

# High Speed Two Phase 2b: Crewe to Manchester & West Midlands to Leeds Route Refinement Consultation 2016, a summary of consultation responses

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A report to HS2 Ltd and the Department for Transport Prepared by Dialogue by Design

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# **Executive summary**

This report provides a summary of the responses to the Government's HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds Route Refinement consultation. The consultation began on 15 November 2016 and ran for 16 weeks.

The purpose of the consultation was to inform the Secretary of State's decision on the preferred route for Phase 2b, based on the views of those individuals and organisations who express their opinions on the refinements to the route.

### **Consultation process**

The HS2 Phase 2b: Crewe to Manchester and West Midlands to Leeds Route Refinement consultation was managed by HS2 Ltd on behalf of the Department for Transport (DfT). Dialogue by Design was commissioned to receive, collate, analyse and report on responses to the consultation made via the webform, email or the Freepost address set up for this consultation.

### **Consultation responses**

A total of 6,920 responses were received. Of these, 392 were from organisations and elected representatives, the remainder were submitted by members of the public.

Responses to the parallel Property consultation are summarised in a separate report.

### **Relocation of western leg Rolling Stock Depot**

A total of 697 respondents provide feedback on the proposed relocation of the western leg rolling stock depot (RSD) to a site north of Crewe instead of the previously proposed site north of Golborne.

Some respondents express support for the proposal. Their reasons include the proximity of the proposed site to existing transport links, the potential for the development to bring economic benefits to the area, and the potential for reducing potential impacts on environment and heritage.

A greater number of respondents express opposition to the proposal. Their reasons include potential impacts on local communities from construction and operation of the proposed rolling stock depot, and the use of green belt land for the depot. Respondents argue the proposals would increase noise and traffic in the area, as well as potentially affecting local schools. Some respondents suggest potential alternative sites for the rolling stock depot, with many emphasising a preference for a brownfield site.

### **Route between Middlewich and Pickmere**

A total of 730 respondents provide feedback on the proposed realignment of the route between Middlewich and Pickmere.

A relatively small number of respondents express support for the proposal. A few of them say that they support the proposal because it would reduce the risk of subsidence relative to the previous proposals.

Many respondents express opposition to the proposal, citing concerns about perceived local impacts associated with the proposed route. These concerns focus on potential noise, visual and property impact, as well as potential impacts on local amenities and infrastructure. Some respondents believe the proposed route would not alleviate the potential risk of subsidence, which they say would give rise to safety issues during construction and operation of the proposed line.

### **Approach to Manchester Piccadilly**

A total of 560 respondents provide feedback on the proposed realignment of the route on the approach to Manchester Piccadilly.

A relatively small number of respondents express support for the proposal. Their reasons include the potential improved connectivity of the proposed approach, the possible reduced disruption to the local community and West Coast Main Line, potentially reduced impacts on property and on the station itself.

A larger number of respondents express opposition to the proposal. Respondents express concern about perceived local impacts associated with the proposed route, such as potential noise and potential impacts on local properties, businesses and infrastructure.

### **Route around Measham, Leicestershire**

A total of 991 respondents provide feedback on the proposed realignment which moves the route to the east of Measham.

Some respondents express support for the proposal. Their most frequently cited reason is a perceived reduction of impacts on Measham village (including local businesses and industrial developments) compared with the previous proposal. Some respondents believe that the proposed route refinement would lead to less disruption to residential areas, thanks to reduced noise and traffic impacts.

Many more respondents express opposition to the proposal. Their reasons include perceived negative impacts on the villages of Measham, Appleby Parva and Appleby Magna. Some respondents believe that these villages could become enclosed between motorway and the proposed route. These potential impacts are seen to affect local businesses and jobs, properties and heritage sites. Additionally, many respondents express concern that the

proposals would lead to increased visual and noise impacts, air pollution, congestion on the local road network and the potential loss of farmland.

### **Route along A42 around East Midlands Airport**

A total of 661 respondents provide feedback on the proposal to realign the route in the area around East Midlands Airport.

Some respondents express support for the proposal, arguing that as it would follow an existing transport corridor, it would cause less disruption to local communities and the environment compared with the previously proposed route, along with the belief that it would cost less than the previous proposals.

A larger number of respondents express opposition to the proposal. Many argue that the proposed route would disrupt local communities with little apparent benefit to the local area. Respondents' concerns centre on potential noise, visual impacts, construction traffic, air pollution and other environmental impacts, as well as potential impacts on properties.

### Changes to East Midlands Hub approach through Long Eaton

A total of 757 respondents provide feedback on two options for the alignment of the proposed route as it passes through Long Eaton: a high level viaduct or a low level retained embankment.

Relatively small numbers of respondents express support for either or both of the proposed options, with the high level option receiving slightly more support than the low level option. Respondents who support the high level viaduct option mention the potential for reduced impacts on traffic and the local community. Those who express support for the low level embankment argue that it would have a lesser visual impact.

Many respondents express general opposition to both options, citing reasons such as: the potential impacts on the local community, landscape and environment, as well as increased traffic and noise. For those who specifically oppose the high level viaduct option, the most commonly cited reason is the potential increased visual impact. Respondents who express specific opposition to the low level embankment option mention perceived effects on local roads and properties.

### **Derbyshire to West Yorkshire (M18/Eastern alignment)**

A total of 5,479 respondents provide feedback on the proposed realignment of the proposed route through Derbyshire, South Yorkshire and West Yorkshire, known as the M18/Eastern alignment.

While some respondents express support for the proposed M18/Eastern alignment between Derbyshire and West Yorkshire, a large number of respondents express opposition to the

proposals. A substantial proportion of those who disagree with the proposed alignment express a preference for the route proposed in the 2013 consultation, commonly referred to as the 'Meadowhall route'.

Respondents who are supportive of the M18/Eastern alignment highlight its potential to realise economic benefits for Sheffield through bringing high speed rail services into its city centre, capitalising on the existing hub status of Sheffield Midland station. Respondents assert that the proposed route could contribute to a network of fast city to city connections in northern England, stimulating regional growth. A few say the proposals would improve access to high speed rail travel for Sheffield and Chesterfield, which they believe would meet existing or potential demand. Some respondents welcome the proposed route because they perceive it to have fewer detrimental impacts on communities, environment or heritage, particularly the Chesterfield Canal.

Respondents who are opposed to the M18/Eastern alignment question whether the proposals would deliver value for money, especially in comparison to previous proposals. They argue that the proposed route would benefit fewer people in South Yorkshire and dispute the cost savings HS2 Ltd claims the proposals would realise, which they say omit costs associated with electrification of existing rail, the realisation of a northern junction, and the construction of a new parkway station. Respondents also argue that former mining activity could affect the construction and operation of the proposed route.

Many respondents express concern about perceived local impacts associated with the proposed route. These concerns often focus on noise, air pollution and visual impact, as well as impacts on local infrastructure. Respondents argue that the proposed route would disrupt local communities, disadvantage local businesses, and result in the demolition of properties in Mexborough, Bramley and surrounding areas. Respondents also voice concern about impacts on nature and heritage, including various designated sites.

Several respondents suggest alternatives for the proposed route or parts of it. Common suggestions include the use of tunnels to minimise disruption to local communities and the environment and the use of existing rail connections, such as the Erewash Valley line.

Some comments on the proposals are specific to the Sheffield spur, which proponents consider to be essential to the objectives of the HS2 network. However, most respondents who comment on the spur are critical, arguing that its routeing over existing rail into a station with limited capacity would undermine the purpose of a high speed rail network.

Respondents argue that while the proposed spur would favour (parts of) Sheffield and Chesterfield, it would be of little benefit to people travelling from locations elsewhere in South Yorkshire, as their journeys into Sheffield Midland would cancel out time gains from high speed rail travel. Respondents question whether benefits associated with the proposed Sheffield spur would warrant the cost and the perceived disruption to communities, such as Newton and Blackwell.

Many respondents would prefer a high speed rail station at Meadowhall, which they say would be easier to access and better integrated in the network than the proposed station at Sheffield

Midland. Respondents argue that the latter would impose limitations on the frequency and capacity of high speed train services for Sheffield.

The consultation specifically asked respondents for comments on the potential inclusion of a northern junction near Clayton. This proposal is welcomed by some, with those in support mostly citing connectivity benefits. However, many more express opposition, often in conjunction with their overall opposition to the proposed route. Respondents argue that the proposed junction would not be needed if the previous proposals were reinstated. Some express concern about the impact the proposed junction would have on the village of Clayton and its surroundings.

Respondents who comment on the proposed rolling stock depot at New Crofton are unanimously critical. They argue that the village of Crofton would be surrounded by HS2 infrastructure and express concern about the potential impacts of road closures, noise and light pollution, which they argue would disrupt the community during construction as well as operation. Respondents believe that the proposed depot would cause residents visual blight and negatively impact property values in Crofton. Some respondents highlight that the proposed site for the depot would complicate construction due to former mining activity. Respondents argue that an alternative location for the proposed depot should be sought, citing preference for an urban or brownfield location.

Some respondents question the reasons for the perceived substantial deviation from the 2013 consultation proposal for the Derbyshire to West Yorkshire route. They argue that the current proposals seem to embrace a route option that HS2 Ltd dismissed earlier, without presenting credible justification. Some suggest that lobbying efforts from Sheffield-based stakeholders have had undue influence on the current proposals.

### **Other comments**

A total of 3,651 respondents make additional comments, mostly in relation to the HS2 project as a whole or the consultation process. Some respondents also comment on proposed changes to the route which are not part of the current consultation.

Many respondents express opinions on HS2 in general. Of those who do, most express opposition, with many questioning the business case and criticising the cost and potential local disruption, compared with perceived benefits.

Many respondents criticise the decision-making process behind the proposed route refinements or express criticism on the consultation process, with some expressing concern that the consultation would have little influence on HS2 Ltd's plans. A large number of respondents, including key stakeholders, request that HS2 Ltd provides further information on the potential impacts of the proposed route refinements. Some argue that the information provided in the consultation document and at consultation events is inadequate.

Of those respondents who comment on proposed changes to the route which are not currently subject to consultation, many express concerns about their potential local impacts.

These views are summarised in the section titled 'Comments on changes to the route not subject to consultation' (12.9).

# Chapter 1: About the consultation

### 1.1 Background

- 1.1.1 High Speed Two (HS2) Ltd is the organisation responsible for developing and delivering the High Speed Two (HS2) project. HS2 Ltd is owned by the Department for Transport (DfT).
- 1.1.2 In November 2016 the Government announced the preferred route for the proposed HS2 railway from Crewe to Manchester and West Midlands to Leeds

   known as Phase 2b. As part of this announcement, the Government launched two consultations on:
  - the seven substantial changes being proposed to the previously consulted route; and
  - the property compensation and assistance schemes being proposed for people affected by the plans.
- 1.1.3 Further information about the consultation can be found in Appendix B.

# **Chapter 2: Participation**

2.1.1 This chapter provides an overview of participation in the consultation. It covers response types and a breakdown of respondent sectors.

# 2.2 Response channels

2.2.1 There were three ways to submit a response to this consultation, all of which were advertised in consultation materials and on the government publications website (www.gov.uk). The three response channels – a Freepost address, an email address and an online response form – were free for respondents to use. The online response form and the email address (subject to the respondent's account settings) provided confirmation messages explaining that a response had been successfully received by Dialogue by Design.

### 2.3 Response types

- 2.3.1 A total of 6,920 responses were received, in a number of different formats. Table 2 describes these in more detail.
- 2.3.2 Some responses were categorised as null responses, including: identical responses from a single respondent, blank responses and requests for specific information. Enquiries received through the response channels were redirected to the HS2 Enquiries team.

#### Table 1 Responses by type

Response type	Count
Online response form	1,694
Responses submitted via the response form on the consultation website	
Offline response form	3,037
Completed response forms submitted via freepost or email	
Letter or email	2,189
Individual responses submitted via freepost or email	
Total	6,920

### 2.4 Responses by sector

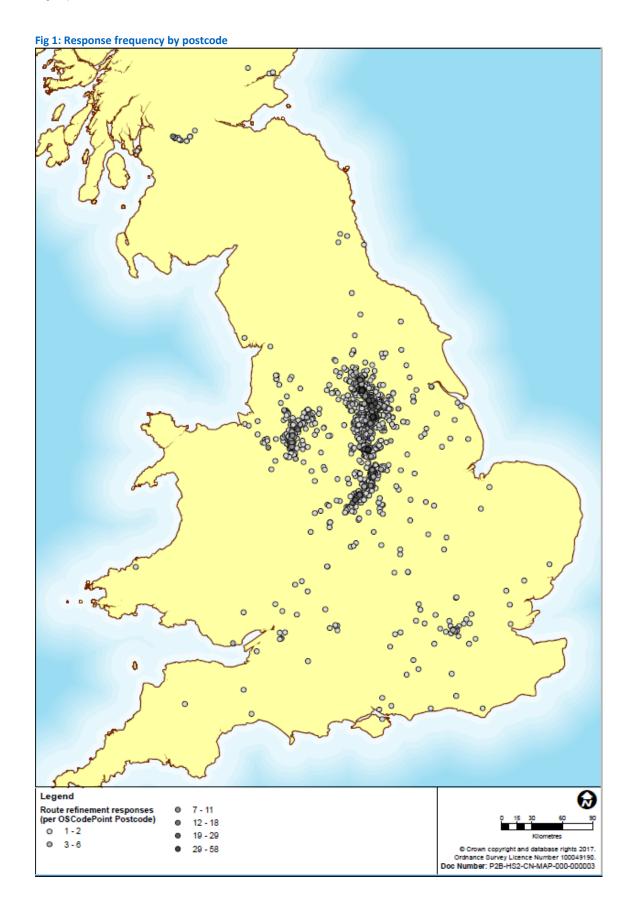
2.4.1 Respondents that used the response form or the consultation website to respond to the consultation were asked to indicate the sector that most appropriately described them. Other responses received from organisations, with no sector indication given, were categorised based on information from the response or through publicly available information about the responding organisation. This was done through an iterative process between Dialogue by Design and HS2 Ltd. A list of responding organisations per sector is included in Appendix A.

Table 4	Responses	by	sector

Sector	Count
Members of the public	6,528
<b>Action groups</b> (includes interest groups campaigning on various aspects of the HS2 proposals)	45
Businesses (local, regional, national or international)	90
Elected representatives (includes MPs, MEPs, and local councillors)	18
<b>Environment, heritage, amenity or community groups</b> (includes environmental groups, schools, church groups, residents' associations, recreation groups, rail user groups and other community interest organisations)	72
Local government (includes county councils, district councils, parish and town councils and local partnerships)	106
Real estate, housing associations or property-related organisations	32
Statutory agencies	17
Transport, infrastructure or utility organisations	12
Total	6,920

### 2.5 Responses by location

2.5.1 Fig 1 below shows a visual representation of response frequency by respondent postcode.



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# Chapter 3: Methodology

# 3.1 Introduction

3.1.1 This chapter gives a brief overview of how responses were received and analysed. More details about the methodology can be found in Appendix B.

### **3.2** Response processing and analysis

3.2.1 Dialogue by Design received the consultation responses, via multiple response channels and processed them consistently. There were four stages to processing and analysing the consultation responses:

1. **Data receipt and digitisation of all submissions**: to a consistent digital format, with supervision and quality checking of the transcription process to ensure accuracy.

2. **The development of an analytical framework**: to enable a team of analysts to categorise all responses according to the issues they raise.

3. **The application of the analytical framework**: a systematic process of applying the analytical framework to all responses, with quality checking to ensure accuracy.

4. **Reporting**: the translation of the analysed data into this summary report.

- 3.2.2 This report is the output of the process. It presents a summary of the issues raised in consultation responses, but it does not:
  - make recommendations or seek to draw conclusions from responses;
  - attempt to respond to comments made by respondents; or
  - seek to verify or pass judgement on the accuracy of comments made by respondents.

Its purpose is to organise, analyse and report on the responses received and provide results in a format that is as accessible as possible for the general public, stakeholders and for decision makers in Government.

# Chapter 4: Reading the report

## 4.1 About the report

4.1.1 This report summarises the responses to the High Speed Two Phase 2b: Crewe to Manchester and West Midlands to Leeds Route Refinement Consultation 2016. The report summarises the issues raised by respondents, and indicates the proportion of respondents who share specific views.

# 4.2 Numbers in the report

- 4.2.1 Numbers are used in this report to provide the reader with an indication of the balance of views expressed by respondents. It is important to note that this consultation was an open and qualitative process, rather than an exercise to establish dominant views across a representative cross-section of the public. Therefore, no conclusions can be reliably drawn about any population's views beyond those who responded to the consultation. Dialogue by Design's intention is to accurately reflect the issues raised, rather than attributing any weight to the number of respondents raising them.
- 4.2.2 Where appropriate and possible, and by way of context only, numbers have been used to illustrate whether a particular point of view was expressed by a greater or smaller number of respondents.
- 4.2.3 Throughout the report, respondents' views are summarised using quantifiers such as 'many', 'some' and 'a few', to ensure the narrative remains readable. These are not based on a rigorous metric for use of quantifiers in the report reporters have exercised their editorial judgement over what quantifiers to employ. To aid readers in interpreting the scope of such quantifiers, each subsection begins with an indication of how many respondents have commented on the topic of the sub-section. The quantifiers used in each section are relative to this number so 'many' and 'some' should be read as 'many of the respondents who commented on this issue'.
- 4.2.4 Some responses were made partly or entirely without reference to specific consultation questions. The points made in these responses have been integrated into the chapters which cover the relevant themes identified.
- 4.2.5 In this report, specific views or issues are frequently presented without presenting a number of how many responses were made containing this view or issue. This helps to provide a balance between qualitative findings and the numbers of respondents raising specific points. For a more detailed, quantitative breakdown of the number of respondents commenting on each issue, the reader can refer to Appendix C.

