to move property but will also have a knock-on effect to people who may be seeking to re-mortgage existing properties, where this is subject to a revaluation of the property. This is something that most people will go through on a regular basis during the period from now until the proposed line would become operational.
- 2.37 The economic impact on farming in this area is impossible to predict as most of the farmland to be used by HS2 is agricultural, the small businesses within the area will in one way or another be affected but again it will be impossible to predict to what extent and nonetheless, it clearly has not factored into HS2 Ltd's current assessment of the proposed route.
- 2.38 It is entirely possible that the overall fall in the value of property in RWG will exceed the £24m quoted above resulting in an extreme loss of wealth to the community. The construction of the viaduct will not be completed for 20 years during which time

- property value will continue to fall and one can only guess to what level, producing not just property blight but a potential local/ regional depression.
- 2.39 Obviously there will be proportionally higher property blight in those homes closest to the construction site with a greater loss of value expected.
- 2.40 During its build over RWG the demolition of some homes will be required. Some have already been given notice of intention to compulsory purchase. Taking note that this route planned by HS2 is only a proposed route, the value presently being placed by lenders on these properties is zero.
- 2.41 It is also important to mention that the potential properties affected were judged using ordinance survey maps that were current at the time the report was initially produced 2009 – 2010. This was also based on groups of one or more homes and not as a true representation of the present housing stock or their present values.

Taylor Business Park

- 2.42 Whilst not located within RWG it is relevant to highlight the economic impact that the proposed route in this location will have slightly further along the line from the parish. The Taylor Business Park at Culcheth will be destroyed resulting in the loss of jobs in the local area, a loss/reduction of localised business income and a loss/ reduction of business rates revenue. It should be noted that there has been significant investment in the Taylor Business Park, to enhance its economic position in the locality and the contribution, which it makes to the economy of Culcheth and to the wider area, in employment terms.
- 2.43 This long established business park is home to fifty companies, employing approximately 497 staff and generating a rental income of approximately £1.5m per year. The destruction of the business park will result in a loss of approximately £640,000 per year in business rates, its total loss and substantial compensation payments from HS2.

3. West Coast Main Line Upgrade V's Golborne Connection Spur

HS2 Statement

- 3.1 HS2 Ltd has told us that they considered the alternative to the Golborne Connection Spur, this being the upgrading of the West Coast Main Line (WCML) from Crewe to Wigan and the addition of the Glasgow traffic onto the WCML at Crewe. This would mean it was not necessary to build the link from Lymm to Golborne at all or the junction at Lymm and the viaducts over the Manchester Ship Canal and M62 motorway.

Costs of upgrades against HS2 line

- 3.2 Essentially HS2 Ltd's argument is that the new high speed line would not cost significantly more than upgrading the West Coast Main Line and would result in a saving of 13 minutes on the travel time from London to Glasgow, which they value at £ 1.2bn. The cost of the new high-speed line through RWG is given as just under £800m. This cost seems to be high given that the length of track requiring upgrade is relatively short.

Travel times to Manchester Airport

- 3.3 The impact of travel times to Manchester airport from towns serviced by the Warburton Golborne link, such as Preston and Wigan will not be materially improved. It is highly unlikely that a passenger starting at Preston, Lancaster or Wigan will arrive at an airport terminal any quicker using HS2.
- 3.4 The proposed HS2 station to be located near to Manchester Airport is not at the airport, it is over a mile south and north of the M56, therefore additional travel time to the actual airport terminals will need to be factored in.
- 3.5 The current upgrading and electrification of the Liverpool to Manchester line at Newton, and Wigan will, together with the northern hub investments in through trains to the centre of Manchester, materially improve train times into the centre of the airport complex.

Alternative locations for carriage maintenance depot

3.6 Currently, the only purpose of the Warburton to Golborne spur is to provide a maintenance depot at the end of this section of line as currently there is no secured financial commitment to the implementation of a Phase 3 route extending to Scotland. Given this, the proposed maintenance depot at Golborne could be sited elsewhere. Three suggestions that should be considered by HS2 Ltd are;

- i) Crewe has a vast expanse of existing railway land and a HS2 connection to the WCML;
- ii) Nearby Carrington has 250 hectares of strategic redevelopment land and also has disused rail routes that cross HS2 at the airport;
- iii) Ardwick and Longsight areas have existing maintenance depot facilities, which could benefit from major investment. This would also eliminate the need for an approximately 70 mile round trip from Manchester to Golborne for maintenance activities to be undertaken.

3.7 Having a site at Golborne means 24hr operation through Green Belt communities, not only causing noise disruption but also excessive running costs compared to more localised depots to Manchester, as described above.