# 4.3 Structure of the report

4.3.1 This summary report follows the structure of the consultation questionnaire and addresses each of the seven route refinements in turn, before addressing overall comments made about HS2. Questions 7, 8 and 9 of the consultation questionnaire address a set of options on the proposed route between Derbyshire and West Yorkshire – these are reported together in chapter 11.

Chapter	Route refinement
5	Relocating the western leg rolling stock depot
6	Route between Middlewich and Pickmere
7	Manchester Piccadilly approach
8	Route around Measham, Leicestershire
9	Route along A42 around East Midlands Airport
10	Changes to East Midlands Hub approach through Long Eaton
11	Derbyshire to West Yorkshire (M18/Eastern route)
12	Overall comments on the project and the proposed route

#### Table 2 Report structure

- 4.3.1 Comments are discussed under different thematic sub-headings such as 'the case for change' or 'perceived benefits'. Where a significant number of comments have been raised in relation to one of these themes, the sections may be further subdivided into 'Perceived impacts on local communities', 'Perceived impacts on the environment', or 'Other perceived impacts'.
- 4.3.2 Quotations from responses have been included in the following chapters to illustrate views discussed in the narrative. The quotations are taken from a mix of responses including organisations, elected representatives and members of the public. Quotations have been attributed where they are taken from a response by an organisation or an elected representative. Quotations have not been attributed to private individuals other than indicating that they are from an individual's response. No quotations have been included from confidential responses.
- 4.3.3 Quotations are taken directly from responses and any typos within are the respondents' own. This report reflects what respondents say without judgement or interpretation.

# 4.4 Appendices

- 4.4.1 This report has seven appendices:
  - a list of organisations and elected representatives that responded to the consultation (Appendix A);
  - a description of the consultation process and a detailed methodology explaining how responses were received, processed and analysed (Appendix B);
  - a table listing all codes in the analysis framework and the frequency of codes used in the analysis of responses (Appendix C);
  - a glossary of terms (Appendix D);
  - the results of a simultaneous equality and diversity monitoring exercise (Appendix E) and the form used in this monitoring exercise (Appendix F); and
  - a copy of the consultation questionnaire (Appendix G).

# Chapter 5: Relocating the western leg rolling stock depot (question 1)

## 5.1 Introduction

- 5.1.1 The proposed route refinement involves the relocation of the western leg rolling stock depot (RSD) to a site north of Crewe instead of the previously proposed site north of Golborne.
- 5.1.2 The question asked respondents:
- **5.1.3** 'Do you support the proposal to locate the western leg Rolling Stock Depot on the site north of Crewe? Please indicate whether or not you support the proposal together with your reasons.'
- 5.1.4 A total number of 697 responses were received in relation to this route refinement. This includes responses to question 1 as well as any other responses referring to this issue. Not all respondents addressed the route refinement described in the question. This means that the total number of responses to a given question is not the same as the total number of respondents who addressed that particular route refinement.
- 5.1.5 This chapter provides a qualitative summary of the issues respondents raise in response to question 1. This is broken down into the following themes:
  - Overall support and opposition (section 5.2);
  - Comments on the case for change (section 5.3);
  - Comments on proposed location (section 5.4);
    - Additional comments and suggestions;
  - Perceived benefits (section 5.5);
  - Perceived impacts (section 5.6):
    - o on local communities;
    - o on the environment;
    - o other; and
  - Alternative suggestions (section 5.7).

5.2 Overall support and opposition

5.2.1 A total of 87 respondents say that they support relocating the rolling stock depot to a site north of Crewe, with 15 respondents supporting it with caveats. In contrast, 295 respondents oppose the new location and many more respondents comment on this route without expressing clear support or opposition. There are 249 respondents who state that they have no view or no comment to make on the subject.

# 5.3 Comments on the case for change

5.3.1 Many respondents argue against the proposed relocation of the rolling stock depot from Golborne to a site north of Crewe. Several of them emphasise that the previously selected location was removed as an option because of potential local impacts, adding that the proposed new location would affect local people and schools in a similar way. For example, Wimboldsley Primary School says it is "the same scenario recreated". Respondents argue that if these were the main grounds for moving the proposed RSD away from Golborne, then the new site does not solve them.

"In view of the concerns raised about the Golborne site I am surprised that the site near Wimboldsley has been chosen as a viable alternative as there are considerable similar (and I would argue greater) impacts of siting the rolling stock depot at Wimboldsley" Antoinette Sandbach, Member of Parliament for Eddisbury

- 5.3.2 Several respondents say that the proposed site is a worse choice, as they believe that the Golborne site would have been on brownfield land, whereas the proposed site north of Crewe would be on greenfield land. In contrast, a few respondents argue that the newly-proposed site is on flat farming land, which they say is more suitable than a site closer to settlements.
- 5.3.3 The Canal and River Trust would prefer for the RSD to be moved back to its location north of Golborne to avoid potential impacts on the Shropshire Union Canal.

### 5.4 Comments on proposed location

- 5.4.1 A total of 117 respondents make specific comments about the proposed new location for the rolling stock depot. Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the proposed location.
- 5.4.2 Many respondents are concerned that the proposed site is greenfield land, listing various environmental impacts associated with the proposed new location for the depot. Many others are concerned about the proximity of the proposed RSD to Wimboldsley Primary School.

- 5.4.3 Several respondents express concern about the need for tracks near the proposed RSD to be raised, believing that this would cause increased visual impact and noise.
- 5.4.4 Many respondents claim that labelling the new site as 'north of Crewe' is misleading. They say it misrepresents the location of the proposed site, which they assert is six miles north of Crewe, in open countryside.
- 5.4.5 Several respondents express concern regarding the geological stability of the land where the RSD is proposed, and mention potential subsidence issues.
   They emphasise that salt mining sites and gas pipelines could affect the land near the site.

### 5.4.6 Additional comments and suggestions: connection with West Coast Main Line and northern chord

- 5.4.7 Several respondents use this question to comment on infrastructure associated with the previously proposed site for the RSD at Golborne. Specifically, respondents discuss the proposed connection of HS2 to the West Coast Main Line (WCML) at Golborne, and the northern chord of the Manchester Junction, which would have enabled empty trains to travel between the RSD and Manchester. The new proposal would retain the connection with the WCML but remove the northern chord.
- 5.4.8 The Greater Manchester Combined Authority (GMCA) and Wigan Council ask that the northern chord of the Manchester Junction be retained to improve the connectivity of Wigan and places further north to Manchester Airport and Piccadilly station. GMCA argues that there is a solid business case for keeping the link.

"Unlike other potential connections that local stakeholders may be lobbying for along the route, this chord did form part of the original HS2 business case and as such is already funded within the HS2 budgets and included within the original programme." Greater Manchester Combined Authority (GMCA)

- 5.4.9 Conversely, the National Trust opposes the reinstatement of the northern chord, arguing that its environmental impacts would be severe.
- 5.4.10 Several respondents comment on the planned WCML connection at Golborne and express views on the consequences for connectivity, as well as the costs of the proposals. Some respondents, such as Lancashire County Council, comment that it is essential for connectivity. Transport for West Midlands believes that it could lead to a potential loss of a connection to HS2 in the north of Crewe, which they say would adversely impact on how Crewe Station could serve as a hub for passengers from the West Midlands. A few respondents comment on the potential for HS2 trains to serve Warrington Bank Quay station.

- 5.4.11 Other respondents, such as Warrington Borough Council and Lymm Parish Council believe that the WCML connection costs too much. Some say other railway improvements in the area would represent greater value for money.
- 5.4.12 Some respondents, including Warrington Borough Council, express concern about the potential impacts of the proposed viaduct over the Manchester Ship Canal on Lymm, High Legh, Hollins Green and Heatley. Respondents also mention risks relating to the proposed connection crossing former salt mines near Lymm. Trafford Council raises concerns about the potential impacts of the proposed line on Warburton, Mossbrow and Partington.
- 5.4.13 Respondents also raise concerns about impacts of the proposed route passing near Warrington, with one respondent suggesting the high speed line could provide a connection to the Chat Moss Line at Kenyon to find a better route into Liverpool.
- 5.4.14 Several respondents suggest that if the proposed RSD would be moved from Golborne, the link to the WCML would no longer be needed.

### 5.5 Perceived benefits

- 5.5.1 A total of 54 respondents make comments about potential benefits of the proposed relocation of the rolling stock depot.<sup>1</sup>
- 5.5.2 Several respondents, including Lymm and Croft Parish Councils, claim that the new location north of Crewe would be more central than Golborne, and would provide better access and connections to existing transport links (both northern and southern sections of HS2). They highlight that the site would be adjacent to the WCML and other existing infrastructure capable of supporting the proposed RSD. They link this to perceived cost savings.
- 5.5.3 Many respondents comment on impacts which they believe would be avoided by the new proposals. Some respondents, such as the Environment Agency and local Wildlife Trusts, claim that the proposed new site would have a lower environmental impact than the Golborne site. For example, they highlight that the northern chord and crossing at Agden would no longer be necessary, reducing local environmental impacts. The Woodland Trust claims that the site proposed for the RSD would not impact on ancient woodland or old trees.
- 5.5.4 Some respondents suggest that the new site would have fewer heritage impacts, stating examples of Grade II listed buildings (Lightshaw Hall and Byrom Hall) which they say would no longer be affected.

<sup>&</sup>lt;sup>1</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

5.5.5 Some respondents focus on the economic benefits the proposed site north of Crewe could provide.

"Substantial investment in local infrastructure can be a catalyst for regeneration in the town, and a boost for employment and the local economy" Middlewich Town Council

5.5.6 Several respondents argue that locating the proposed RSD north of Crewe would have strategic advantages, suggesting that the depot could make use of local skilled labour.

"Crewe's position as a rail hub with existing maintenance facilities means that it should be easier to find a suitable workforce and that there should be opportunities for sharing capabilities with existing facilities" Individual response

5.5.7 A few respondents suggest that the proposed new site would avoid disruption to villages such as Lowton.

### 5.6 Perceived impacts

5.6.1 A total of 200 respondents make comments about potential impacts of the proposal to relocate the western leg rolling stock depot. Approximately 30 respondents comment on mitigation.<sup>2</sup>

#### 5.6.2 Perceived impacts on local communities

5.6.3 Many respondents express concern about local residents' quality of life, arguing that the proposed site north of Crewe would have a negative longterm impact. For example, Stanthorne & Wimbolsley Parish Forum emphasises the perceived tranquillity of the area, and expresses particular concern about the mental wellbeing of local residents during construction and operation.

"We as a parish consider these increased environmental effects intolerable as they severely threaten our quality of life and wellbeing. Residents will suffer blight from the train line and the RSD 24hrs a day; 365 days a year." Stanthorne & Wimbolsley Parish Forum

<sup>&</sup>lt;sup>2</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

5.6.4 Many respondents cite concerns about potential impacts from the construction of the proposed RSD and associated infrastructure. They believe this would be disruptive to the local community. Respondents worry that long working hours on the construction site would exacerbate impacts from construction activity.

"Overall, the revised proposed route alignment, rolling stock depot, significant infrastructure and ground works, will have many major adverse impacts, affecting communities, environment and landscape." Cheshire West and Chester Council

- 5.6.5 Many respondents are concerned about impacts from noise, with a few also mentioning vibration. Respondents believe that the operation of the RSD would cause considerable noise, which they say would affect residents and animals in a wide area due to the topography of the landscape. Some respondents argue the noise would affect local schools. Respondents say it is unclear what mitigation HS2 Ltd would put in place to protect local communities from noise impacts.
- 5.6.6 Several respondents advocate the use of tunnelling, as mitigation for the anticipated noise, vibration and visual impacts.
- 5.6.7 Many respondents are concerned about potential disruption to the local road network during the construction and operation of the proposed RSD. They argue that local roads such as the A530 are currently busy, and highlight potential obstacles for construction traffic.
- 5.6.8 Some respondents suggest that new link roads could be built to accommodate the potential increase in vehicle movements locally. For example, Cheshire West and Chester Council suggests a new link to provide a connection between the A530 and A556 and potential development sites. Middlewich Town Council asks that a further link to Road One at Winsford be considered to address existing congestion on the A54, which they describe as 'intolerable'.
- 5.6.9 Many of those who mention traffic congestion link it to safety concerns, for example claiming that the A530 has a poor safety record. Respondents emphasise the importance of the A530 and Clive Green Lane as access routes for emergency services from and to Crewe's Leighton Hospital.
- 5.6.10 Some respondents express concern about the proximity of the proposed RSD to Grade II Listed buildings such as Park Farmhouse, Lea Hall and Stanthorne Hall. They suggest that activity at the proposed depot would affect their current tranquil settings, and that the HS2 track could separate heritage sites from nearby areas. Historic England provides details of potential impacts on heritage sites, along with suggestions for mitigation, for example asking that HS2 Ltd carry out work to conserve archaeological remains at Heath Chapel.

"We recommend HS2 embark early on documentary research to understanding the village of Heath, and its cemetery population and their potential significance, as part of the work to prepare the Environmental Statement. With an eye to the future, we would also suggest that HS2 consider how best to retain this fascinating and interesting structure, which contains carved medieval stonework, for future generations to enjoy." Historic England

- 5.6.11 Some respondents are concerned that the proposed route would run close to several schools, and that the RSD would be located in proximity to Wimboldsley Primary School. Respondents are concerned that air and noise pollution during construction and operation would affect development and learning, especially of people with special educational needs. Antoinette Sandbach, Member of Parliament for Eddisbury, asks why the primary school was not included in the HS2 assessment document.
- 5.6.12 Some respondents are concerned about potential impacts of the proposals on the local economy, chiefly because of road closures and congestion hindering local businesses. Respondents also think that disruption associated with the RSD would negatively affect the local tourist industry.
- 5.6.13 Several respondents raise concerns that by cutting across agricultural land, the proposed development would affect farmers' livelihoods.

"All the farms in this location are working farms. Cheshire is mainly dairy farming. They produce the dairy products for our homes and businesses in the Cheshire area, so why demolish them for a rail stock depot." Individual response

- 5.6.14 Several respondents are concerned that light pollution from the proposed RSD would affect the rural character of area, which some say would impact on tourism and local economic prospects. Some respondents emphasise the potential impact on wildlife, for example bats and owls. Some ask for more information regarding mitigation.
- 5.6.15 Several respondents worry that the proposed RSD would negatively impact on local property values. Respondents believe that compensation provided would not cover their losses.
- 5.6.16 Some respondents are concerned about the perceived impact on amenities, especially access to the countryside and to local footpaths and bridleways.

"The proposal will have a detrimental effect on the nearby canal and remove what is a place of relative quiet and relaxation for very many people as well as depriving boaters of quiet countryside moorings." Individual response

5.6.17 Some respondents say that local communities would not benefit from HS2 while they would bear the brunt of its impacts, as some believe that no service is planned for Crewe Station.

#### 5.6.18 Perceived impacts on the environment

- 5.6.19 Many respondents raise environmental concerns about the proposed location of the western leg rolling stock depot. Several respondents identify environmentally sensitive areas such as Sandbach Flashes and Wimboldsley Wood SSSIs, and Stove Room Wood, which they think would be affected. Natural England provides detailed information on species which could be affected and asks that impacts on designated areas are assessed and addressed. The Forestry Commission asks that potential impacts on woodland along the A530 are mitigated.
- 5.6.20 Many respondents are concerned that the proposed site is on agricultural and green belt land, which they say would not normally be considered appropriate for development. Some respondents emphasise the importance of agricultural land for food production. The Environment Agency asks that HS2 Ltd assesses potential land contamination from the proposed development.

"Taking over additional prime farmland for 'industrial activities' at a point in time where the UK is leaving the EU doesn't make sense in the long term when the country should be making efforts to become more self-sufficient and reduce the need to import food etc from abroad. It would make far more sense to utilise existing brown field site for this type of activity." Individual response

- 5.6.21 A few respondents are concerned that the distance between the proposed RSD and Wigan and Manchester would necessitate additional train movements and therefore an increased carbon footprint.
- 5.6.22 Many respondents claim that the proposed RSD would have a substantial negative impact on the landscape. Respondents emphasise that their concerns relate to the proposed RSD itself as well as associated infrastructure such as viaducts and embankments. Some respondents think visual impacts would be exacerbated because of the flat nature of the landscape.
- 5.6.23 Cheshire West and Chester Council emphasises specific aspects of the landscape which they are concerned about, including Stublach Plain, Lostock Plain and the Dane Valley.

"In landscaping terms, a worse location would be hard to find. The terrain is flat farmland with green fields (mainly dairy farming), with few woodlands or copses, but with trees randomly dispersed throughout the area. It is typical Cheshire countryside. The proposed rolling stock depot will be a very large, intrusive structure, which will be seen from miles around, and will be an unwelcome and visually offensive landmark" Individual response

- 5.6.24 Several respondents express concern about the perceived impact on air quality. Sources respondents associate with increased air pollution include the operation of trains at the proposed depot, pollutants released from washing the trains and emissions from construction traffic.
- 5.6.25 Several respondents comment on potential impacts on local wildlife. Their concerns include the potential loss of habitat, potential impacts on endangered species, and uncertainty about habitat compensation. Natural England argues that there is potential for birds such as the lapwing and curlew to be impacted at Sandbach Flashes SSSI, and says that this is not included in the Sustainability Statement.
- 5.6.26 Several respondents are concerned about how waste water and sewage from the proposed RSD would be disposed of, suggesting that there is no sewerage system in the vicinity of the proposed site. Some respondents are concerned at the lack of information regarding the control of water runoff into local watercourses.
- 5.6.27 Several respondents express concern regarding proposed watercourse diversions, for example at the River Dane. Natural England emphasises that as SSSI Wimboldsey Wood is situated downstream, the proposed RSD could have significant impacts, particularly if changes to drainage would occur.

"The continued use and condition of all of these waterways must be preserved and effectively managed throughout construction and operation of the high speed rail network and RSD" Individual response

- 5.6.28 A few respondents comment that construction works could potentially cause underground water courses and salt streams to redirect and affect the structural integrity of properties in the area.
- 5.6.29 A few respondents say that the proposed development could be affected by flooding, or exacerbate flood risks. For example, one respondent thinks the proposed canal crossing at Stanthorne could affect flood risk at Park Farm. A few respondents raise concerns that the land the RSD is proposed to be built on would frequently flood.
- 5.6.30 The Environment Agency provides detailed suggestions of further assessments that they believe should be carried out so that potential environmental impacts of the proposals are known.

#### 5.6.31 Other perceived impacts

5.6.32 A few respondents are concerned that the RSD would increase the amount of rail traffic in the area, and therefore cause an increase in noise, visual intrusion and environmental damage.

"Not only will there be double train lines as one line continues past but one line goes into the Rolling Stock Depot, there will be double the trains, double the noise, double the environmental damage and doubly more unattractive" Individual response

## 5.7 Alternative suggestions

- 5.7.1 A total of 96 respondents comment on potential alternatives for the proposed western leg rolling stock depot.<sup>3</sup>
- 5.7.2 Many respondents would prefer the RSD to be built on a brownfield site, and several suggest an alternative location south of Crewe near Basford Sidings;

"I would find it incomprehensible to believe that there is not an existing brown field site that could accommodate this development." Individual response

- 5.7.3 Antoinette Sandbach, Member of Parliament for Eddisbury, suggests that if the route were to be moved to the east, the Knutsford option 08 (considered in the HS2 SIFT document) could be chosen. She argues that it would have a similar cost to the currently proposed option, but with fewer demolitions needed.
- 5.7.4 Several respondents suggest that the proposed RSD could be built in a tunnel or in a culvert. They say that this would allow restoring the agricultural land and would mitigate the noise, vibration and visual impacts.

<sup>&</sup>lt;sup>3</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

# Chapter 6: Route between Middlewich and Pickmere (question 2)

## 6.1 Introduction

- 6.1.1 The proposed re-alignment would change the route between Middlewich and Pickmere to avoid brining and gas storage infrastructure and to minimise the risk of subsidence.
- 6.1.2 The question asked respondents:
- 6.1.3 'Do you support the proposal to change the alignment and raise the route through the Cheshire salt plains? Please indicate whether or not you support the proposal together with your reasons.'
- 6.1.4 A total number of 730 responses were received in relation to this route refinement. This includes responses to question 2 as well as any other responses referring to this issue.<sup>4</sup>
- 6.1.5 This chapter provides a qualitative summary of the issues respondents raise in response to question 2. This is broken down into the following themes:
  - Overall support and opposition (section 6.2);
  - Comments on the case for change (section 6.3);
  - Comments on design and route (section 6.4);
  - Perceived benefits (section 6.5);
  - Perceived impacts (section 6.6):
    - o on local communities;
    - o on the environment;
    - o additional comments and suggestions; and
  - Alternative suggestions (section 6.7).

# 6.2 Overall support and opposition

<sup>&</sup>lt;sup>4</sup> Not all respondents addressed the route refinement described in the question. This means that the total number of responses to a given question is not the same as the total number of respondents who addressed that particular route refinement.

- 6.2.1 Of those respondents who express support for or opposition to the proposed route alignment between Middlewich and Pickmere 368 respondents oppose the proposed route, 43 support the proposal and a further 15 support it with caveats and many more respondents comment on this route without expressing clear support or opposition. A total of 225 respondents say that they have no opinion on the matter.
- 6.2.2 A few respondents supporting the proposal comment favourably that the previous consultation has resulted in a more acceptable route.

### 6.3 Comments on the case for change

- 6.3.1 Some respondents are critical of the argument that the proposed route sufficiently reduces the risks from the underlying geology.
- 6.3.2 A few respondents argue that the proposals would be a waste of taxpayer money, or express concern about the value for money offered by the proposed route due to the significant engineering works involved, especially the building of viaducts. Some respondents believe that the cost of the proposed route has been underestimated and that it would be more expensive than the previously proposed route.

# 6.4 Comments on design and route

- 6.4.1 A total of 246 respondents make comments specific to the proposed alignment of the route between Middlewich and Pickmere.<sup>5</sup>
- 6.4.2 Many respondents raise concerns about the risk of subsidence along the proposed route, which they say crosses an area with operational and disused salt mines. Respondents describe large underground caverns and several refer to subsidence events that they have witnessed. Respondents are worried about the safety of residents, construction workers and passengers both during construction and operational phases.

"The Cheshire salt plains are notoriously geologically unstable, with historic underground mine workings some of which are still in operation, with salt extraction, gas storage, hazardous waste and document storage. There are known to be large underground voids which are subject to ongoing subsidence." Individual response

<sup>&</sup>lt;sup>5</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

- 6.4.3 Respondents, including Mid Cheshire Against HS2 list a number of sites which they are concerned about, including gas storage facilities, salt mines and other underground facilities converted for other purposes. The Environment Agency also specifies several sites, including oil and gas pipelines, and asks that they are considered in any future Environmental Impact Assessments.
- 6.4.4 The Environment Agency suggests that site investigations and walk-overs should be conducted where the route crosses sites affected by activity and infrastructure related to historical salt mining and brine abstraction. They warn that salt minerals may require special handling and storage. Other respondents ask for reassurance about the extent of surveying carried out and suggest that further surveys would be beneficial.
- 6.4.5 Some respondents are concerned about safety because of the presence of gas in some of the caverns under the route, which some say could escape or explode as a consequence of HS2 construction works. One respondent asks about potential dangers associated with proposals for fracking in the area.
- 6.4.6 Several respondents comment on potential flood risk affecting the proposed route. The River Weaver flood plain is considered by some respondents to present a flood risk to the project and several respondents, including Lostock Gralam Parish Council, ask what drainage arrangements would be in place. One respondent refers to flash flooding occurrences in the Whatcroft Lane area.
- 6.4.7 Several respondents are concerned about the proposed building of viaducts on land which they regard as unstable. They highlight the need for effective drainage systems to ensure the safety of embankments. Lostock Gralam Parish Council question which materials would be used to ensure the safety of viaduct foundations.

"The proposed viaduct to carry the line will be built over the huge dry salt mines which presently exist in the Bostock area. The operational life of these mines will last at least till 2048. The prospect of major engineering being carried out directly above the vast caverns that have been created and then to be followed by the running of high speed trains is worrying." Individual response

- 6.4.8 The Environment Agency urges HS2 Ltd to ensure that the design avoids disproportionate impediment to or diversion of water courses, and stresses that site investigations should be conducted to assess this risk.
- 6.4.9 Some respondents comment on other infrastructure which the route would cross, citing the number of times the route would cross canals, or asking how the raised section of the route would affect overhead electricity lines.

- 6.4.10 Some respondents specify that they prefer the previously proposed route because it would have been in a cutting rather than on an embankment, which they believe would have mitigated the impact of noise and reduced the visibility of the line. One resident suggests using a raft structure to avoid the need for an embankment and refers to the West Coast Main Line as an example of a long standing lower structure. Another suggests elevating the originally proposed route to mitigate the impacts on brining and gas storage sites.
- 6.4.11 A few respondents feel that the environmental impact of the proposed route would be greater than that outlined for the previously proposed route.
- 6.4.12 A few respondents comment on the proximity of the proposed route to homes or businesses, for example Wm Morrison's Supermarkets PLC argues that the proposed route would pass through its car park, causing difficulties for the business.

### 6.5 Perceived benefits

- 6.5.1 A total of 21 respondents comment on potential benefits of the proposals.<sup>6</sup>
- 6.5.2 A few respondents suggest that the proposed route would avoid salt brine areas and reduce associated risks relative to the previous proposals.

"I support this proposal as it is an eminently sound technical response to challenging ground conditions caused by salt mine workings. The revised route alignment and use of earthwork embankments and viaducts is acceptable." Individual response

6.5.3 A few respondents consider that the proposed route represents better value for money than the previously proposed route.

### 6.6 Perceived impacts

- 6.6.1 A total of 308 respondents make comments about potential impacts associated with the proposed route between Middlewich and Pickmere. There are 83 respondents who comment on mitigation.<sup>7</sup>
- 6.6.2 Perceived impacts on local communities

<sup>&</sup>lt;sup>6</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

<sup>&</sup>lt;sup>7</sup> As above.

- 6.6.3 Several respondents raise concerns that the proposed route would cause disruption to local communities and affect the character of local villages, which they describe as rural and peaceful.
- 6.6.4 Many respondents are worried about the potential for traffic congestion during the construction phase, particularly if road closures would coincide with traffic diversions nearby.
- 6.6.5 Some respondents express concern about congestion of specific roads, such as the A556. Highways England, Cheshire West and Chester Council, and East Cheshire Council stress the need for traffic and junction modelling in order to agree mitigation measures, and these local authorities say they expect HS2 Ltd to provide funding to address identified traffic issues.
- 6.6.6 A few respondents comment on the effects of the route between Middlewich and Pickmere on local connectivity. Cheshire West and Chester District Council is concerned that the revised route alignment would create uncertainty when planning for the strategic transport needs of Northwich. Cheshire East Council also raises concerns about potential severance and stresses the importance of maintaining good links to Manchester Airport.
- 6.6.7 Cheshire East Highways highlights the need for adequate links between Middlewich, Winsford and Northwich, which are deemed key growth areas in Cheshire East and Cheshire West and Cheshire Local Plans. They fear that HS2 infrastructure could reduce connectivity between these towns, affecting their capacity for growth.
- 6.6.8 Some respondents are concerned about the potential impact of the proposed route on agricultural land. They mention potential effects on individual farmers and their livelihoods, as well as emphasising the wider benefits of food production. Some respondents say farming businesses could experience impacts from congestion on local roads. One respondent argues in favour of mitigation, saying the route proposals should minimise agricultural land take and hand back land once construction has completed.
- 6.6.9 Many respondents express concern about potential impacts on the Royal Cheshire County Show, citing the proposal for an embankment near the showground. They believe that the proposed railway would cause noise that would disturb the animals and be visually intrusive.

"The revised route will cut across a considerable portion of the Royal Cheshire Showground on an embankment approximately 20 feet above ground level. Not only will approximately 100 - 120 acres of the Showground be lost, but there will be considerable visual and noise impact of trains passing at speed. There would also be considerable disruption during the construction phase." Individual response

- 6.6.10 The local economy is the focus of concern for some respondents. Cheshire West and Chester Council argue that the proposed route would adversely affect local businesses. Many respondents suggest that the potential traffic congestion associated with the proposals would have a detrimental effect on local town centres and business parks, as well as Morrisons Supermarket and Roberts Bakery. Others see a potential loss to the local economy if the Royal Cheshire Country Show is impacted.
- 6.6.11 Several respondents, including some local property owners, suggest that the proposed route would discourage investment in the area, with some specifying locations like the Bostock Marina, or Baron's Quay. A few respondents mention planned developments they think would be affected.
- 6.6.12 Many respondents are concerned that the proposed route would affect more properties than previous proposals, through noise or visual impacts, and suggest that adequate compensation should be provided.

"Pending the outcome of this consultation, our houses remain blighted by the uncertainty surrounding HS2 and despite this and the massive disruption we face during the construction phase, followed by the ongoing operation of the line (assuming it is ever built) we are beyond the boundary for any compensation." Individual response

- 6.6.13 Several respondents are concerned about the potential demolition of properties. Lach Dennis Parish Council expresses particular concern about areas of East Northwich.
- 6.6.14 A few respondents worry that construction activity could lead to increased ground instability, and state concern about potential redirection of brine rivers towards populated areas.
- 6.6.15 Many respondents are concerned about potential noise impacts from the proposed route, and suggest that the use of viaducts and embankments would make this worse. Respondents discuss potential noise from operation as well as construction, and some discuss potential impacts from vibrations. Several respondents argue that noise levels could exceed the safety limit, and others comment on cumulative noise impacts from existing sources including the A556, M6 and Manchester Airport.
- 6.6.16 Some respondents suggest mitigation for noise, while others are sceptical that adequate mitigation could be achieved. Noise mitigation suggestions include acoustic barriers and noise insulation for affected properties.
- 6.6.17 As well as potential impacts on local people, a few respondents raise concerns about the perceived impact of noise and vibration on livestock.

"The proposed route is extraordinarily intrusive visually and in noise terms. This area is a wide plain. The proposed high embankments and viaducts will be visible for many miles and raising the line makes any attempt at noise mitigation impossible." Mid Cheshire Development Board

- 6.6.18 The potential visual impact of the proposed embankment and viaducts is of concern to many respondents who say that it would blight their communities. Respondents argue that the Cheshire Plain is very flat, and say this would exacerbate visual impacts. A couple of respondents assert that the positioning of viaducts near local villages would amount to a contravention of their human rights.
- 6.6.19 A few respondents are concerned about potential disruption to the area caused by construction, and the impact this may have on local residents' access to amenities.

"The disruption while building will be massive. I live only a few miles from Northwich but will probably have to shop elsewhere for the duration." Individual response

- 6.6.20 Cheshire East District Council and Cheshire West and Chester District Council propose working closely with HS2 Ltd to mitigate local impacts from construction and operation of the proposed railway line.
- 6.6.21 Some respondents request more information about the proposed construction phase, for instance construction hours, access for vehicles and mitigation.
- 6.6.22 A few respondents make specific comments about construction on the salt plains and around existing infrastructure, for example asking about the use of stabilising beams, or the potential impact of vibration on cast iron gas pipelines.
- 6.6.23 Several respondents are concerned about the potential for disruption caused by the proposed construction of embankments, and Lostock Gralam Parish Council make specific comments about the transportation of materials to construction sites.
- 6.6.24 A few respondents comment on construction access, for example asking about the width of vehicle access. The NPL Group asks that HS2 Ltd engage the local Council about the construction of access roads under the proposed viaduct across the Longwood site, so that they can progress their proposed development.

#### 6.6.25 Perceived impacts on the environment

- 6.6.26 Potential light pollution during the construction and the overnight maintenance of tracks is a concern for some respondents. Others are concerned about potential air pollution during the construction period, particularly because of the anticipated rise in heavy vehicle traffic on local roads.
- 6.6.27 One respondent raises concerns about the potential environmental impacts of any interference with the Lime Beds at Lostock Gralam.
- 6.6.28 Several respondents comment that the proposed route fails to address previously expressed environmental concerns. They are concerned about the potential impact the proposed route would have on conservation areas, SSSIs, canals and ancient woodlands.
- 6.6.29 Natural England comment on several specific locations along the route, including the Manchester Mosses SAC, Winnington Wood, and Leonard and Smokers Wood. Some other respondents echo concerns about potential impacts on Winnington Wood. According to Natural England, HS2 Ltd should deliver mitigation and enhancement measures as part of the scheme to restore and conserve this area. They also comment that the proposed use of viaducts would reduce some environmental impacts.

"There will be direct impacts on ancient woodlands; Winnington Wood and Leonard and Smokers Wood. The new alignment crosses these woodland sites on viaduct which we hope will help to reduce the level of direct loss of habitat and fragmentation however the effects of shading could result in impacts greater than currently anticipated." Natural England

- 6.6.30 The Forestry Commission is concerned about the potential impact of proposals on woodland east of High Legh and at Higher Shurlach, which it argues would be minor but not negligible. It is also concerned about the plantation at Bostock Green and suggests that its appraisal should be upgraded to moderate to reflect the impact on an Ancient Woodland Site.
- 6.6.31 A few respondents comment on flood and hydrology. For example, Natural England is concerned about the impact on water dependent SSSIs that could be affected by changes in the local hydrology. Some respondents are concerned about potential unforeseen impacts from contaminated waste and the need for hazardous waste sites to be safely filled. The Environment Agency highlights the potential for sediment and pollution to the River Doe as a result of proposed earthworks.

6.6.32 Potential impacts on wildlife are raised by several respondents and with specific reference made to the following species: badgers, bats, foxes, hedgehogs, barn owls, buzzards, curlew, golden plover, house martins, kingfishers, lapwings, pheasants, starlings, woodpeckers, newts (including great crested) and frogs. Respondents express concerns about the potential impact of construction on species, and the effects of the proposed new line on their habitats and behaviours.

"Species such as great crested newts, have a limited dispersal distance in any case and the creation of a barrier through the construction of the route could divide breeding and terrestrial habitat, as well as affect species populations which often exist as 'metapopulations', i.e. groups of associated populations within the landscape. Similarly the impacts on commuting and foraging routes for bats will also need to be assessed." Cheshire West and Chester Council

- 6.6.33 Cheshire West and Chester District Council specifically raises concerns about the potential impact of the proposed embankment, which they say would fragment the landscape, affecting habitats of local wildlife. They propose mitigation to minimise fragmentation, including the provision of tunnels for protected species.
- 6.6.34 Some respondents, including the Canal and River Trust, voice concern about the potential impact of the proposed route on historical canal routes. The Inland Waterways Association also expresses concern about the potential impact that embankments would have on the setting of the Trent and Mersey Canal.
- 6.6.35 Several respondents are concerned about the potential impact of new crossings over waterways, which they say are important visitor attractions, and ask for reassurance that the condition of the waterways would be maintained during the construction period and after. One respondent proposes relocating the picnic and mooring sites at Bramble Cutting.

"The proposed HS2 crossing will be c12m+ above the canal and therefore a significant structure. The crossing will be highly visible over the canal and to the east. To the west the line of HS2 will be absorbed into the landscape beyond the line of the existing railway. The quality and setting of this crossing increases the impact of the proposed HS2 crossing." Canal and River Trust

6.6.36 Several respondents are concerned about the potential impact of the proposed route on local heritage sites, including the Bostock Conservation Area, the Park Farm farmhouse and Winnington Wood. Respondents argue that embankments and viaducts would cause visual blight, that vibrations and construction work could result in damage, and that the ambience and character of heritage sites would be undermined.