Value of Time Saved

3.8 The HS2 analysis claims that the time saved in travel from London to Glasgow would be 13 minutes and this is valued at £1.2bn. However the “value of time saved” argument has now been largely discounted as it has been accepted that time spent on trains is not time wasted but often represents valuable productive time for those travelling.

Cost of New High Speed Line

3.9 This we challenge. The cost quoted for the 35km of new line in this area equates to £22.9m per km.

3.10 In contrast, the total cost projected for the HS2 build (excluding rolling stock) is £42.6bn, for 531km of track. This equates to £80.2 m per km. The cost quoted for the link of the Birmingham to Manchester line, to the WCML at Golborne is thus less than a third of the

- cost per km of the whole route, despite the requirement for a major junction at Lymm, the viaduct over the Manchester Ship Canal and the need to bridge the M62.
- 3.11 Removing the contingencies, the cost for the HS2 network is £28.15bn, equating to £53.0 m per km, still more than double the cost quoted for the link.
- 3.12 The cost of £800m quoted for the link to the WCML is simply not credible. If costed on a pro rata basis with the rest of the line, it would cost more likely in the order of £1.85bn at base cost, £2.8bn with contingencies.
- 3.13 Given this, we strongly question the value of the Golbourne spur against the claimed economic benefits of HS2 Ltd and even more so when also considering the significant environmental impacts. It is not necessary to construct this spur as part of the main line to serve central Manchester and Manchester Airport. This is further exacerbated if a future phase 3 route connecting Scotland, via Lancashire, is brought forward, being that this would only offer marginal journey time savings on services through to Scotland, of approximately 13 minutes. At the very least, until such time as definite approval is passed to extend to Scotland, it is reasonable to consider that less money could be spent at this stage if this spur were to be removed. This would provide additional time to consider the best possible future option for a Phase 3 route to Scotland.
- 3.14 We are aware that Warrington Borough Council would wish to see an alternative routing developed that utilises an upgraded/ rebuilt WCML alignment from the proposed new Crewe HS2 hub to Wigan via Warrington, with Warrington bank Quay station substantially enhanced and expanded to accommodate 400m long captive rolling stock. The Borough Council is firmly of the view that a routing north of the proposed HS2 Crewe Hub Station, will benefit the wider mid-Mersey area, including the regionally important Science Park at Daresbury.

4 Conclusions

Environmental / Economic impacts

- 4.1 The environmental impact of the canal viaduct over the Manchester Ship Canal and A57 at Hollins Green coupled with the high embankment to enable the bridging of the M62 motorway is the greatest on the entire line and also on a section of track with the least economic benefit.
- 4.2 Spending “£800M+” on a section of track with no committed future connection to Scotland is bad economics and wholly unjustified, when considering the environmental and economic impacts that will result.
- 4.3 The Department of Transport determined over 20 years ago that the Green Belt corridor at Hollins Green and the established amenity of its residents should be protected.
- 4.4 Warrington is proposed to be isolated, and denied the economic benefits of HS2 by being excluded from the proposed route, further exacerbating the environmental and economic impacts.
- 4.5 Transport times to Manchester airport north of the Mersey valley will not be improved.

Alternative options

Joining HS2 to WCML at Crewe

- 4.6 The HS2 proposed alternative to the Golborne link is to upgrade the WCML where needed from Crewe to Wigan and transfer the Glasgow traffic to the WCML at Crewe instead of Golborne. This would render the Golborne link unnecessary.
- 4.7 If the option to join the WCML at Crewe was taken then it would mean greater economic benefits to Liverpool and Warrington and the outerlying areas of Greater Manchester and Cheshire. If this option was progressed it would reduce the connection time and distance of HS2 from Liverpool and all conurbations West of Warrington. Additionally, Daresbury Science Park, a government enterprise zone, is not proposed to

be serviced by a HS2 station. Should this option be taken forward the opportunity to invest in a major and urgently needed re-build of Warrington Bank Quay Station should also be considered, which could be transformed into a major North West Travel hub with modern passenger facilities. It already operates services to London that give passengers approximately 20% faster journey times to London than from Manchester.

- 4.8 Even if our proposal to link HS2 to the WCML at Crewe was not taken forward it is our belief that the old WCML would still need upgrading to be used for the classic compatible HS2 trains to continue its present rail services between the South, Liverpool and Scotland.

Tunnelling

- 4.9 It is considered, due to the resultant environmental impacts the viaduct would have upon the community, that the only viable and acceptable compromise to the proposed route selection would be to tunnel from the point at which it is suggested the viaduct is to start and to resurface the other side of the M62. Any cuttings could be landscaped over resulting in significantly lesser environmental impacts.