- 6.6.37 Mid Cheshire Against HS2 highlight potential impacts on the Cheshire Salt Plains and historical salt mines and emphasise the need for further impact assessments. Davenham Parish council express particular concern about the perceived impact on Whatcroft Hall, a Grade II listed building.
- 6.6.38 Chester West and Chester District Council suggest that HS2 Ltd produce a heritage agreement with the local planning authority, Historic England and the Canal and River Trust in order to mitigate the potential impact on heritage sites. They propose this includes all heritage sites that the proposed route would affect.

# 6.6.39 Additional comments and suggestions: heritage impacts of the western leg of HS2 Phase 2b

6.6.40 The National Trust is concerned that noise and visual blight might affect properties at Dunham Massey and Tatton Park. It suggests that HS2 Ltd offers the chance to improve Public Rights of Way between the two properties. In addition, it requests enhancing its engagement with HS2 Ltd to ensure the visual screen provided by existing woodland would be maintained.

### 6.7 Alternative suggestions

- 6.7.1 A total of 90 respondents comment on alternatives to the proposed route between Middlewich and Pickmere.<sup>8</sup>
- 6.7.2 Many respondents would prefer an alternative route that follows the M6, which they say would take it over more stable land that avoids brine fields and areas with a high risk of subsistence. Respondents suggest that this would create a single transport corridor that would minimise disruption to people, businesses, the environment and transport, as well as reducing the visual impact on the countryside. One respondent adds that it would allow easier access to construction sites.

"Construction should be moved to the east of the county towards the M6 corridor where the ground is more stable and there would also be less impact on homes, road transport and businesses." Individual response

6.7.3 Some respondents feel that an alternative route could enhance safety and achieve better value for money. Other alternative route suggestions include tunnelling under the M6, a route following the A556, a route through Knutsford, and a route east of Middlewich.

<sup>&</sup>lt;sup>8</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

# Chapter 7: Manchester Piccadilly approach (question 3)

# 7.1 Introduction

- 7.1.1 The proposed change to the alignment of the route on the approach to Manchester Piccadilly station improves the operational efficiency of the station and avoids direct impacts on properties in West Gorton. The question asked respondents:
- 7.1.2 'Do you support the proposal to change the alignment of the approach to Manchester Piccadilly station? Please indicate whether or not you support the proposal together with your reasons.'
- 7.1.3 A total number of 560 responses were received in relation to this route refinement. This includes responses to question 3 as well as any other responses referring to this issue.<sup>9</sup>
- 7.1.4 This chapter provides a qualitative summary of the issues respondents raise in response to question 3. This is broken down into the following themes:
  - Overall support and opposition (section 7.2);
  - Comments on the case for change (section 7.3);
  - Comments on design and route (section 7.4);
  - Perceived benefits (section 7.5);
  - Perceived impacts (section 7.6):
    - o on local communities;
    - o on the environment;
    - o other;
    - o additional comments and suggestions; and
  - Alternative suggestions (section 7.7).

# 7.2 Overall support and opposition

<sup>&</sup>lt;sup>9</sup> Not all respondents addressed the route refinement described in the question. This means that the total number of responses to a given question is not the same as the total number of respondents who addressed that particular route refinement.

7.2.1 A total of 51 respondents support the new alignment, with a further 13 voicing support with caveats. In contrast, 179 respondents voice their opposition to the proposals and many more respondents comment on this route without expressing clear support or opposition. A total of 288 respondents say they have no comment or opinion on the matter.

# 7.3 Comments on the case for change

7.3.1 A small number of respondents express a general preference for the current proposals over those consulted on in 2013. Some respondents who express support for the change in alignment on the approach to Manchester Piccadilly do so because they believe that it will have a reduced impact on the environment, reduced flood risks and less of an impact on the community.

"Network Rail notes there are benefits in the proposed HS2 re-alignment into Manchester Piccadilly through the reduction in disruption to the existing West Coast Main line (WCML) and effects on the local area." Network Rail

7.3.2 Respondents' objections to the proposed Manchester Piccadilly approach often concentrate on the perceived impact on properties and local communities. A few respondents are particularly concerned about potential noise and vibration, impact on the environment and road impacts particularly during the construction phase.

"Highways England wishes to discuss the potential for traffic impacts resulting from the movement of excavated material (including the increase that would result from the proposed 880m extension to the tunnel) and where the access to the SRN for LGVs transporting any of this material will be. Significant additional movements along the M56 corridor and movements passing through junctions 5 and/or 6 have the potential to cause additional delays to road users." Highways England

## 7.4 Comments on design and route

7.4.1 A total of 49 respondents comment on the design of the proposed Manchester Piccadilly approach.<sup>10</sup>

<sup>&</sup>lt;sup>10</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

- 7.4.2 Network Rail points out that the potential impact on the existing Ardwick depot needs further assessment. They say that any loss of depot and stabling capacity for conventional rolling stock in the Manchester area would need funding for replacement. They also suggest that the relocation of the alignment would potentially cause problems for the proposed Northern Powerhouse Rail (NPR) where it crosses the Manchester and Sheffield line, requiring an engineering solution.
- 7.4.3 Transport for The North suggests that their Strategic Regeneration Framework would need to be explored further and considered in determining the final HS2 alignment in this area.
- 7.4.4 A few respondents express concern that the proposed alignment into Manchester Piccadilly would mean that trains would not be able to get up to the intended speed and request more information about the speeds that would be reached.

## 7.5 Perceived benefits

- 7.5.1 A total of 19 respondents comment on perceived benefits of the proposed Manchester Piccadilly approach.<sup>11</sup> These include individual members of the public and organisations (Transport for the North, Network Rail, Canal and River Trust; Woodland Trust; Forestry Commission; West Gorton Residents Steering Group).
- 7.5.2 Some believe the proposed approach would improve transport connectivity.
   Transport for the North highlights the perceived importance of the Manchester
   Piccadilly station.

"Manchester Piccadilly is a key hub for HS2, NPR and local rail services. It is important that an integrated solution is developed that allows seamless interchange with conventional rail services, Metrolink, local buses and providing good access to the city centre" Transport for the North

- 7.5.3 A few respondents believe that the operational capacity of Manchester Piccadilly station would be improved by the proposed approach.
- 7.5.4 Some respondents express support for the proposed straighter track alignment because of its potentially reduced noise impacts, reduced rail wear and allowing for faster train movement relative to the previously proposed approach.

<sup>&</sup>lt;sup>11</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

- 7.5.5 Some respondents believe the proposed approach would reduce potential disruption to the local community. Others comment on the perceived benefit of better access via a public footpath to the Ardwick Rail Depot.
- 7.5.6 Network Rail believes the proposed approach would cause less disruption to the existing West Coast Main Line (WCML).
- 7.5.7 Some respondents comment on individual properties and sites which they believe would avoid demolition or disruption because of the proposed approach. This includes residential properties, a local primary school and a pub. Others mention sites which would be further from the proposed approach, including the Holt Research Centre, the graveyard of St Paul's Church, a new development at Owen's Park halls of residence and a geothermal bore hole proposed for Ardwick. Others note generally that the proposed approach would affect fewer properties.

"The route as amended means there will be no direct impact on the neighbourhood whereas the original route would have meant the demolition of homes and possibly the primary school as well." West Gorton Residents Steering Group

- 7.5.8 A few respondents believe the proposed approach would reduce potential impacts on Manchester Piccadilly station. However, others support the proposed approach because they do not believe there are any significant buildings in the area.
- 7.5.9 Some respondents suggest that the proposed approach would have lower environmental impacts. Others suggest that the proposed longer tunnel would reduce both environmental and noise impacts, and a few suggest that the proposals offer a safer route.

#### 7.6 Perceived impacts

- 7.6.1 A total of 73 respondents comment on potential impacts associated with the proposed Manchester Piccadilly approach.<sup>12</sup> A small number of respondents mention mitigation.
- 7.6.2 Perceived impacts on local communities
- 7.6.3 Some respondents who oppose the new alignment express concern about general disruption to residents in the local area, while others are concerned about disruption caused by construction.

<sup>&</sup>lt;sup>12</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

"Most of the residents are pensioners, in the apartments all day. The prolonged construction period would be very disturbing for them" Individual response

- 7.6.4 Some respondents raise general concerns over potential noise and vibration associated with the proposal. They associate these perceived impacts with construction and operation. One respondent requests that HS2 Ltd provides soundproofing to mitigate the potential impact of any noise.
- 7.6.5 While many respondents comment on noise, there are mixed views from some about the potential impact of the proposed approach relative to the previously proposed route. A few respondents ask that noise be monitored and some suggest mitigation such as soundproofing and limiting train speeds.
- 7.6.6 Respondents also comment on the potential for vibration to cause disturbance, primarily during construction. A few mention specific sites, such as the Trans Pennine Trail and the area along the River Mersey, where recreation might be affected. One respondent expresses concern that scientific equipment could be affected by vibration.

"Vibration is likely to be experienced during construction by nearby residents and businesses. While bored tunnels do not operationally appear to be a major cause of vibration, there is likely to be vibration from tunnel construction and vent shaft construction." West Didsbury Residents' Association

- 7.6.7 Some respondents are concerned about the potential traffic impacts of construction, particularly the movement of excavation material. Respondents mention specific roads such as Winslow Road and Spath Road, which they say are currently congested. Others, including Highways England, ask for more information.
- 7.6.8 West Didsbury Residents' Association requests that HS2 Ltd ensures all contractors employ up-to-date best industry practice to minimise noise during construction, provide regular updates to local residents and listen and respond to their concerns.
- 7.6.9 Several respondents express concern about the potential impact of the proposals on local businesses. Some mention specific businesses, such as Withington Golf Club, those organisations with interests in the Ardwick Rail Depot facilities, a local waste business and other businesses along Palatine Road.
- 7.6.10 The Greater Manchester Combined Authority (GMCA) is concerned about the integration of the proposed approach with their Strategic Regeneration Framework (SRF). Specific concern relates to the potential impact of the tunnel portal on the SRF.

7.6.11 Manchester City Council is concerned that the proposed relocation of the northern tunnel exit to the Ardwick tunnel depot, and an associated need for local businesses to relocate, could potentially lead to a loss of local jobs. However, they also feel that there could be considerable benefits from well-designed transport infrastructure.

"Evidence suggests that well-designed and strategically focussed transport infrastructure, such as an integrated HS2 and NPR station at Manchester Piccadilly, will considerably amplify its major gateway function to the city and in turn act as a magnet for major new development, attracting key business sectors, commercial activities and new inward investment, as well as providing significant local employment opportunities." Manchester City Council

- 7.6.12 A few respondents comment on the potential for property impacts associated with the proposed approach. They mention potential demolitions, settlement and structural damage to properties above the proposed tunnelled section, and potential impact on the value of local properties.
- 7.6.13 One respondent expresses concern that the number of access points to the proposed tunnel would be insufficient in the event of a crash.
- 7.6.14 Perceived impacts on the environment
- 7.6.15 A few respondents are concerned about potential impacts of the proposed line on Grade II listed buildings. Specific buildings mentioned include Dunham Massey, Ovenback Cottage, the Four Seasons Hotel (Buckhall), and Manchester Piccadilly itself.
- 7.6.16 A few respondents voice general concerns about the impact on the surrounding environment, with some mentioning specific areas like the Bollin Valley and Didsbury Critical Drainage Area, or ancient woodlands at Cotteril Clough Site of Special Scientific Interest (SSSI) and Sunbank Lane Site of Biological Importance (SBI).
- 7.6.17 The Forestry Commission asks HS2 Ltd to consider potential impacts on woodland and street trees, and consider opportunities to incorporate green infrastructure into the route. Ringway Parish Council expresses concerns about the potential loss of green land in the city.
- 7.6.18 The Environment Agency is concerned about the potential impact on the River Medlock near Helmet Street and suggests retaining open channels and ensuring daylight here. It mentions the potential hydro-ecological impact of tunnelling, which could pose a barrier to groundwater flows, as well as the lowering of the water table. The Environment Agency suggests that the construction of the proposed tunnel could disturb contaminative fill materials which may have an impact on groundwater, and urges HS2 Ltd to investigate this further and adopt mitigation measures where appropriate.

"Deep excavations of the ground, piling, tunnelling, and the disturbance or deposition of potentially contaminative fill materials may cause an unacceptable impact on groundwater levels, flows or quality unless appropriate investigation, planning and engineered mitigations are incorporated into the development." Environment Agency

- 7.6.19 One participant voices concern about perceived unstable geology aroundPiccadilly Station, suggesting that construction might result in earth tremors.
- 7.6.20 The Wildlife Trust for Lancashire, Manchester and North Merseyside considers the conservation impact of the project to be neutral.
- 7.6.21 Several respondents are concerned about the potential air pollution caused by dust from construction activity associated with the proposed route. One asks that HS2 Ltd take steps to ensure this is mitigated.
- 7.6.22 One respondent suggests that the potential reduction of open land caused by construction would exacerbate the impact of pollution from Manchester Airport.

#### 7.6.23 Other perceived impacts

7.6.24 Several respondents raise concerns about potential impacts on existing railways, which they feel might be downgraded. Network Rail highlight the potential for disruption to Northern Powerhouse Rail, but support the potential reduction in disruption to the West Coast Main Line.

"The relocation of the HS2 alignment to the north with a tunnel portal within the Ardwick Depot will potentially cause the Northern Powerhouse Rail network an issue where it would need to cross the Manchester and Sheffield line for services towards Leeds and Sheffield. The line would be severed, which is likely to result in the need to provide an engineering/infrastructure solution to enable the line to operate in the future. The likely solution would have effects and costs that have not yet to be assessed in comparison with the previous consulted route." Network Rail

- 7.6.25 The potential loss of the Ardwick depot is particularly concerning for some respondents. Network Rail suggests that this could reduce the capacity for growth on the existing railways. They stress the need for any new site to be conveniently located to accommodate planned changes to Northern and TransPennine train fleets.
- 7.6.26 A few respondents believe the proposed approach would have a negative impact on local amenities, specifically the Wilmslow Road car park and the Withington Golf Club.
- 7.6.27 Additional comments and suggestions: ventilation shafts

- 7.6.28 Several respondents express concerns about the location of proposed ventilation shafts for the tunnel and some suggest alternative locations. The Christie NHS Foundation Trust is concerned that a ventilation shaft on the Wilmslow Road car park would reduce its capacity, which it says is currently constrained. Manchester City Council echoes this view.
- 7.6.29 A few respondents are concerned about possible flooding at the potential location of a ventilation shaft at Withington Golf Course, which respondents say is part of the Didsbury flood basin. West Didsbury Residents' Association feels that tunnelling might cause flooding in the area.
- 7.6.30 The Environment Agency suggests that operation of the flood basin during construction could cause water to enter HS2 tunnels.

"Assuming that the ventilation shaft will project above ground in the Flood Basin, this would reduce the capacity of the basin thus increasing the risk of fluvial flooding elsewhere. During construction of the ventilation shaft, operation of the Flood Basin could result in flood waters entering the HS2 tunnels. The ventilation shaft is also to be used for emergency purposes, this would be neither practical or desirable should the Flood Basin be in operation." Environment Agency

- 7.6.31 Ashfield Lodge Management expresses concern that the potential location of a ventilation shaft on Withington Golf Course would be more environmentally damaging and intrusive than the 2013 proposals. They suggest a hybrid alignment linking the originally proposed Palatine Road alignment with the proposed portal at Ardwick.
- 7.6.32 A few respondents are concerned that one ventilation shaft is proposed within a flood basin, next to a brook which is used for flood control purposes.
- 7.6.33 Manchester City Council expresses opposition to several of the proposed locations for ventilation shafts. It highlights that the proposed location on the corner of the A560 and the M56 is a site of commercial development, and suggests using an alternative location. It argues that another proposed ventilation shaft would be located on a site where the council is building a secondary school.
- 7.6.34 A few respondents have specific comments about the potential impact of ventilation shafts. For example, one local business expresses concern about the potential disruption caused by the construction of a ventilation shaft on Withington Golf Course. A few respondents believe vibration around ventilation shafts would be an issue during operation.

"It is of considerable concern that a vent shaft is proposed on Withington Golf Course immediately behind Ashfield Lodge. This would be extremely disruptive during the construction period which we understand could be six years." Ashfield Lodge Management Company.

7.6.35 A small number of respondents are concerned that the ventilation shafts would cause health problems. A few others are concerned about the perceived impact of the proposals on health and safety more generally.

"We do not support the proposal or the position of the shaft because it will create a lot of health problems for us, in an already dense and generally overcrowded, polluted and noisy area. Mainly because of the ongoing expansion of Christy Hospital." Individual response

7.6.36 A few respondents are concerned that proposed ventilation shafts could lead to a reduction in wildlife habitat for mallards, bats, herons, kingfishers and badgers at the Wrengate Woodland SBI. West Didsbury Residents' Association asks that monitoring be conducted before construction to establish baseline numbers for local species.

#### 7.7 Alternative suggestions

- 7.7.1 A total of 43 respondents make alternate suggestions for the design and route of the approach to Manchester Piccadilly station.<sup>13</sup> A few respondents suggest that the alignment should be modified to run under existing roads, reducing the potential impact on property.
- 7.7.2 Some respondents believe that existing rail lines should be used more. One respondent suggests that the proposed tunnel should be lengthened so HS2 connects with the Victoria to Lime Street electrified line.
- 7.7.3 Siemens plc suggests that construction does not start until 2025, when the TransPennine franchise has been completed.
- 7.7.4 A few respondents suggest that there should be a through station at Manchester Piccadilly for Northern Powerhouse Rail (NPR) to directly connect with the proposed HS2 line to the west. They argue that this could reduce costs as only one joint subsurface platform would be required rather than two sets of new platforms.

<sup>&</sup>lt;sup>13</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

- 7.7.5 Merseytravel suggests that the potential for NPR options to connect with HS2 at Manchester Piccadilly needs greater consideration. Transport for the North suggests that NPR options can be incorporated into an appropriate alternative train maintenance facility, which would allow local rail services to continue to develop.
- 7.7.6 A small number of respondents have suggestions for future development around the current alignment and planning for HS3. These include a suggestion to revive a line between the Piccadilly and Victoria stations and a proposal to extend the line to Liverpool.