- 4.10 Although we accept that tunnelling lends itself to its own engineering challenges and may be considerably more expensive, it would negate environmental impacts, financial impacts on housing stock, business loss and interference with road infrastructure and traffic problems. Most importantly, it would minimise the impact on the local population on whom the stress and financial concerns already weigh heavy, considering the project is not scheduled to start for nine years and will not be completed until 2032, at the earliest. A tunnel would also maintain the Green Belt between Warrington and Manchester.

Maintenance depots

- 4.11 Rail maintenance can be carried out at other locations such as Crewe, Longsight or Ardwick. This would negate the need for an approximately 70 mile round trip to the proposed new depot at Golborne from the termination point at Manchester Piccadilly.
- 4.12 Overall, as a group we remain unconvinced on the case to justify HS2 at all, but nonetheless, if the project is still to continue in general terms, there are a number of

significant factors that need detailed consideration before the route is fixed later this year.

- 4.13 We would expect these matters to be addressed in detail and responded to accordingly before the final route is confirmed. Ultimately, if there is to be a third phase extension to Scotland in the future, it is clear that more informed and detailed consideration needs to be had to the Warburton to Golborne spur at this stage, to ensure that a completed South to North route maximises its full economic benefit.
- 4.14 If considering a further extension to Scotland, after Birmingham, it would seem that Warrington would be the next key location to route through in facilitating the improved connection of the routes other key stations. Warrington would benefit from direct access to HS2 and open up economic benefits to the town rather than losing up to £18m a year as suggested by KPMG. It would also maximise the potential economic benefits for cities such as Liverpool, that itself has worked very hard over recent years to improve its economic status through varying regeneration projects.

APPENDICES

APPENDIX 1: Signed Petition

STOP HS2

**No business case.
No environmental case.
No money to pay for it.**

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Name	Address	email/phone	email campaign updates (Y/N)
Ane Scott	29 Rochman Close Walsley		✓
50 Williams	23 WASH GREEN PIPLEN WALSLEY		✓
PAULINE FORD	19 LOCK LANE WARRINGTON M31 4PA		
Aileen GYNN	59 School Lane Rixton W33 6LW		
Francis GYNN	59 School Lane Rixton W33 6LW		
FIONA KAY	35 GREYMIST AVENUE WAI 4AL		✓
SIMON CHAFFEL	32 Clarendon Street, M45 6AF		✓
DAVID LEN	1 The Went, Hollins Green		✓
BERNIE WEST	35 Sunningdale Drive Frlam		
SIAMÉ YOUNG	12 Dover Park Flixton		
LORRAINE LAWLOR	3 OVERALL CRESENT FLIXTON		
GERRY LANGSHANKLETON	37 ROSEWAY AVENUE, CADDEHEAD		
Gwen Beery	11 SCHOOL LANE HOLLINS GREEN		✓ warringtonstophs2.co.uk
EDNA HOLLAND	156 GLAZEBROOK LANE W33 5AY		
ARTHUR NUTAN	11 School Lane Rixton W33 6LW		

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Name	Address	email/phone	email campaign updates (Y/N)
S Cook	78 Bank Street		Y
F. LAMBERT	22 MARSM BROOK CLOSE		N
Sprayer	74 the Crescent, Klam		N.
M SIMPSON	4 MEADOWSIDE AVE IRLAM		N
C. Simpson	74 The Crescent IRLAM		N.
A Speers	WN7 15		
H. Barden	8 Hertford close, Wootton		
Y Walsh	83 ROSE AVE IRLAM MCR		
S Shabe	6 Dawsons Rd Irlam M46A		
Dunster	Charwick House, Manak		mail.com Y
MARK Wilson	— " —		Y
Heer wegher	1 Railway cottage, Dam Lane, R		N X

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Name	Address	email/phone	email campaign updates (Y/N)
P. A Highime	98, Scott Rd, houston Wigan W93		Y
C.M. Webster	34 Edward Spence, Warrington		
A. Nilsson	75 Bailey St. Newton le Willows.		Y
M. GREEN	WOODSIDE FARM HOUSE RIXTON		
P GREEN	WOODSIDE Embouse Rixton		
J Green	WOODSIDE BARNHOUSE RIXTON		
K.N. Mansley	82 Pendle Gardens Cultereth		
Shingings	81 Gilda Rd, Beethamston		Y
K Whithead	11 PASTURECREEN, IRLAM		Y
J. Ravenscroft	72 Cavoline St, IRLAM		X
A Groom	47 Doxford Close, Culcham		
F Mcphoe	61 Dam lane Rixton		
J McPhee	61 Dam Lane Rixton		
P DICKINSON	3 THE PADDOCK LYMM		
J. R. L.	3 THE PADDOCK LYMM		
N. G. L.	33 LAWSONCROFT, MARTINECROFT.		Y

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H2

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Name	Address	email/phone	email campaign updates (Y/N)
PAUL LONG	22 Denehill Lane Culcheth		Y
DAN MCGUIDE	2 Clanco Ave Culcheth		NO
MIKE ASHCROFT	34 SCHOOL LANE MCKINS GREEN		Y
JT Greatbanks	ShearDine Irton		Y
KAREN BLAY	7 ROWSON DRIVE, CAOLISHAW		Y
PAUL BLAY	7 ROWSON DRIVE CAOLISHAW		Y
J. Brastens	19 Halshead Ave Salford		NO
R. Pardon	26 Halshead Ave Salford		NO
S. GARD	30 Halswood Rd Salford		NO
D. WATT	1 THE LIMES, CULCHETH		NO
J. WATT	1 THE LIMES, CULCHETH		NO
S. ELLIOTT	48 WOLLINGTON RD Salford		NO
E. DODD	11 Trenant Road Salford		NO
J. MARR	61 Archington Dr. Leigh		NO
C.A. Roberts	15 Keyes Close Birchwood		NO
Nier Rob.	" "		NO

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Name	Address	email/phone	email campaign updates (Y/N)
1. PITTEWAY	9. HAWTHORN DR CADISHHEAD		No
D. Pitteway	9- Hawthorn Di Cadishhead		No
O S C A F	J WALTON		YES
J. PITTEWAY	51 WELLS LANE MARTINESSIDE WATFORD		
J. SCRUTTON	7 SIENNA CLOSE Irlam		
S. MILLAR.	4 CUTPOOK LN. Irlam.		
J. Gorman	2 Ash Road Hollins Green		
L. McKenna	36 Spennithorne Rd.		NO.
S. Crawley	58a Bank Street E'brook		
A. McCauley	8 Old River Close Wigan		
S. BARRY	4 SCHOOL LANE HOLLINS GREEN		YES Siobhane@adl.com CAN HELP CANVASE VILLAGE
T. DAVENPORT	ASH FARM, CADISHHEAD MOSS		NO
S. BLAKE	95A LIVERPOOL RD, CADISHHEAD		NO
G. Butler	89A Liverpool rd, Cadishhead		NO
M. Masam	14. Rixton Park Homes, Rixton		NO
A. SZENDREI	14 Rixton Park Homes Rixton		NO

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Name	Address	email/phone	email campaign updates (Y/N)
J. ANDREO	15 BROADWAY, IRLAM		Y
D. TREVATHA	The (H&A)ie, Glazbrook Lane, Glazbrook		Y
D. SHAWCROSS	49 CLAYDON GARDENS, WARR.		Y
A. SHAWCROSS	49 CLAYDON GARDENS, WARR.		
S. SHAWCROSS	49 CLAYDON GARDENS, WARR.		
M. HOLLAN	21 SYCAMORE CRESCENT, WARR.		
G. KAY	35 GREYMIST AVE, WOOLSTON		Y
S. BRIDGWAY	16 WOODFIELD RD ALTRINCHAM		Y
A. KAY	35 GREYMIST AVE WOOLSTON WARRINGTON		
D. VINYARD	10 MARSHALL DR Irlam Salford		
M. MORRIS	33 SYCAMORE CRESCENT		
S. TICHIE	6 FRASERS RD IRLAM		
K. WALSH	83, Rosebud Irlam		
P. SMITH	31 CHURCH VIEW, LYME WARRINGTON		Y
IAN ROBERTS	651 KNUTSFORD RD, WARRINGTON, WARRINGTON		
DAVID FOSTER	4 BATTERY LANE, WARRINGTON		Y

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Name	Address	email/phone	email campaign updates (Y/N)
A Cavanagh	5 Lakeside Ave L Ram		Y.
D. Jackson	31 Ashmun Rd Cashton		Y.
E. Jackson	3 Laburnum Rd Cadishead		Y.
M. McCann	32 Cedarfield Rd, Lymm.		Y.
MIKE MITCHELL	20 Cedarfield Road, Lymm		Y.
ALAN CARROLL	WINDY NOOK HAMILTON RD CADISHHEAD		
Sue Botton	WINDY NOOK HAMILTON Rd, Cadishead.		
Sarah Ryan	1 Drakley Co Cadishead		Y.
Carol Kent	— " — " — " — " — " — "		Y.
J. Shaw	10 Marsh Brook close		
A. Shaw	— " — " — " — " — " — "		
A. Green	21 PELESWINE DRIVE		
P. Clarke	44 ASH ROAD RIXTON		
R. Crane	15 STANSFIELD ST CHANDERTON		
KATH ASHTON	7 HAWTHORN DRIVE CADISHHEAD		
S. Secard	16 ORCHARD BROW, RIXTON, WARRINGTON		Yes.