# Chapter 8: Route around Measham, Leicestershire (question 4)

## 8.1 Introduction

- 8.1.1 The proposed re-alignment moves the route to the east of Measham to mitigate impacts on the town, local businesses and a development site with 450 dwellings.
- 8.1.2 The question asked respondents:
- 8.1.3 'Do you support the proposal to re-align the route to the east of Measham? Please indicate whether or not you support the proposal together with your reasons.'
- 8.1.4 A total number of 991 responses were received in relation to this route refinement. This includes responses to question 4 as well as any other responses referring to this issue.<sup>14</sup>
- 8.1.5 This chapter provides a qualitative summary of the issues respondents raise in response to question 4. This is broken down into the following themes:
  - Overall support and opposition (section 8.2);
  - Comments on the case for change (section 8.3);
  - Comments on design and route (section 8.4);
  - Perceived benefits (section 8.5);
  - Perceived impacts (section 8.6):
    - o on local communities;
    - o on the environment;
    - o other; and
  - Alternative suggestions (section 8.7).

# 8.2 Overall support and opposition

<sup>&</sup>lt;sup>14</sup> Not all respondents addressed the route refinement described in the question. This means that the total number of responses to a given question is not the same as the total number of respondents who addressed that particular route refinement.

8.2.1 Overall 50 respondents support the proposed route at Measham, with a further 13 expressing caveated support. In contrast, 588 respondents oppose the refined route and many more respondents comment on this route without expressing clear support or opposition. A further 247 people express no opinion on this route refinement. A few respondents disagree with both the 2013 route and the currently proposed route.

### 8.3 Comments on the case for change

- 8.3.1 A few respondents welcome the proposed route at Measham, primarily citing reduced business impacts as a potential benefit.
- 8.3.2 Most respondents argue that the proposed route has no advantages over the previously proposed route. One respondent says that the proposed route had already been rejected in a previous review by HS2 Ltd. Some respondents express concern that the proposed route would have similar or greater perceived impacts than the route proposed in 2013.

"I do not believe the proposed route meets the objectives of limiting disruption to residents or businesses in the area" Individual response

- 8.3.3 Respondents give a range of reasons for their preference of the previously proposed route. A few respondents suggest that the proposed route deviates from the policy of following existing transport corridors, and many argue that potential noise and environmental impacts would be lower had the route followed the M42 /A42 corridor more closely.
- 8.3.4 Many respondents prefer the previous proposals because they are perceived to have less of an impact on housing, which respondents argue is of more importance than businesses and planned development sites, such as the proposed development of Measham Wharf. Some specify that the proposed route would affect a current housing development almost at completion, leading to a greater negative impact than the previously proposed route.
- 8.3.5 A few respondents prefer the 2013 route proposals because these were seen to have fewer environmental, noise, community and business impacts, as well as using brownfield sites. Some believe that the previously proposed route would have been cheaper to construct. One respondent suggests that the previous proposals should be adhered to because compensation has already been paid to some of the parties that would have been affected.

"I feel that in fact, the proposed new eastern route will have an even more adverse affect on businesses, schools, residents, nature and visiting tourists, than if the original proposed western route were adopted." Individual response

- 8.3.6 Many respondents criticise the citing of business interests as a reason for the proposed route refinement, saying that the preservation of residential estates should be more important, as businesses would more easily adapt to a change of location. A few respondents feel that the potential impact on businesses of the 2013 proposals would be less severe than claimed.
- 8.3.7 A few respondents think that business interests have been prioritised at the expense of local citizens. Many speculate about reasons for the proposed route refinement, with some expressing concern about local political influence.
- 8.3.8 Many respondents express concern that they would not be able to enjoy the benefits of HS2, while the project would affect their circumstances.
   Respondents say that the lack of a nearby HS2 station would mean that local residents would not benefit from journey time savings. Some comment that they would be deprived of any of the economic benefits that the project is supposed to generate.

"No benefit to Measham - The nearest station is Toton, this is some 21 miles in distance from Measham. Anyone wishing to utilise HS2 will find any time benefit of HS2 negated by the amount of time needed to travel to the station. HS2 will only benefit commuters in London or towns that have stations/hubs." Individual response

- 8.3.9 Several respondents express the view that the proposed route would be an inappropriate use of public funds, with a few respondents citing the proposed use of viaducts and cuttings as increasing the cost of the proposed route compared to the previous proposals. One respondent comments that HS2 Ltd has already spent money on route planning and compensation and that revising the route would further increase costs. A few respondents think that the proposed route would result in a greater number of properties being affected and thus a greater compensation pay-out by HS2, further increasing costs.
- 8.3.10 A few respondents argue that the proposals are inappropriate and would prefer the money to be invested in other local transport improvements, such as east-west rail connections, or improvements to local main roads.

#### 8.4 Comments on design and route

8.4.1 A total of 245 respondents make comments about the proposed design of the route around Measham.<sup>15</sup>

<sup>&</sup>lt;sup>15</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

- 8.4.2 Several respondents criticise the proposed use of viaducts on the route, claiming the line would be too high, meaning unnecessary visual and noise impacts.
- 8.4.3 A few respondents believe that the proposed curvature of the track would not allow for a full speed service, extending journey times. One respondent suggests straightening the proposed route past Measham to save journey times. Another respondent raises concerns about the proposed A444 crossing, claiming that the route would be neither straight nor level and therefore would not be compatible with high speed trains.
- 8.4.4 Several respondents criticise the proximity of the proposed route to residential areas, which they say poses a potential safety threat were there to be a derailment. Safety concerns also include the issues around line crossings and potential threats to the integrity of local buildings.
- 8.4.5 Some respondents emphasise that the proximity of the proposed route to a coal mining area would make it unsuitable, raising concerns that vibrations could lead to subsidence. They also highlight that the proposed route would pass closely to a local landfill site and directly over a clay quarry. A few respondents say that the impacts from coal mining have caused local properties to subside, expressing concern that vibrations from HS2 would exacerbate this.

"Measham is in the heart of a mining area and the houses along our road and in other areas affected have suffered in the past from subsidence. Whilst the re-route of HS2 on a map may look like a good idea, the reality of dealing with the actual geology and legacy of the mining may be very different." Individual response

- 8.4.6 Many respondents note that the proposed route would pass over various rivers and canals, including the River Mease. Some respondents mention the Ashby Canal, suggesting that the proposed regeneration would mean the proposed line would need to be higher than described. Another respondent expresses concern, claiming that HS2 Ltd has not yet undertaken groundwork investigations for rivers, streams and ancient mines crossed by the proposed route, suggesting that this might increase the cost of construction.
- 8.4.7 A few respondents comment that the potential impact of the proposed route on local sewerage works could increase the risk of flooding in an area that they say is already sensitive.
- 8.4.8 Other areas for which flood risk is raised include Mill Street, Measham Road, Austrey and Packington. The Anker Valley Project comments that the Anker Valley is also susceptible to flooding and that the proposed route should avoid flood plains in order to maximise freedom of movement for local wildlife.

# 8.5 Perceived benefits

- 8.5.1 A total of 31 respondents comment on potential benefits of the proposed route around Measham.<sup>16</sup>
- 8.5.2 Respondents who support the proposed route suggest that it would have reduced impacts on residential areas relative to the previously proposed route. Some respondents suggest that the proposed route would have lower noise impacts.
- 8.5.3 A few respondents think the proposed route would have lower traffic impacts. One respondent says that the proposed route would no longer necessitate a perceived disruptive realignment of the A42/M42. Another mentions that the proposed route might reduce road disruption thanks to being further away from the A42/M42.
- 8.5.4 Most respondents who support the proposed route comment on the perceived reduction in impact on Measham, including local businesses and industrial developments. A few respondents mention environmental sites which they say would be avoided by the proposed route. They mention SAC and SSSI sites, a wooded area north-east of Measham and the Ashby Canal.

### 8.6 Perceived impacts

- 8.6.1 A total of 571 respondents comment on potential impacts associated with the proposed route around Measham.<sup>17</sup> There are 111 respondents who mention mitigation.
- 8.6.2 Perceived impacts on local communities
- 8.6.3 Many respondents who oppose the proposed route argue that it would have a greater impact on Measham and surrounding villages than the previously proposed route.
- 8.6.4 Some respondents argue that the proposed route would cut off communities like Appleby Magna, Appleby Parva and Measham, which they say would be contrary to HS2 Ltd policy. Some of these respondents say that the area enclosed by the motorway and the proposed route would be like an island surrounded by infrastructure. Several respondents comment that construction and operation of the line would disrupt local communities and affect their rural character.

<sup>&</sup>lt;sup>16</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

<sup>&</sup>lt;sup>17</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

"The impact on my village of Appleby Magna will be significant. The village would be enclosed by the A42/M42 on one side and the rail route on the other. Walls of noise will surround the village. This is what the established principle of keeping the new rail route in the A42 /M42 corridor was meant to avoid." Individual response

- 8.6.5 Many respondents express concern about the potential cumulative impact of the proposed route as well as the A42/M42 and overhead aircraft from East Midlands Airport, which would affect Measham, Appleby Parva, Appleby Magna and Packington, adding to existing noise and visual pollution.
- 8.6.6 Many respondents express concern about the potential visual impact of construction and the proposed viaducts. Some express the belief that the proposed route would cause the A444 to be realigned and speculate that it would be raised 10 metres above the existing level, which would add to the visual impacts of the proposed route. A few respondents think that potential light pollution during night-time construction work would also disrupt local communities.
- 8.6.7 Several respondents feel that the anticipated frequency of trains (which they argue would be running once every three minutes in either direction) would cause a significant and consistent noise disturbance. Some respondents suggest that the elevation of the track would increase the severity of potential noise impacts if no mitigation measures were put in place. Several respondents suggest HS2 Ltd should use cuttings and embankments along the proposed route to mitigate noise pollution and visual blight. A small number of respondents express the view that potential noise disturbance from the proposed route would exceed World Health Organisation guidelines on excessive noise.
- 8.6.8 Several respondents comment on the proximity of the proposed route to two local primary schools and are concerned about the potential impact of noise and air pollution on the health and learning capacity of children. A few respondents express concern that the children would no longer be able to use outdoor facilities at the schools.
- 8.6.9 Many respondents are concerned that the proposed route would affect more properties than the route proposed in 2013. Some respondents acknowledge that while the route was revised to avoid a proposed planned development west of Measham, it would instead affect a housing estate near completion on the eastern side. Peveril Homes Limited say they delayed construction of local housing due to the uncertainty brought about by the proposed route refinement.

8.6.10 Many respondents think that property prices would be adversely affected by the proposed route and that compensation payments would be insufficient to cover the loss in value and quality of life. A few respondents say that they have recently purchased property on a housing estate to the east of Measham that would be affected by the proposed route, expressing concern about their ability to re-sell. Some express concerns about the impact on the route on the new Nursey Fields housing development in the south of Measham. Several respondents argue that the potential loss of housing associated with the proposed route would counter government housing policy. Some respondents comment that although their properties would not fall in the compensation area, they would still be blighted by the new route.

"Although there will be compensation for some houses close to the line it is likely that all house prices in the village will fall and houses could well be difficult to sell. This could affect us if we wish to sell and downsize." Individual response

- 8.6.11 Many respondents are concerned about the perceived impact of the proposed route on agricultural land, potentially putting farmers out of business. Several respondents mention farm-based business parks, with one suggesting that up to 14 businesses and 200 jobs would be at risk.
- 8.6.12 Many respondents suggest that the proposed route to the east of Measham would have a significant impact on local businesses and jobs, even though the proposed route refinement was designed to avoid areas of business interest. Several respondents suggest that the relocation of businesses affected by the previously proposed route would be preferable to pursuing the current proposals. Some respondents argue that the proposals, if not more.
- 8.6.13 Several respondents list specific businesses that would be affected by the proposed route, ranging from the Junction 10 motorway services to local clay pits and brickworks, and a local scout group. Some respondents make general points about the proposals potentially limiting investment in the area, and a few suggest compensation for businesses or employers.
- 8.6.14 Several respondents raise concerns about the potential impacts on amenities such as the Austrey playing field and pavilion, parish allotments, local footpaths, churches, and country parks.
- 8.6.15 Many respondents comment that the proposed route would pass Measham Cemetery and are concerned about potential impacts, given the sensitivity of the site. Measham, Appleby, Packington & Austrey HS2 Action Group provide detailed comments on the cemetery, also commenting on Packington burial ground.

- 8.6.16 A few respondents express concern about access to local services due to potential disruption caused by the construction and operation of the proposed route. A response from the residents of Packington says that the proposed route would negatively impact on a village community orchard.
- 8.6.17 Some respondents request mitigation for access to amenities such as national forests, playing fields and footpaths. Polesworth & District Action Group specifically request that the designated area between Tamworth and Polesworth be protected to preserve the heritage of these towns. A small number of responses comment that the mitigation measures put forward by HS2 Ltd so far are inadequate.
- 8.6.18 Many respondents express concern about the potential impact of the proposed route on the health of residents. This includes the perceived impact of dust and pollution which they believe could cause respiratory problems for children and adversely affect residents with asthma. Potential noise levels and increased stress are also seen as threatening the physical and mental health of residents.

"The impact on residents' physical health during construction and once the line is operational will be increased due to dust and pollution." Individual response

8.6.19 A few respondents comment that increased commuting times might impact on their health. One respondent expresses concern about the perceived impact of being close to electrical structures which they say might emit electromagnetic radiation.

#### 8.6.20 Perceived impacts on the environment

8.6.21 The National Forest Company finds that the perceived impacts of the proposed route on woodlands would be less than those associated with the 2013 route. However, it suggests that the proposed route would damage ecological connectivity across the forest to a greater extent than the previously proposed route. The Woodland Trust welcomes that the proposed route would not pass through any areas of ancient woodland. The National Forest Company emphasises the need for replacement planting to create a green corridor along the proposed route and connect existing woodlands.

8.6.22 Many respondents express concern that the planned regeneration of the Ashby Canal would be put at risk by the proposed route because there would be no contingency for the canal to cross the proposed railway line. A few respondents say that the proximity of the proposed route to the canal would make the canal less attractive to visitors, affecting local tourism and recreation. The Ashby Canal Trust suggests that canal routes should not be blocked, there should be minimal disruption to navigation during construction, and that mitigation should be undertaken before construction wherever possible. The Trust suggests diverting the canal during construction.

"Our optimal solution, if the route is, against all disadvantages, confirmed, is for HS2 to divert the canal to the north east until the level of the land allows sufficient clearance under the railway line, and thence return to its established route." The Ashby Canal Trust

- 8.6.23 A few respondents feel that the proposed route would have a greater impact on the River Mease SAC/SSSI, as a viaduct is proposed further away from the existing A42/M42 crossing. Respondents raise concerns about potential impacts on local wildlife and wildlife sites such as Gilwiskaw Brook (SAC/SSSI). A few suggest the need to mitigate the potential negative effects of construction on these locations.
- 8.6.24 A few respondents are concerned about the potential impact of pollution on Measham, Appleby Parva and Appleby Magna, which they argue would be enclosed between two transport corridors. Many respondents comment that the construction and operation of the proposed railway would increase dust and air pollution, particularly on local schools.
- 8.6.25 Several respondents raise concerns that the proposed route might impact on local wildlife. Natural England comments that the proposed route's proximity to two landfill sites could result in contamination to the River Mease SAC.

"This not only impacts the environment that is promised by the development of the National Forest in terms of its beauty but it will also impact on birds and other wildlife who have made those forest areas their home. Any new planting will of course go some way to address this but will set the area back 25 years in its development." Individual response

8.6.26 Many respondents express concern about the potential impact of the proposed route on local heritage sites, in particular the Grade I listed Sir John Moore School in Appleby Magna. Respondents comment that the school could suffer damage to its foundations due to the proximity of the proposed route. Several respondents argue that the location of the proposed route through a conservation area would damage local heritage. A few express concerns about potential impacts on the historical village of Packington and its Grade II historical church. Some respondents express concern about perceived impacts on the historical Salt Street.

#### 8.6.27 Other perceived impacts

- 8.6.28 Many respondents express concerns about the potential impact of the proposed route on local roads and traffic. Some respondents suggest particular roads that would be affected (including Atherstone Road, Bosworth Road, Leicester Road, Appleby Hill), while others mention potential impacts like cutting off access, increased commuting times, or pollution. Some respondents go on to link traffic to potential economic impacts.
- 8.6.29 Some respondents are concerned about the potential for disruption to other transport services like bus services. Many of those who comment on traffic impacts ask for mitigation to be provided by HS2 Ltd.
- 8.6.30 Some respondents argue that local traffic would be exacerbated by residents driving to Toton or Birmingham to use HS2 because there are no proposals for a station in this area.

#### 8.7 Alternative suggestions

- 8.7.1 A total of 155 respondents comment on alternatives to the proposed route around Measham.<sup>18</sup>
- 8.7.2 Many respondents would favour moving the route further east to avoid Appleby Magna, Appleby Parva, Measham, Packington and Ashby de la Zouch altogether. Respondents note that this route is referred to as the third route (HSL08) in an earlier consultation. Several refer to this alternative route as the route east of the B4166.
- 8.7.3 Respondents provide several reasons for supporting this alternative route, typically arguing that it would avoid impacts associated with the route proposed by HS2 Ltd. Some respondents make general comments about the potential of reduced impacts on property, businesses or environment, while others suggest specific sites which would not be affected by the alternative route (many of which are described above).