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Name	Address	email/phone	email campaign updates (Y/N)
D CARROLL	5 Round Thorn Cleft		Y.
AEGERTON	12 BRACKLEY AVE CADISHHEAD		Y.
J F GERTON	11 50 buckinghamroad cadishhead		N.
ELIZABETH	524 Manchester Rd Rixton		✓
A. WILLIAMS	BANK ST, WHITEBROOK CHESTER		
M. Swindell	16 Marsh Brook Close, Helling Green		✓
K. WELLS	17. Sycamore cres Rixton		✓
KATHY WELLS	17. Sycamore cres HOLLINGHEAD		Y
V. Prowling	35 THAMES RD. CUCKETH.		
I. HATES	71 DUNNOCH GROVE OAKWOOD		
L. Seaborn	36 Moss Side lane Rixton		✓
E. Eglebe	9 The Vista Cadishhead		✓
SF VAN SCHILDT	9 THE VISTA CADISHHEAD		✓
SAM JONES	7 Caroline St Ir lan		✓
SCOTT JONES	7 Caroline St Ir lan		✓
KERON JONES	7 Caroline St Ir lan		✓

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Name	Address	email/phone	email campaign updates (Y/N)
Penalis Sirion	4 SCHOOL LAKE HOLLINS GREEN. WAZ 6LL		✓ WILLING TO SEND ON THE COMMITTEE
HAEN MURDOCH	5, ASHROD, RIXTON, WARRINGTON CHESTNUT WAZ 3 6LL		✓
Luke Tibbury	7 MINE CLOSE RIXTON, WARRINGTON WAZ 6LL		✓
G. RICHARDSON	25, BIRCH LN RIXTON WAZ 6LP		✓
J. GRIFFITHS	6 CCA-YAWN GARDENS RIXTON		✓
Sandra Ienna	11 TLE WENT HOLLINS GREEN		✓
London Smithies	553 Manchester Rd, Hollins Green		✓
R. SCHRAMA	LEABROOK FARM GAZEBROOK WAZ 3 BL		✓
G. Vauldy	40 School Lane Rixton		✓
J. NATOP	5 SUNNINGDALE DRIVE M44 6NJ		✓
S. NATLER			✓
P. WIGHTS	21, Birch rd RIXTON WAZ 6LL		✓
AD Whitfield	5 BRUNWOOD AVE CAPSHIRE M/CR M44 5XX		✓
J. MCINTYRE	62 Sutton Ave WAZ 4LN		✓
Nancy Boardman	7 FOUNT CLOSE NOOLSTON		✓
MURIEL HAMER	Mount Pleasant Farm Sparesbank		✓

STOP HS2

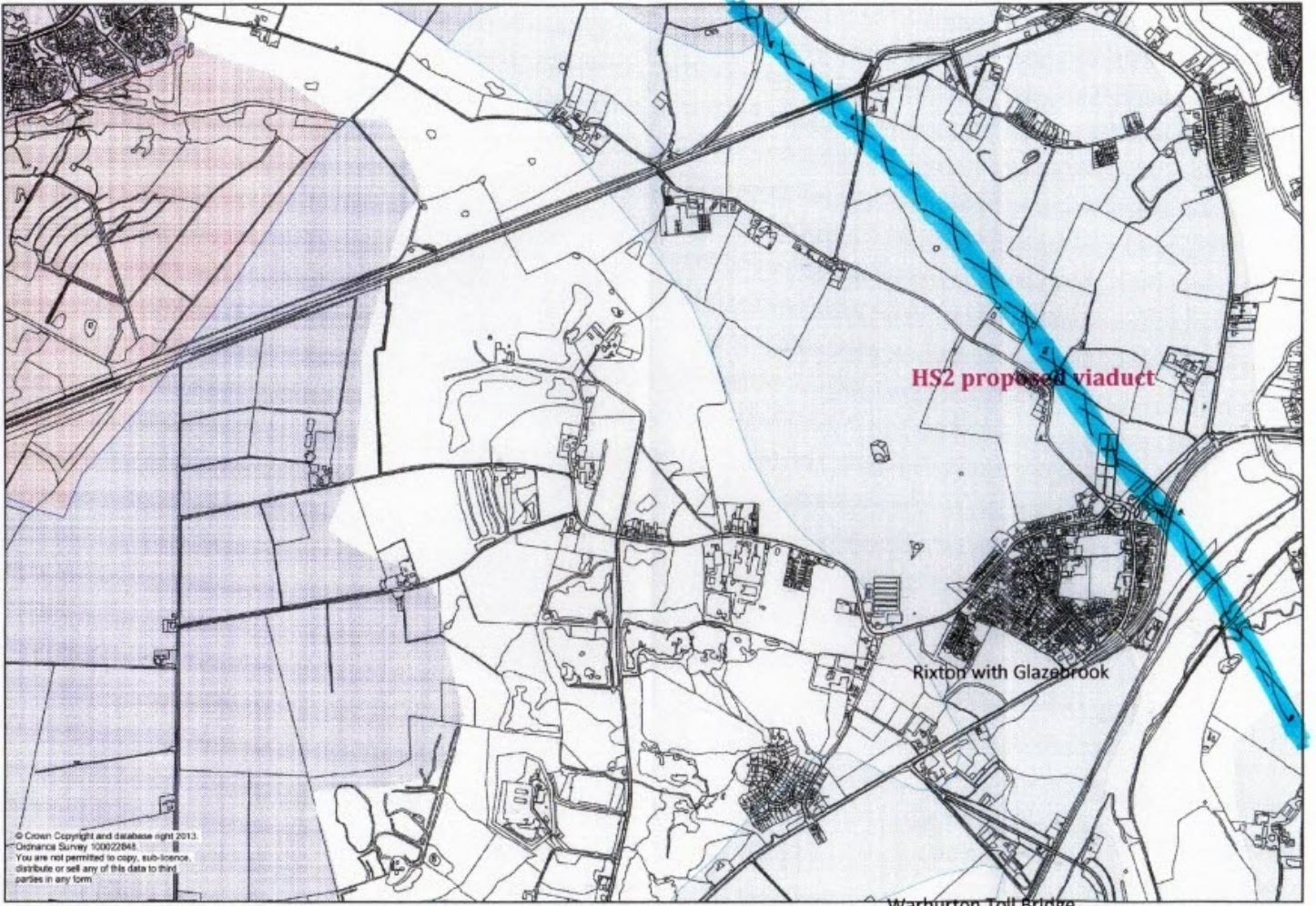
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Name	Address	email/phone	email campaign updates (Y/N)
Mandy Broadbent	87a Church Street, Blackrod		Y
Jean Taylor-Higham	3 WARBURTON VIEW, RIXTON		Y
Joseph Higham	3 WARBURTON VIEW, RIXTON		Y
Blang Schirana	LEABROOK FARM, GLAZEBROOK		Y
Chris Lunn	10 Newlands Ave, Irlam		Y
Geoff Lunn	---		
Lloyd	165 WAZSES		N
L. Lloyd	165 WAZSES		N
PM Lacey	12A34LN		N
Carole Rowlinson	690, Warrington Rd Risley		Y
Annita Parncutt	50 REECE RD IRLAM		Y
Jeffrey Parncutt	---		Y
F. Belcher	42 Homestead Close M		X
MKay	9 Langcliffe Close Incechapel		Y
KATHYAN HART	33 CLAYTON GARDENS, RIXTON		Y
Daniel Rowland	137 Linerpool Rd, Irlam		Y

Appendix 2: Farmland Plan



**Appendix 3: Blackrod to Warburton Tunnel North High Pressure
Gas Pipeline**

High Pressure Gas Main Pipe Lines



**Appendix 4: Public consultation on previously proposed M56/
M62 Motorway link**



NORTH WEST CONSTRUCTION PROGRAMME DIVISION
SUNLEY TOWER
PICCADILLY PLAZA
MANCHESTER M1 4BE

TELEPHONE: 061-832 9111
TELEX: 668767
FAX: 061-838 5790

Your Ref:

Our Ref: **CNW M56-62/1/1/08**

DATE: **September 1993**

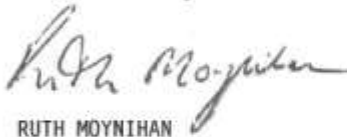
Last year the Department consulted the public on plans for a motorway link between the M56 and M62 West of Manchester.

The main issues of public concern were the effects of a new high level crossing of the Manchester Ship Canal and the principle of building a new road in the open space between Manchester and Warrington. After much deliberation we have concluded that there was no satisfactory way of overcoming these concerns. In view of this the Secretary of State has decided that the plans should be abandoned.

The Department will continue to look at ways of accommodating the increasing levels of traffic using the M6 and M62 motorways.

I enclose a copy of a brochure which explains this decision. A more detailed explanatory leaflet will be placed on deposit at the offices of Cheshire County Council, Backford Hall, Chester; Macclesfield Council Offices, Toft Road, Knutsford; Salford Civic Centre, Swinton; Trafford Town Hall, Talbot Road, Stretford; Warrington Town Hall; and at Altrincham Library, Birchwood Library, Cadishead Library, Culcheth Library, Flixton Library, Irlam Library, Knutsford Library, Lymm Library and Partington Library, until 22 October 1993.