"There was a third route proposed and we want to state that we think that it should be chosen because far fewer people, significantly fewer listed buildings and no Conservation Areas will be affected. It will also reduce the amount of compensation payable to homeowners." Individual response

<sup>&</sup>lt;sup>18</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

- 8.7.4 Respondents suggest that the route to the east of B4166 would reduce impact on the River Mease, address mining-related subsidence concerns, and avoid homes, businesses, listed buildings and local schools. A few respondents describe this route as more direct, and therefore more efficient to build and able to operate at higher speeds. Others argue that the construction would be easier, with less disruption, or that the land which would need to be acquired for this route would be less expensive. A few respondents feel this alternative would be safer, as it would divert the line away from local schools and housing.
- 8.7.5 A few respondents suggest measures for mitigation if this alternative alignment were to be adopted, including mitigating noise and visual impacts by using more cuttings and tunnels and fewer embankments.
- 8.7.6 Twycross Parish Council supports the proposed re-alignment but expresses its concern that an alternative route further to the east may be chosen instead, which it says would impact negatively upon Twycross and nearby villages, as well as Twycross Zoo.
- 8.7.7 North West Leicestershire District Council suggests an amended version of the 2013 route that would take the HS2 line through the car park of the Plastic Omnium factory, while avoiding impacts on the factory itself. It requests that a comparison be provided of the potential impacts of the previously proposed route, the 'tweaked' version of this route, and the currently proposed route east of Measham.
- 8.7.8 Alternative design suggestions for the proposed route at Measham include using embankments rather than viaducts to mitigate visual impacts. One respondent says that the route should be built at the same level as the A42/M42 to minimise noise and visual impact, whilst several others suggest placing the route in a bored tunnel to avoid community and visual impacts. Several respondents suggest lowering the line to minimise impacts and some think planting trees alongside the route would provide sufficient mitigation.

"I cannot see why the HS2 rail line has to be this side of the M42. With villages being disrupted and in some cases destroyed, I can't see why HS2 couldn't go the other-side of the M42, as there is open farmland area with no villages having to pulled apart and decimated!" Individual response

8.7.9 Many respondents state a preference for an alternative route with fewer community, SAC and SSSI impacts. Some suggest that the route should pass west of the M42 and use agricultural land away from residents. Other alternative routes include one suggestion to direct the route through the National Forest to avoid communities, and another suggestion to follow the M1 corridor and go to Leicester instead.

# Chapter 9: Route along A42 around East Midlands Airport (question 5)

# 9.1 Introduction

- 9.1.1 The proposed re-alignment passes to the east of East Midlands Airport runway, following the A42 / M1 corridor on its eastern side, instead of tunnelling under the airport as previously proposed. It continues under the access to the proposed East Midlands Gateway development, passing Kegworth in a cutting and a viaduct north of Kegworth.
- 9.1.2 The question asked respondents:
- 9.1.3 'Do you support the proposal to realign the route in the area around East Midlands Airport? Please indicate whether or not you support the proposal together with your reasons.'
- 9.1.4 A total number of 661 responses were received in relation to this route refinement. This includes responses to question 5 as well as any other responses referring to this issue.<sup>19</sup>
- 9.1.5 This chapter provides a qualitative summary of the issues respondents raise in response to question 5. This is broken down into the following themes:
  - Overall support and opposition (section 9.2);
  - Comments on the case for change (section 9.3);
  - Comments on design and route (section 9.4);
  - Perceived benefits (section 9.5);
  - Perceived impacts (section 9.6):
    - o on local communities;
    - o on the environment;
    - o other; and
  - Alternative suggestions (section 9.7).

<sup>&</sup>lt;sup>19</sup> Not all respondents addressed the route refinement described in the question. This means that the total number of responses to a given question is not the same as the total number of respondents who addressed that particular route refinement.

# 9.2 Overall support and opposition

9.2.1 More respondents oppose the proposed route change to pass around East Midlands Airport and follow the line of the A42 and M1 than support it. A total of 99 respondents express support, while another 11 express caveated support. In contrast, 236 respondents express opposition to the proposed change and many more respondents comment on this route without expressing clear support or opposition. A further 251 respondents offer no comment or opinion.

### 9.3 Comments on the case for change

- 9.3.1 Many respondents dispute the benefits of the proposed location of the East Midlands Hub station near Toton, arguing that local residents would continue to use existing transport services, as they would be easier to access than HS2 at Toton.
- 9.3.2 A few respondents argue that the proposed changes would introduce a bend in the route, which they perceive as a disadvantage compared to previous proposals. Respondents argue that to negotiate the curve associated with the proposed route, trains would need to slow down, which they believe would undermine the case for high speed rail.
- 9.3.3 A few respondents question the motives for the proposed route refinement. They believe its only justification is to reduce overall project costs, and argue that local impacts have not been taken into account.

"It is perhaps worth noting that this introduces what appears to be relatively severe curvature, potentially reducing the line-speed, in order to avoid the financial costs associated with the tunnelled route previously proposed." Individual response

- 9.3.4 Some respondents raise the concern that, although the proposed route would avoid Tonge and Breedon-on-the-Hill, it would potentially affect Kegworth village. Respondents ask that HS2 Ltd considers the concerns of Kegworth residents in the same way that it previously considered concerns about impacts affecting Tonge and Breedon-on-the-Hill.
- 9.3.5 A few respondents argue that the proposed high speed rail connections to the West Midlands and Leeds would be unnecessary, as existing connections provide adequate services to local cities.

## 9.4 Comments on design and route

- 9.4.1 A total of 57 respondents make comments on the design of the proposed route along the A42 around East Midlands Airport.<sup>20</sup>
- 9.4.2 Many respondents express a preference for the previously proposed route, involving a tunnel under East Midlands Airport. Respondents believe that the proposed route would affect a greater number of people than the previous proposals.

"The original plan was very much better from the point of view of far lower impact during operation. It would also represent a positive engineering solution of the type which ought to be embraced in order to avoid blighting villages and towns surrounding the route." Individual response

- 9.4.3 Several respondents argue that the proposed route would cause disruption to local communities and to Kegworth in particular. Some argue that the community would be subject to cumulative impacts, as a result of other nearby infrastructure.
- 9.4.4 Many respondents argue that the previously proposed route combined with a new station at East Midlands Airport could deliver an integrated transport system, with better connection to the airport.

"Move the route underground, linked directly to the airport/rail freight interchange, and give this region a truly integrated transport system." Individual response

- 9.4.5 A few respondents believe the proposed bends in the route around East Midlands Airport would increase the risk of derailments. Respondents believe the impact of an accident could be exacerbated by the proximity of the proposed route to other infrastructure. Conversely, a few respondents say the proposed route would be safer, as it would not run in a tunnel.
- 9.4.6 A few respondents prefer the re-proposed route to the previous proposals as it would avoid risks and complications associated with engineering works in the vicinity of the airport.
- 9.4.7 A few respondents raise concerns that the proposed route would interact with local quarries and designated areas, including Cloud Hill and Lockington Quarries, salt mines and brine streams, and Lount Meadows SSSI. Respondents ask that HS2 Ltd further considers the potential impacts and interactions with these sites.

<sup>&</sup>lt;sup>20</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

9.4.8 Some respondents, while expressing a preference for the previously proposed route, acknowledge the greater cost of tunnelling under the airport. Others argue that the extra cost would be a worthwhile expense to mitigate disruption.

### 9.5 Perceived benefits

- 9.5.1 A total of 77 respondents comment on potential benefits of the proposed route.<sup>21</sup>
- 9.5.2 Most commonly, respondents comment that the proposed route would cost less than the previous proposals. Respondents say that the cost of the previously proposed tunnel would have been high, as well as difficult to justify.
- 9.5.3 Respondents welcome the proposed route's proximity to existing transport corridors, as they say this reduces its potential impacts on the environment and on local communities.

*"I support this amendment as it keeps environment impact closely aligned with A42 and as such limits impact on other green belt and farming lands in the area."* Individual response

9.5.4 Some respondents believe that the previous proposals would have resulted in noise issues at the proposed tunnel entrances, as well as near proposed embankments and viaducts. They welcome the reduced noise and visual impact associated with the currently proposed route.

"further the rise from the northern end of the tunnel and over the M1 at junction 24 would be very steep and the necessary bridge over one of the busiest motorway interchanges in the U.K. Would be an eyesore and horrendously disruptive whilst under construction." Individual response

9.5.5 Some respondents believe that the proposed route would reduce the potential impacts on local communities. Respondents mention the villages of Tonge,
 Breedon-on-the-Hill, Diseworth and Isley-cum-Langley as communities that would avoid impacts from the previously proposed route.

"The new proposed route is also more sympathetic towards conservation and historic areas and the local villages that were previously to be severely blighted." Individual response

<sup>&</sup>lt;sup>21</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

9.5.6 A few respondents, including East Midlands Airport, argue that the proposed route and the proposed station at Toton would improve connectivity within the region.

"The location of Toton will provide the East Midlands with a Hub Station and we will work with partners to capitalise on its connectivity and help explore the potential for an earlier and partial opening of HS2 to the region." East Midlands Airport

9.5.7 Both East Midlands Airport and Derbyshire County Council believe the proposed route and station would benefit the local economy, with opportunities for businesses, local employment during construction, and increased tourism. They highlight the importance of maximising the potential economic benefits HS2 could bring to the area.

"It is clear that the East Midlands region and its three major cities need excellent national and international connectivity that will drive economic growth as well as national and international competitiveness. HS2 will support this growth and we are confident that the region will secure substantial benefits from the improved accessibility and the increased passenger demand." East Midlands Airport

#### 9.6 Perceived impacts

9.6.1 A total of 139 respondents comment on potential impacts associated with the proposed route along the A42 around East Midlands Airport.<sup>22</sup> Some 20 respondents mention mitigation.

#### 9.6.2 Perceived impacts on local communities

- 9.6.3 Many respondents raise general concerns about disruption to local communities near the proposed route. Some respondents argue that the proposed route would affect the rural character of villages and the lives of residents. A few respondents argue that compensation would not be enough to mitigate the potential disruption.
- 9.6.4 Leicestershire County Council and several other respondents express concerns about the potential impact of the proposed route on local schools and community facilities. They argue that noise and air pollution would affect children's health.

"The County Council would wish to emphasise the concerns expressed by the staff, governors and trustees of a number of schools in the area, including:

<sup>&</sup>lt;sup>22</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

The environmental impact of construction and subsequent operational noise on teaching and learning, particularly in relation to outdoor activities, or when windows and doors may be opened in summer months, to improve ventilation.

*The environmental impact of dust from construction work on the health of pupils."* Leicestershire County Council

9.6.5 Some respondents argue that the proposed route, while mitigating disruption to some communities, would cause disruption to other communities.

"While the main reason cited for the re-alignment is the reduced impact on Tonge and Breedon on the Hill it is submitted that the route as realigned now has a significantly increased impact on Kegworth village." Curzon Coaker Trust

- 9.6.6 Many respondents express concern about the potential impact of noise from the proposed route. Respondents express particular concern about the potential noise impacts in the vicinity of proposed viaducts and embankments, such as the viaduct over the M1. Some respondents are concerned about noise affecting local communities, such as Kegworth and Long Whatton.
- 9.6.7 Some respondents make suggestions to mitigate the potential noise associated with the proposed route. A few suggest that proposed viaducts should be lowered or otherwise redesigned to minimise noise. Other respondents request noise and visual screening accomplished by planting trees along the proposed tracks.
- 9.6.8 Many respondents, including Kegworth Parish Council and Leicestershire County Council, raise concerns about the cumulative impacts the construction of the proposed route would have on the area alongside existing and planned developments. Respondents believe these cumulative impacts would cause a large amount of disruption to nearby residents and local environment.

"The RURAL villages of Diseworth and Long Whatton are already penned in by the M1, M42 and East Midlands airport. These Villages are already well known to be a rat run for airport / cut through to M1/ M42 . There are already plans in place to include a ring road around Loughborough Town Centre which will include crossing through fields close to Kegworth - which will further congest the area and increase the level of traffic in the area. Oh and we now have a freight station being erected at the Airport too." Individual response

9.6.9 Many respondents raise concerns about the perceived visual impacts of a viaduct on the landscape, compared to a tunnel. Respondents believe the proposed viaduct would destroy the rural character of the area.

9.6.10 A few respondents express concerns about potential light pollution and believe this would affect local villages. One respondent is concerned their property would lose access to sunlight from the proposed route.

"A tunnel under the airport solves all the environmental problems, particularly visual impact." Individual response

- 9.6.11 A few respondents make suggestions to mitigate the potential visual impact of the proposed route. Suggestions include using coloured concrete to construct the proposed viaducts and screening the proposed tracks with trees.
- 9.6.12 Many respondents raise concerns about potential road congestion caused by the construction of the proposed route. Respondents indicate that local roads are currently busy and suggest that an influx of construction traffic would exacerbate the congestion. Some respondents refer specifically to Junction 24 of the M1 and argue the construction of a viaduct over this section of the motorway would cause major traffic problems.
- 9.6.13 Some respondents express concerns about 'rat-running' through local villages if access to main roads would be blocked by construction traffic.

"Our village of Long Whatton is already used as a rat run for people working at East Midlands Airport and surrounding offices and hotels. We are concerned that the proposed reroute will increase the amount of traffic through our village, especially during the construction phase." Individual response

- 9.6.14 Some respondents discuss the suitability of local road infrastructure for the transportation of construction materials. They feel the roads would not be able to take heavy loads and worry that construction vehicles would deposit mud on roads.
- 9.6.15 A few respondents raise the concern that an increase in construction vehicles on local roads would have safety implications for local residents and villages. A few respondents request that safe pedestrian routes be provided.
- 9.6.16 Leicestershire County Council expresses concerns about the interaction of the proposed route with several public highways. They do not support large-scale closure of parts of the network for the construction of HS2 and highlight the importance of maintaining the integrity of the network. They ask for further assessments and further discussion with HS2 Ltd about specific issues.
- 9.6.17 One respondent mentions concern about potential disruption to a local sewerage works near Ashby-de-la-Zouch as a result of the proposed route.

9.6.18 Many respondents complain that the proposed route would not benefit the local area. Respondents argue that HS2 would not be easily accessible to local residents, citing poor local transport. They argue that it is unfair that those who experience the disruption of the proposed high speed rail line would not gain from its operation.

"I feel it is of no benefit to our region at all as it doesn't stop anywhere near our location and we already have a good service to London via the new railway station." Individual response

9.6.19 Many respondents express concern about potential impacts of the proposed route on properties, their values and associated rental income. Some respondents express concern about not being able to sell their homes and move away from the area if HS2 goes ahead.

"There is much concern about property valuations with reports of cancelled viewings since the announcement of HS2 and a purchaser renegotiating downwards an agreed price even though the property was outside the compensation area." Kegworth Parish Council

9.6.20 Many respondents express general concern about perceived impacts the proposed route would have on residential properties, and some state that the proposed compensation for residents is not enough. Some suggest HS2 Ltd should compensate homeowners with grants for home improvements, such as sound-proofing.

"Strongly object to any changes plus years of upheaval for local villages and residents whose homes will be taken away and the compensation given not enough to buy a comparable house elsewhere." Individual response

- 9.6.21 Some businesses, including The Paget Charitable Trust, express concerns about potential loss of income caused by disruption from the proposed HS2 route and believe compensation would not be sufficient.
- 9.6.22 Perceived impacts on the environment
- 9.6.23 Many respondents raise concerns about environmental impacts associated with the proposed route. They express concern about the potential levels of pollution to the local area, both during construction and operation, as well as cumulative pollution from other nearby developments.

"We do not support the reroute around East Midlands Airport as it will cause additional noise and site pollution to many additional households." Individual response

9.6.24 Respondents often raise concerns about potential air pollution in tandem with other forms of pollution, such as noise and visual pollution.

- 9.6.25 Some respondents argue the proposed route would have a greater impact on wildlife and ecology than the previous proposals. A few respondents believe that construction would involve felling trees, which would impact on the wildlife and biodiversity of the area.
- 9.6.26 Some respondents have concerns about the potential damage the proposed route (including the section which has not changed) would have on local designated areas, especially Long Whatton SSSI, Attenborough Nature Reserve, and the Erewash Valley. Nottinghamshire Wildlife Trust also raise concerns about the potential impact of the proposed route on wildlife habitats at Thrumpton Park, River Soar, and Loughborough Meadows. It argues that local wildlife sites have not been adequately considered and ask that HS2 Ltd include these sites in their assessments.
- 9.6.27 The Woodland Trust highlights potential issues from interactions with woodlands near Tonge Gorse and Diseworth Gorse. It states that woodlands here may be ancient and unmapped. It also mentions Cloud Wood and Pasture Wood, which it says are on the Ancient Woodland Inventory. The Forestry Commission ask that HS2 Ltd revise the impact assessment for Coleorton Hall Plantations and on ancient woodland sites and revise the rating from minor to moderate.
- 9.6.28 Natural England, and a few individual respondents, raise concerns about the potential impacts the proposed route would have on local watercourses, especially Lockington Brook, which they say is the main water supply for the SSSI at Attenborough. They ask for this concern to be considered as part of the Environmental Impact Assessment. One respondent also comments on the proposed route's potential interaction with the Diseworth flood plain and believes it would cause environmental damage.

"Within the AoS the impacts from the proposed revised route alignment on Lockington Marshes SSSI have been assessed as minor, but the potential effects on all of the notified features of the SSSI will need to be assessed. Lockington Marshes SSSI includes a variety of habitat and species designations, which include wet woodland, marsh and invertebrate assemblage. It is also an important site for overwintering waders." Natural England

9.6.29 A few respondents make suggestions to mitigate the environmental impact of the proposed route around the East Midlands Airport, including suggestions to re-route the proposed line so that it avoids ancient woodland sites. One respondent highlights the opportunity to build on brownfield or reclaimed land and avoid green belt land.

## 9.7 Alternative suggestions

- 9.7.1 A total of 99 respondents comment on potential alternatives to the proposed route along the A42 around East Midlands Airport.<sup>23</sup>
- 9.7.2 The most frequently suggested alternative is for HS2 to link with East Midlands Airport. Many respondents express disappointment that the proposed route would come so close to the airport, but not incorporate a station with integrated transport links. Some respondents claim the proposed route would go against government policy that supports connection of national transport infrastructure.

"The Government Transport Committee has recently outlined that rail should be connected to airports – this route is going around East Midlands Airport but has no connection at the airport." Individual response

- 9.7.3 Several respondents suggest that the proposed route should be realigned to run through the existing East Midlands Parkway (EMP) station. Respondents comment that there is a large amount of existing infrastructure and good connectivity at EMP, which could be repurposed for HS2. Other respondents highlight that EMP would be suitable for a 'mega-station', claiming there are no residential properties nearby and the area is already blighted by the power station.
- 9.7.4 Several respondents suggest the route should use or at least follow the Midland Main Line to run directly to Nottingham and Derby. Respondents argue that this option would require two fewer platforms, if not negating altogether the need for the proposed East Midlands Hub at Toton.
- 9.7.5 Several respondents suggest that rather than realigning the route, or even building HS2, money should be spent on upgrading existing train lines. Some respondents suggest that upgrades would be more cost efficient and more acceptable to the local communities.

"With a fraction of the cost of this grandiose scheme a number of east/west and north/south services could be upgraded to provide services that would negate the case for HS2 and help drive real prosperity for the whole country." Individual response

- 9.7.6 A small number of respondents express a preference for a tunnel under the M1 rather than a viaduct over it, which they argue would reduce potential noise and visual impacts.
- 9.7.7 Some respondents suggest minor changes to the proposed route, such as using cut and cover tunnelling where the line cuts through Appleby Hill.

<sup>&</sup>lt;sup>23</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

### Chapter 10: Changes to East Midlands Hub approach through Long Eaton (question 6)

#### 10.1 Introduction

- 10.1.1 Two options are being considered for the alignment of the route as it passes through Long Eaton to address concerns such as local connectivity and potentially dividing the town, as well as highway impacts and flood risk. Both options would follow the same route but at different heights.
- 10.1.2 Option 1 involves a longer, high level viaduct crossing the Trent floodplain and passing though Long Eaton directly to the east of the existing train lines.
- 10.1.3 Option 2 involves a shorter, low level viaduct crossing the River Trent before the route passes through Long Eaton on a lower viaduct and a retained embankment directly to the east of the existing train lines.
- 10.1.4 This question asked respondents:
- **10.1.5** 'Do you support one of the two options being considered by the Secretary of State for the alignment through Long Eaton? Please indicate which option together with your reasons.'
- 10.1.6 A total number of 757 responses were received in relation to this route refinement. This includes responses to question 6 as well as any other responses referring to this issue.<sup>24</sup>
- 10.1.7 This chapter provides a qualitative summary of the issues respondents raise in response to question 6. This is broken down into the following themes:
  - Support for and opposition to options 1 and 2 (section 10.2);
  - Comments on design and route (section 10.);
  - Overall comments on the proposed alignment through Long Eaton (section 10.4);
    - Additional comments and suggestions;
  - Perceived benefits and impacts associated with Option 1 (section 10.5);
  - Perceived benefits and impacts associated with Option 2 (section 10.6):
  - Alternative suggestions (section 10.7).

<sup>&</sup>lt;sup>24</sup> Not all respondents addressed the route refinement described in the question. This means that the total number of responses to a given question is not the same as the total number of respondents who addressed that particular route refinement.

#### **10.2** Support for and opposition to options 1 and 2

- 10.2.1 A total of 24 respondents express either support for both of the options or unspecified support for the proposals, while another six express caveated support. There are 53 respondents who express support specifically for Option 1 (higher level viaduct) and 26 who express support for Option 2 (lower level viaduct).
- 10.2.2 In contrast, 254 respondents express opposition to both proposed options and many more respondents comment on the routes without expressing clear support or opposition.
- 10.2.3 Where respondents give reasons for supporting or opposing the specific proposals these are outlined in the sections below on the potential benefits and impacts.
- 10.2.4 A total of 255 respondents who answered this question offered no comment or opinion on either option.

#### 10.3 Comments on design and route

- 10.3.1 A total of 155 respondents comment on the design of the proposed route through Long Eaton.<sup>25</sup>
- 10.3.2 Many respondents have used their response to question 6 to express concern about the proposed route through Sandiacre and Stanton Gate, north of Long Eaton. Respondents suggest the route here should run on the same side of the canal as existing tracks to protect local heritage assets, wildlife habitats and places of natural beauty.
- 10.3.3 A few other respondents suggest that the proposed route should be amended to avoid the need to realign a section of the M1 motorway, although one respondent feels that this would allow the viaduct over the motorway to be lowered and thus reduce its impact. A small number of respondents, including the Inland Waterways Association, similarly object to any rerouting of local canals.
- 10.3.4 Some respondents discuss the connectivity of the proposed route or make general comments arguing the proposed route would be unsuitable. A small number of respondents call for the creation of a 'green corridor' of cycle paths, footpaths and bridleways following the proposed route.

<sup>&</sup>lt;sup>25</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

10.3.5 Network Rail wish to make HS2 Ltd aware of their ongoing level crossing risk reduction programme with the objective to close and upgrade crossings to improve safety. They comment that even if the high level option is carried forward, an assessment is required to confirm whether the two-level crossing should be removed. They also highlight the need to understand the potential impact of differing viaduct heights on maintenance requirement.

### **10.4** Overall comments on the proposed alignment through Long Eaton

- 10.4.1 Fewer than 10 respondents comment on potential benefits associated with the proposed route through Long Eaton in general, without specifying one of the two options, which are addressed separately below. A total of 187 respondents comment on potential impacts, and 57 mention mitigation.<sup>26</sup>
- 10.4.2 A few respondents describe potential benefits of the proposed route through Long Eaton in general. One respondent accepts that the proposed route follows an existing rail corridor, potentially reducing the impact on the local area, and says that the new Toton station could enhance the local economy.
- 10.4.3 In contrast, many respondents comment on potential impacts associated with the proposed route. The most frequently mentioned concerns relate to potential impacts of the proposed route on local communities, local roads, the landscape, and the environment.
- 10.4.4 Concerns about the potential impact of the proposed route on local communities are often voiced in a general manner, simply referring to disruption or impacts. Other respondents are more specific, including Maggie Throup MP and Derbyshire County Council, who indicate that their concerns are about a potential severance of the town, whichever option would be built. In contrast, one respondent sees the proposed route through Long Eaton as an opportunity to create shared community spaces and bring the community together.

"This project is going to cause far too much disruption to the people of Long Eaton and in surrounding areas. Both proposals are not supported and the route should be rerouted to minimise disruption to the town." Individual response

<sup>&</sup>lt;sup>26</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

- 10.4.5 A few respondents, including Derby and Derbyshire Local Access Forum, voice concerns that the proposed route would affect local footpaths and cycle ways, particularly in the Erewash Valley and alongside the canal. They fear that any curtailment of access or diminishment of the area's attraction would affect the physical fitness and mental health of regular users.
- 10.4.6 Some respondents express concerns about further potential health and safety effects of the proposals on local people. They feel that a viaduct or embankment may not be safe. One respondent asks about the possible impacts of a derailment with Long Eaton located below the tracks. As well as general concerns about wellbeing and quality of life, respondents mention potential impacts from dust and air pollution, as well as potential mental health impacts.

"I am concerned that, if HS2 is built in the manner proposed, very large numbers of people will be adversely affected both during the construction phase, and when the line is operational." Individual response

10.4.7 Many respondents express concern about the potential visual impact of the proposed route, which they describe as an 'eyesore' or a 'monstrosity'. Respondents believe the potential visual impact would be severe, regardless of which option would be built. Maggie Throup MP suggests that HS2 Ltd should give serious consideration to the aesthetics of the chosen option.

*"To borrow from the words of HRH Prince of Wales, 'What is proposed is like a monstrous carbuncle on the face of a much-loved and elegant friend'."* Individual response

- 10.4.8 A common concern among respondents is the potential impact of the proposed route on traffic in Long Eaton and the surrounding area. Some concerns relate to the increase in traffic associated with the construction phase whilst others relate to an increase in traffic generated by the proposed East Midlands Hub Station.
- 10.4.9 Respondents who comment on construction traffic often suggest that the local roads in Long Eaton are inadequate to support the necessary volume of traffic. One business voices its concern that construction traffic could potentially impact on its ability to provide a service to its customers.

"The thought of all the chaos, the traffic, the mess we would have to endure is causing such a lot of stress to so many people." Individual response

10.4.10 A few other respondents suggest that the potential increase in traffic associated with both the construction and operational phases would contribute to higher levels of pollution.

- 10.4.11 Highways England provides advice on the highway reconfiguration required by the proposals and raises the possibility of amendments to the A52 and M1 for further discussion. Another individual respondent suggests that realigning Nottingham Road would improve a traffic 'pinch point' at Long Eaton Green.
- 10.4.12 Additional suggestions for mitigation include the improvement of local roads by means of community compensation and the construction of bridges at particular points to relieve congestion.

"Disruption to local road network would last several years and have a severe impact on the community." Individual response

- 10.4.13 The potential traffic impacts of the proposed Options 1 and 2 specifically are covered in the relevant sections below.
- 10.4.14 Many respondents express concern about potential impacts from noise. Concerns raised include the potential widespread noise impact of the proposed viaduct through Long Eaton, the effect of train speeds on noise generation and the regularity of trains passing overhead. A small number of respondents suggest there would be a cumulative effect of noise from HS2, existing trains and the M1 motorway, while a few respondents challenge the notion that noise would only affect properties within a certain distance of the proposed route.
- 10.4.15 Concerns about the speed of trains largely focus on them passing too fast and creating more noise. However, one respondent suggests that trains which are decelerating into Toton station would produce higher noise levels than trains travelling at a constant speed.

"The effects of noise and disruption on much of the town is likely to be severe and permanent." Individual response

- 10.4.16 One respondent argues that the route refinement for the approach to East Midlands Airport has been made amidst concerns about the noise and visual impacts on Tonge and Breedon-on-the-Hill. They suggest that the proposed route has been moved away from these less populated areas because of these concerns, while the proposed route through Long Eaton remains, despite it being a more densely populated area.
- 10.4.17 A few responses raise construction noise as a potential issue, with one response raising concerns about the effect this may have on vulnerable people. Another response suggests that consultation documents discuss operational noise but seem to ignore construction noise.
- 10.4.18 One response expresses concern that potential noise levels would exceed what they describe as safe limits.

- 10.4.19 A small number of respondents call for noise mitigation measures, such as adequate soundproofing or additional mitigation. Mitigation comments specific to each of the proposed route options are outlined in the relevant sections below.
- 10.4.20 Many respondents raise concerns about potential environmental impacts of the proposed route through Long Eaton. Some respondents make general comments about the importance of the environment, others specify potential localised impacts on green belt land around Long Eaton, the Erewash and Nottingham canals and their adjacent areas, the River Erewash, and the Attenborough Nature Reserve and Gravel Pits SSSI.

*"I am extremely concerned about the environmental impact regarding the floodplain and don't see how either of those options takes this into consideration."* Individual response

10.4.21 Concerns include the potential impact of the proposed route on flood plains in Long Eaton, the possible effects on places of natural beauty such as Stanton Gate and Dockholm Lock, and the perceived damage the proposed route would cause to local canals and adjacent walkways.

*"It will destroy habitats and environments for wildlife and be too close to Attenborough Nature Reserve a site of SSSI."* Individual response

- 10.4.22 Nottinghamshire Wildlife Trust and Derbyshire Wildlife Trust express concern about the potential impact of the proposed route on designated sites and local wildlife areas, including Erewash Grassland Local Wildlife Site (LWS), Erewash Canal LWS, Toton Sidings LWS, Stanton Gate LWS and Local Nature Reserve (LNR), Erewash Valley Living Landscape area, Sandiacre Marsh and Ilkeston Pastures. Derbyshire Wildlife Trust feels that the revised westward realignment of the proposed route could leave Sandiacre Marsh 'wholly destroyed'. It also expresses concern about potential impacts on local wildlife features, including hedgerows and wetlands.
- 10.4.23 Natural England highlights the proximity of the proposed route to Bulwell Wood Site of Special Scientific Interest (SSSI), Sellers Wood SSSI and Attenborough Gravel Pits SSSI. It calls for further investigation and assessment to mitigate against any potential effects in these areas.
- 10.4.24 Calls for mitigation are largely limited to suggestions that HS2 Ltd should seek to reduce the impact of the proposals on the environment, or that proposed mitigation measures are inadequate. Long Eaton Natural History Society suggests including Forbes Hole LNR and Stanton Gate LNR in any environmental assessment to ensure they are protected against any possible effects.

10.4.25 Many respondents raise concerns about the potential impact of the proposed route on properties in the area. Several responses suggest that previous proposals have lowered local house prices and are concerned that this would continue and affect homeowners' ability to sell. Conversely, one respondent fears that the presence of the proposed line would turn Long Eaton into a 'dormitory town' which would make property unaffordable for local people.

*"The compensation is extremely limited in town but very wide in the countryside."* Individual response

- 10.4.26 Respondents who comment on the effect of the proposals often call for compensation for potentially affected home and property owners. They suggest that existing compensation schemes are inadequate, particularly focusing on the classification of 'rural' and 'urban'.
- 10.4.27 A common concern among respondents relates to the potential demolition of property, which they assert would be necessary for the proposals to go ahead. Respondents feel that the anticipated number of properties that would be demolished would be unacceptable. Respondents also express concern about the proximity of the proposed route to properties, the compensation available to residents outside the 'blight area' and the possible effects of nearby demolition.

"Local residents and businesses will suffer years of disruption and yet the compensation scheme seems to apply only to those residents whose houses are likely to be demolished to make way for this overpriced and overrated scheme." Individual response

- 10.4.28 A few respondents comment on the possible impact of the proposals on local heritage sites. These include ancient furrows and drainage systems between Sandiacre and Stanton Gate, the Grade I listed St Giles Church in Sandiacre and the 19th century Station Master House and railway cottages at Trent Station.
- 10.4.29 Historic England raises specific concerns about Grade II listed buildings at Park Farm, Red Hill scheduled monument, listed buildings near to Toton Station and the setting and buildings of Grade II listed Strelley Hall. It argues that the latter would be particularly affected by the proposals. Historic England calls for further investigation and the implementation of additional mitigation measures.

"The HS2 line through 'Trent station', Long Eaton demolishes the original 'Midland Railway' Station Master House and railway cottages (circa 1840). The similar houses in Midland Road Derby were saved by public outcry." Individual response 10.4.30 Some respondents raise concerns about the possible effect of the proposals on local flood risk, noting that the proposed route would pass over a floodplain. Some respondents feel that insufficient information has been provided about the potential flood risk or flood defence measures that might be implemented. Most commonly, these concerns apply to both options. A small number of respondents call for more information with regard to potential flood risk.

"Both suggested routes under consultation cross a flood plain but I can find no information on any proposed flood defences or the impact construction of this scale may have on the areas flood risk?" Individual response

10.4.31 Several respondents feel that the proposals would not provide any benefit to the local area. These responses largely assert that there would be little or no benefit for Long Eaton and the surrounding area or dispute HS2 Ltd.'s suggestion of how the area might benefit.

"All the international evidence for similar projects indicate that the economic benefits always go to the dominant city, in this case London." Individual response

- 10.4.32 A common suggestion is that HS2 would not reduce journey times as the faster journey into London would be undermined by the larger distances commuters would have to travel to reach the East Midlands Hub station at Toton. A few respondents suggest that train times between London and the Midlands are sufficiently short, or argue that the project is designed to benefit residents of London and the southeast of England.
- 10.4.33 Some respondents say that the proposals might drive businesses away from Long Eaton. They dispute the assertion that the proposals would bring more jobs to the area and express scepticism that local people would benefit from any HS2 training schemes.

"It is claimed that the value of the number of jobs created by HS2 will far out way the distress and disruption caused by its building. It is still not clear whether this refers to employment during construction or to employment created by its existence." Individual response

10.4.34 Respondents including Nottinghamshire Wildlife Trust raise the possible impact of the proposals on tourism, while one respondent suggests the possibility that major supermarkets might leave Long Eaton. Wanzl UK Group expresses concern that the proposals would put their business and its associated property, employment and revenue at risk.

- 10.4.35 A few respondents comment on the cost and funding of the proposed project. Their concerns centre either on the cost of the overall project or on the assumption that funding for local infrastructure improvement would come from local authorities rather than HS2 Ltd. They argue that this would drive up council tax in the area.
- 10.4.36 A small number of respondents suggest that the cumulative effect of previous M1 motorway improvements, historical mining in the local area and the existing rail lines would exacerbate the impact of the HS2 Ltd proposals. Some respondents suggest that the proposals unfairly disadvantage Long Eaton and the surrounding area.
- 10.4.37 A few respondents say that it would be unfair for Long Eaton to bear the brunt of any possible impacts, while the benefits would be felt most keenly in other areas.
- 10.4.38 A few respondents are concerned about the potential impact of the proposals on existing rail services. They comment on possible impacts on services from Long Eaton station to nearby towns and cities, rail services between the West and East Midlands and the potential impact of high level engineering works on the operation of the low level lines. Network Rail suggests that moving freight traffic onto lower lines might affect existing passenger train movements at Trent Junction.
- 10.4.39 Some respondents comment on the potential impact on Long Eaton of the proposed East Midlands Hub Station at Toton, particularly in relation to anticipated increases in road traffic.

#### 10.4.40 Additional comments and suggestions: Sandiacre, Stanton Gate, Trowell

10.4.41 Respondents who express concern about the proposed route through Sandiacre and Stanton Gate suggest that this route would affect walking and cycle paths and local people's enjoyment of the area. One respondent raises concerns about possible effects the proposals would have on the water vole population and several respondents raise concerns about possible impacts on St Giles Church.