Yours sincerely

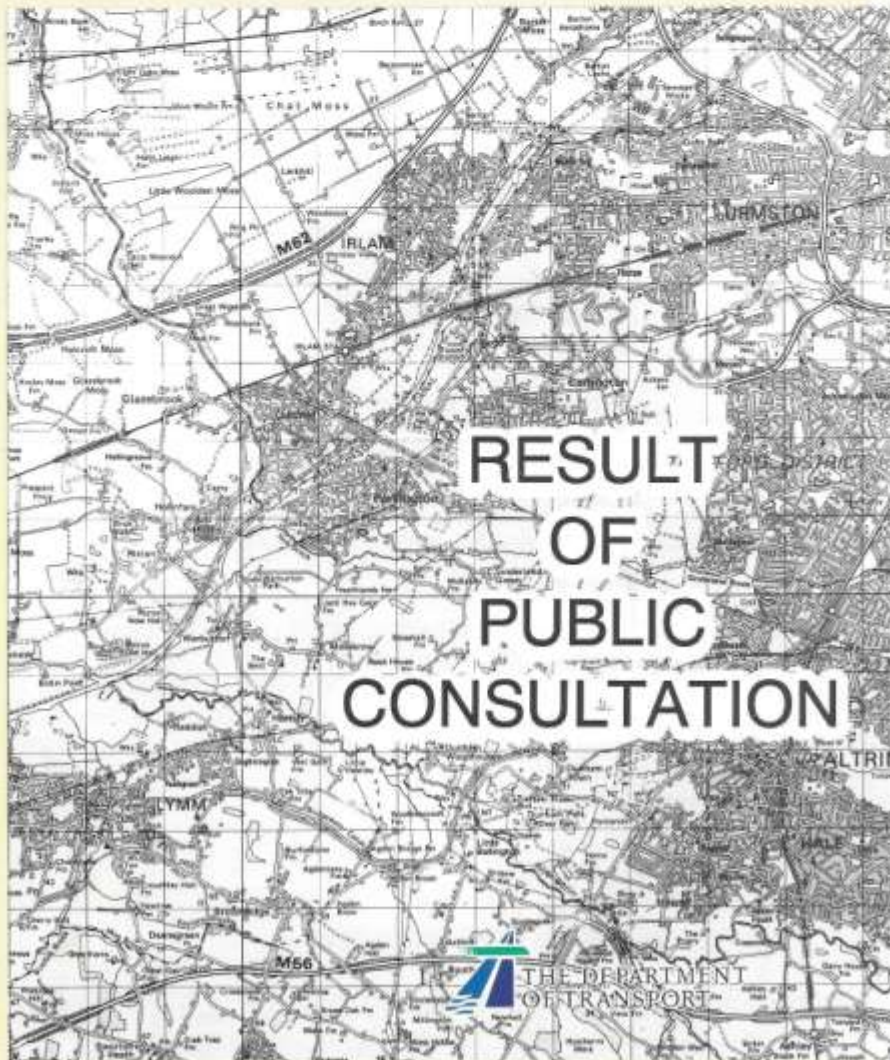


RUTH MOYNIHAN



**The Greater Manchester
Western & Northern
Relief Road**

**M56-M62
LINK**



THE GREATER MANCHESTER WESTERN AND NORTHERN RELIEF ROAD: M56 TO M62 LINK

INTRODUCTION

Between 27 October 1992 and 5 February 1993 the Department of Transport invited members of the public, local authorities and other organisations to give their views on a proposal to build a new motorway between the M56 and M62, west of Manchester.

It was explained that all views expressed would be considered with care before the Secretary of State for Transport decided on a route to be protected for planning purposes, should the scheme proceed.

BACKGROUND

■ The Greater Manchester Western and Northern Relief Road was first announced in the 1989 White Paper "Roads for Prosperity" as a new motorway to connect the M6, near Knutsford, to the M62, near Middleton. Its aim was to relieve motorway congestion west and north of Manchester, and to encourage economic growth. It comprised of 3 elements:

- . M6 to M56 - now entitled 'A556(M) Improvement'
- . M56 to M62 Link
- . M62 to M66 - now entitled 'M62 Relief Road J.12-18'

■ A single 'Yellow' route was put forward as the favoured option for the M56 to M62 Link. It would diverge from the proposed A556(M), cross the M56, and then continue in a north-westerly direction to bridge the Manchester Ship Canal and A57 at Hollins Green. The route would then turn north-easterly to connect with the M62 near Great Woollen Wood. M62 would be widened from here to M63, Eccles Interchange.

■ Two routes were shown as rejected, namely Orange and Green. Orange made more use of the existing M6 and M62 corridors, whilst Green provided a more direct diagonal route to M62 near Eccles. Orange was rejected on cost, and Green on environmental grounds.

PUBLIC CONSULTATION

- There was very significant adverse public reaction to the proposed Yellow route and little support from local authorities and parish councils.
- The National Trust, the Council for the Protection of Rural England, and other environmental bodies were strongly opposed.
- The vast majority of the respondents expressed concern about the environmental impact of a new motorway on the remaining green belt between Warrington and the Manchester conurbation.
- Particular concern centred upon the elevated crossing of the Manchester Ship Canal, and upon the effects on village communities along the route.
- Many challenged the need for a new motorway, whilst others argued that any improvements should be confined to existing route corridors.

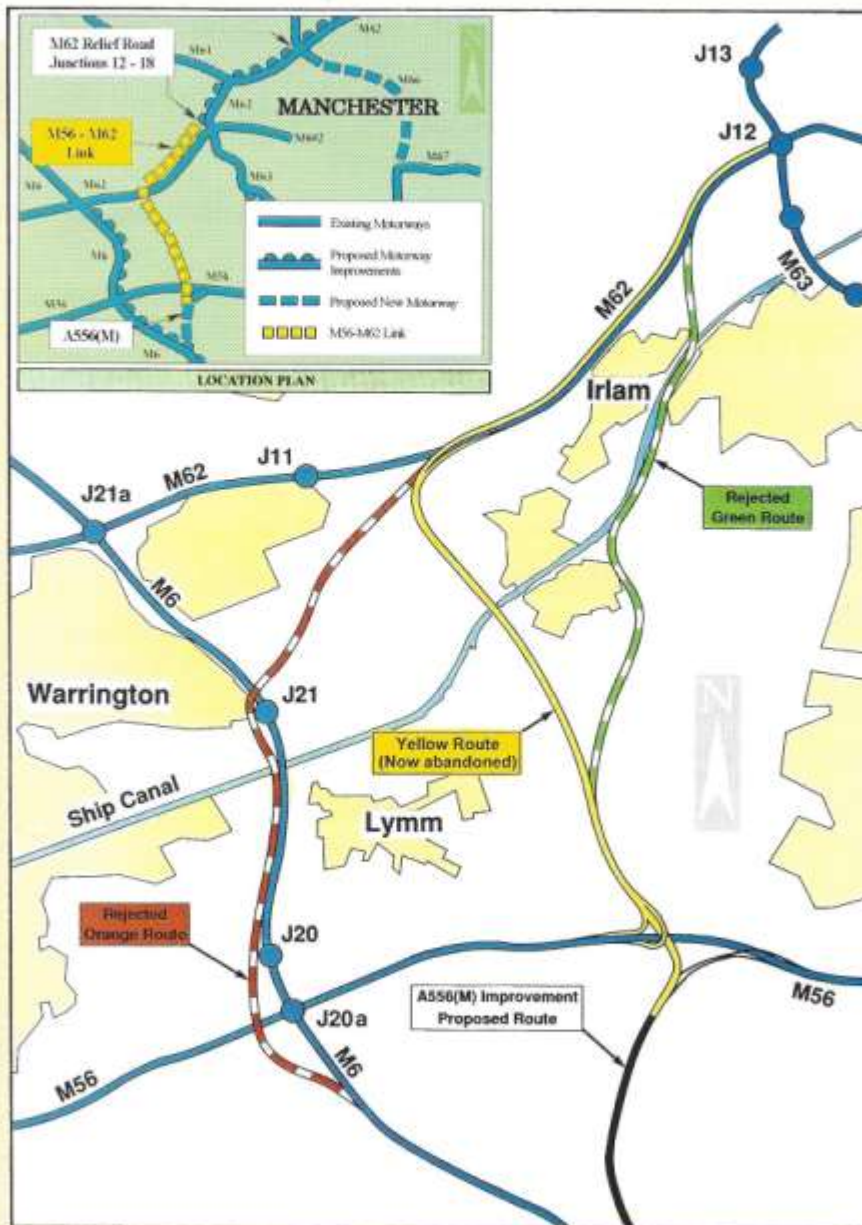
DECISION

In recognition of the overwhelming reaction to the scheme from many people and organisations, the Secretary of State for Transport has concluded that the Yellow route should be abandoned. The Department will continue to look at ways of accommodating increasing levels of traffic using the M6 and M62.

FURTHER INFORMATION

Further copies of this leaflet, together with a more detailed Statement of Results of Public Consultation, will be available for inspection during normal opening hours from 7 September to 22 October 1993 at the following locations:-

- Cheshire County Council,
Backford Hall, Chester.
- Macclesfield Council Offices
Toft Road, Knutsford.
- Salford Civic Centre, Swinton.
- Trafford Town Hall.
- Warrington Town Hall.
- Altrincham Library
- Birchwood Library
- Cadishead Library
- Culcheth Library
- Flixton Library
- Irlam Library
- Knutsford Library
- Lymm Library
- Partington Library



**PUBLIC
CONSULTATION ROUTES**