"With regards to the route between Sandiacre and Stanton Gate, I believe this should be on the same side of the canal as the existing tracks not crossing the canal into the fields as you will spoil lovely views and also this is a very busy place for walkers, dog walkers and cyclists. Why ruin a natural beauty spot, when tracks are already there." Individual response 10.4.42 Many responses to question 6 concentrate on potential impact of the proposed route near Trowell, where respondents assert a proposed viaduct would cause disruption. Some 45 responses refer specifically to Trowell, which includes a response from Trowell Parish Council, who oppose the proposed route.

"The Parish Council insists that if this project is to go ahead on the preferred route then the means of delivering it through the parish of Trowell needs to be completely redesigned with the full participation of the local community including the Parish Council." Trowell Parish Council

- 10.4.43 Respondents commenting on Trowell express concern about the visual and noise impact of the proposed viaduct, the possible disruption this would cause the local community, the effect it may have on the local countryside, perceived impacts on residents' wellbeing and potential effects on local roads and traffic movements. They raise specific concerns about the potential impact of the proposed route on the local school and the children who attend it.
- 10.4.44 Respondents describe Trowell as unfairly treated by the proposals. These concerns centre on the perceived disproportionate impact of the proposals on the village and a perceived lack of adequate compensation. Many respondents disagree with the proposed classification of Trowell as 'partly urban' in relation to proposed compensation schemes.

"Trowell has been, and still is, blighted by heavy industry, foul smells, the M1, opencasting, aircraft noise, and vehicle congestion and pollution. We are already cut in two by the M1, and I really do think that we have endured enough over the years." Individual response

10.4.45 One respondent suggests that redundant mining shafts in Trowell might affect the proposed route.

#### 10.5 Perceived benefits and impacts associated with Option 1

10.5.1 A total of 37 respondents comment on potential benefits associated with Option 1 for the proposed route through Long Eaton. A total of 30 respondents comment on potential impacts.<sup>27</sup>

<sup>&</sup>lt;sup>27</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

- 10.5.2 The most commonly cited benefits of Option 1 are its potentially reduced impacts on traffic and the local community. The most frequently cited potential impact from Option 1 is the potentially increased visual impact of the proposed viaduct.
- 10.5.3 Those who express concern about potential visual impact describe the proposed viaduct as 'oppressive' and 'towering' with one respondent suggesting it would be an 'eyesore'. Another respondent argues that the high-level viaduct would be out of proportion with the existing built environment.

"I welcome the fact that you have withdrawn the original proposal which sliced our area into two completely disconnected halves, but the suggested option of a high level viaduct will result in a monstrous and towering intrusion." Individual response

- 10.5.4 Several respondents make suggestions about mitigation measures that could reduce the visual impact of the proposals. Some call for a viaduct structure which is aesthetically appealing. One respondent suggests a design competition for engineers while another expresses the hope that the proposed viaduct would be something the community could be proud of.
- 10.5.5 Several responses comment on the potential impact of the proposals on traffic. Respondents believe Option 1 would have a lesser impact than Option 2, as it would allow for the continued use of two rail crossings, minimising the impact on Nottingham Road and Station Road.

"The high viaduct appears to cause less disruption to the existing road layouts in the town and limits the amount of demolition required." Individual response

- 10.5.6 One response argues that pre-cast deck sections could be used to accelerate construction of the proposed high-level viaduct and minimise disruption on local roads. Another suggests that the road network in Long Eaton should be improved by means of compensation for the potential impact of construction.
- 10.5.7 Several respondents see Option 1 as the least damaging for the community. Respondents feel that the proposed viaduct would minimise disruption to the local area. A few suggest it would also do less to physically divide Long Eaton than an embankment.

"In summary, I believe the higher level route will bring the least disruption to me, my local area, and Long Eaton as a whole as well as provide a safer route which is likely to also be the most economical and financially beneficial for the area." Individual response

- 10.5.8 A few respondents specifically state that the Option 1 proposals would have a negative impact on their community. One argues that the viaduct might not be safe and that the proposals would affect local residents' health and wellbeing. Another suggests that the construction phase would cause disruption for the local community and asks how this potential disruption might be minimised. One respondent says that the proposals might damage Long Eaton's historical centre.
- 10.5.9 Views on the potential noise impact of the individual options are mixed. Some respondents feel that the proposed viaduct would reduce the noise impact from the proposals compared to an embankment, while some disagree.

"The impact of noise is likely to be reduced at high level, especially if sound deflectors are installed." Individual response

10.5.10 A few respondents comment on potential measures to mitigate against the noise impact of the proposals. These include an 'acoustic cover' or 'enclosed aerial tube', as well as 'integral noise barriers'. A few respondents suggest that there is not enough information available about what mitigation measures might be used to limit noise.

"The general perception is that a viaduct will broadcast noise further, while being more difficult to construct noise mitigation around." Individual response

10.5.11 Some respondents believe that Option 1 would benefit local businesses and the local economy. Where these responses give specific reasons they suggest that the potential impact on roads would be reduced, benefitting local businesses, or that the construction of the viaduct could be used to enhance the area and attract business.

"The higher level route will allow travellers to see a wider view of Long Eaton and this will provide local businesses with marketing and advertising opportunities to showcase the local businesses such as the upholstery trade to a national and international audience. This should also bring further jobs to the area." Individual response

- 10.5.12 A small number of respondents argue that Option 1 is the better option in terms of flood risk as it would have a lesser impact on flood plains.
- 10.5.13 One respondent is concerned that the viaduct proposed as part of Option 1 might attract anti-social behaviour and graffiti.

### 10.6 Perceived benefits and impacts associated with Option 2

- 10.6.1 A total of 21 respondents comment on potential benefits associated with Option 2. There are 40 respondents who comment on potential impacts.<sup>28</sup>
- 10.6.2 The most commonly cited potential benefit of Option 2 is the lesser visual impact compared to the viaduct proposed in Option 1. The most frequently perceived impact is the potential effect of the proposals on local roads and properties.
- 10.6.3 Several respondents suggest that Option 2 would have a lesser visual impact because of its lower height. It is described by respondents as 'less visually intrusive' and is felt to be less imposing. One respondent, however, suggests that the embankment would make the tracks visible from first floor windows.

The lower viaduct and embankments would lessen the visual impact as seen from local roads, houses, gardens and open spaces such as The Trent Valley and Attenborough Nature Reserve." Individual response

- 10.6.4 One respondent advocates the planting of trees to reduce the potential visual impact of the low-level route.
- 10.6.5 Some respondents feel that Option 2 would have a negative impact on traffic in Long Eaton. They argue that the construction of a low-level viaduct and embankment would exacerbate existing traffic concerns on Station Road and Nottingham Road in particular. One respondent argues that any increase in traffic on Station Road would be a safety concern for children attending Grange Primary School.

"I understand the alternative option, to pass Long Eaton on a lower viaduct would be more restrictive, especially in the vicinity of Station Street." Individual response

- 10.6.6 Mitigation measures suggested include a bypass road around Long Eaton and the creation of underpasses for all main roads, bridleways, footpaths and cycle tracks affected by the embankment. A small number of responses suggest that mitigation associated with Option 2, such as underpasses and road improvements, would give it a reduced impact on traffic compared with Option 1.
- 10.6.7 A couple of respondents highlight the importance of the maintenance of pedestrian access routes.

<sup>&</sup>lt;sup>28</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

- 10.6.8 Some respondents say that Option 2 would have a reduced noise impact compared to Option 1 because the impacts would not be felt over such a wide area. One response argues that the proposed low-level option would enable better noise mitigation. Similarly, another respondent suggests a combination of noise screens and speed restrictions.
- 10.6.9 However, one respondent argues that Option 2 would have an unacceptable noise impact.
- 10.6.10 A few respondents argue that Option 2 would act as a barrier between the two halves of Long Eaton, which would split the town in two. Others feel that this option would cause more disruption during the construction phase. Greater Nottingham Joint Planning Advisory Board, for example, suggests that the embankment would create nuisance during construction and might cause town severance.

*"Option 2 would still effectively be a barrier going right through the middle of our town..."* Individual response

- 10.6.11 Very few respondents comment on potential economic or business impacts associated with Option 2. Kaylee Transfers Ltd are concerned that the construction of the embankment would necessitate the displacement of their business.
- 10.6.12 Some respondents comment on the perceived effect of the low-level option on property in the area. One respondent suggests that the embankment would require the demolition of more properties than the high-level viaduct, an assertion echoed by Greater Nottingham Joint Planning Advisory Board. One respondent suggests that associated road development would lead to further demolition of properties in the area.
- 10.6.13 A few respondents raise concerns about potential flood risk in relation to Option 2. They are variously concerned about flooding of proposed underpasses and the potential impact of the proposed embankment on flood plains.
- 10.6.14 A couple of respondents argue that the proposed embankment would have fewer environmental impacts than the proposed viaduct, though they do not comment further. One respondent suggests that Option 2 would have less impact on wildlife, especially migrating birds flying to and from the Attenborough Reserve.

"If I had to choose 1 of the 2 proposed options for Long Eaton it would be the lower height as I feel it would have less impact on the environment and be less imposing on the town." Individual response

#### 10.7 Alternative suggestions

- 10.7.1 A total of 115 respondents to question 6 offer suggestions for alternative routes, stations and approaches.<sup>29</sup> The most popular alternatives are the use of a tunnel rather than a viaduct or embankment in Long Eaton, investment in existing infrastructure and an adaptation of the route to take in the proposed East Midlands Parkway station and provide airport access.
- 10.7.2 Several respondents, including Margaret Throup MP, advocate the creation of a tunnel under Long Eaton as an alternative to a raised track. They argue that this would avoid the need for property demolition, prevent the potential division of the town and reduce the potential noise and visual impact of the proposed route. One respondent believes that tunnelling was done for relatively small communities in the Chilterns during the Phase 1 construction of HS2. Others suggest it has been done previously in other areas further south.

"It is surprising that faced with the difficulty of choosing between going over the town or through the town the option of going under has not been considered." Individual response

10.7.3 One respondent acknowledges that tunnelling is an expensive option, but argues that it would be appropriate given the scope and ambition of the HS2 project. Margaret Throup MP argues in her response that the additional cost would be offset to some degree by the potentially reduced cost of compensation, land purchase and highway reconfiguration. She also acknowledges concerns about constructing a tunnel under a floodplain, but points to civil engineering projects like Crossrail and the Channel Tunnel as examples of how these issues could be overcome.

"An alternative option which I do not believe HS2 Ltd has given full or fair consideration to is tunnelling for the main, part of the route through Long Eaton." Maggie Throup, Member of Parliament for Erewash

- 10.7.4 Trowell Parish Council suggests a tunnel should be built and extended to also minimise impacts on Trowell.
- 10.7.5 Other respondents argue that the proposals should make use of existing lines. Their responses suggest that upgrading existing lines would be a cheaper and less disruptive alternative to the construction of new lines for HS2. Many of these responses specifically suggest the use of the Erewash Valley main line, which some say could be done without disrupting existing rail traffic.

<sup>&</sup>lt;sup>29</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

10.7.6 One respondent argues in favour of the improvement and electrification of the Midland Main Line. Nottingham Express Transit suggests the extension of their tram line westward from the station hub to improve transport links with HS2.

"I think we should improve our current rail system rather than build a brand new one that doesn't even link up. Make use of existing rail lines as this would cause far less disruption for local residents!" Individual response

- 10.7.7 Some respondents make suggestions for alternative station locations in the East Midlands. They say the proposed station at Toton should instead be located at East Midlands Parkway or on the site of the Ratcliffe-on-Soar power station. They argue that this would provide better access to East Midlands Airport, avoid the need for the construction of new infrastructure in Toton and provide improved access to Derby, Nottingham and Leicester. Some respondents believe this would allow for the proposed route to be redirected around Long Eaton. One respondent argues that if the station were located at East Midlands Parkway rather than Toton, then this would make a tunnel under Long Eaton possible.
- 10.7.8 A few respondents call for the station to be located at East Midlands Airport rather than East Midlands Parkway or the East Midlands Hub at Toton. This is covered in chapter 9.
- 10.7.9 A small number of respondents suggest alternative routes for the main HS2 connection. These include taking the route via Spondon or Derby, via Breaston and farmland to the west of Long Eaton and Trowell or alongside the Erewash Canal on the same side as existing tracks.

"However, I still feel that more should be done to find an alternative route around Long Eaton rather than carving straight through the middle of the town!" Individual response

- 10.7.10 Several respondents call for the use of an alternative route or further investigation of other possibilities without providing specific suggestions.
- 10.7.11 Other suggestions related to question 6 include the closure of the existing low level railway line in Long Eaton and the raising of both new and existing railway lines in Long Eaton.
- 10.7.12 One respondent argues that the money spent on this project should instead be invested in a number of smaller-scale infrastructure projects while several respondents feel it would be better invested in other public services, particularly the National Health Service.

# Chapter 11: Derbyshire to West Yorkshire (M18 / Eastern route) (questions 7, 8 and 9)

#### 11.1 Introduction

- 11.1.1 The M18/Eastern alignment proposals include a new alignment for the main high speed rail route through the region, the inclusion of a spur into the centre of Sheffield. An infrastructure maintenance depot at Staveley and a rolling stock depot at Crofton are maintained from the 2013 proposals.
- 11.1.2 The proposed re-alignment of the route also provides the opportunity for the development of a new junction north of Sheffield, enabling high speed services stopping at Sheffield to continue further north.
- 11.1.3 Question 7 asks:

'Do you support the proposal to amend the route to serve South and West Yorkshire? Please indicate whether or not you support the proposal together with your reasons.'

11.1.4 Question 8 asks:

'Do you support the potential development of a northern junction to enable high speed services stopping at Sheffield to continue further north? Please indicate whether or not you support the proposal and your reasons.'

11.1.5 Question 9 asks:

'Do you support the proposed location of the northern junction in the vicinity of Clayton? Please indicate whether or not you support the proposal and your reasons.'

- 11.1.6 Responses to questions 7, 8 and 9 often cover similar and/or related issues, as the questions all address the same route refinement proposal. For this reason, the report summarises responses to these three questions together.<sup>30</sup>
- 11.1.7 This chapter includes separate sections for the various elements of the proposed M18/Eastern alignment. They are:
  - M18/Eastern alignment general (section 11.2 onwards)
  - Sheffield spur and stations (section 11.9 onwards)
  - Northern junction near Clayton (section 11.16 onwards)

<sup>&</sup>lt;sup>30</sup> Not all respondents addressed the route refinement described in each question. This means that the total number of responses to a given question is not the same as the total number of respondents who addressed that particular route refinement.

- Rolling stock depot near Crofton (section 11.22 onwards)
- Infrastructure maintenance depot at Staveley (section 11.28 onwards).
- 11.1.8 The route refinement proposals for the Derbyshire to West Yorkshire route cover a greater geographical area than the other route refinements included in this consultation. The proposals represent various changes from the route proposed at the 2013 consultation. This may have contributed to the level of response to the corresponding questions (7, 8 and 9), which received many more responses than the other consultation questions.
- 11.1.9 This chapter includes responses to questions 7, 8 and 9 as well as issues raised by respondents that did not follow the structure of the consultation questions in their response, but were deemed relevant to these questions.
- 11.1.10 A detailed quantitative breakdown of the number of respondents raising each issue can be found in Appendix C of this report.

#### 11.2 M18/Eastern alignment: introduction

- 11.2.1 This section provides a qualitative summary of the issues respondents raise about the proposed M18/Eastern alignment in response to questions 7, 8 and 9. This is broken down into the following sub-sections:
  - Overall support and opposition; (section 11.3)
  - Comments on the case for change; (section 11.4)
  - Comments on design and route; (section 11.5)
  - Perceived benefits; (section 11.6)
  - Perceived impacts: (section 11.7)
    - o on local communities;
    - o on the environment;
    - o other; and
  - Alternative suggestions. (section 11.8)

#### 11.3 M18/Eastern alignment: support and opposition

11.3.1 A total of 271 respondents express support for the proposal to amend the route to the M18/Eastern alignment, while another 57 express caveated support. In contrast, 4,157 respondents express opposition to the proposals. Many more respondents also comment on this route without expressing clear support or opposition. A total of 151 respondents state that they have no opinion on the matter.

## **11.4** M18/Eastern alignment: comments on the case for change

11.4.1 A small number of respondents express a general preference for the current proposals over those consulted on in 2013. Some respondents who express support for the M18/Eastern alignment highlight potential benefits of the proposed route refinement, or argue that it will reduce potential negative impacts on local areas.

"Having advocated for a HS2 city centre location in Sheffield for a number of years, SCC is very supportive of the proposal to serve the city centre with a HS2 link. We understand the reasons behind the decision to locate the link at Midland given its existing connectivity and the poor suitability of the Meadowhall alternative, and welcome the opportunity this provides to build on Midland's existing connectivity and develop the station as a major transport hub, linking current services with HS2, NPR, and other rail aspirations, thus maximising connectivity to/from Sheffield city centre." Sheffield City Council

- 11.4.2 Many respondents are critical of the case for change. More than a thousand respondents express a preference for the route consulted on in 2013, generally referred to as the 'Meadowhall route'. Respondents argue that the current proposals would bring fewer benefits to South Yorkshire, but still affect local communities.
- 11.4.3 Respondents' objections to the proposed M18/Eastern alignment often concentrate on the loss of a hub station for South Yorkshire at Meadowhall and its replacement with HS2 services into Sheffield city centre. They argue that high speed services at Meadowhall would have benefitted population centres such as Rotherham, Barnsley and Doncaster, and that the current proposals present no clear benefits to people living there. Many respondents emphasise the additional time and cost involved with travelling into the centre of Sheffield, which they say would make it uneconomic for them to use HS2.

"The route should not just be a route designed to service the needs of Sheffield and Chesterfield, assuming it actually does, but all South Yorkshire and adjoining areas. I appreciate wherever the route goes there will be some objections and hardships but that is not to say the decision should just be based on cost alone." Individual response

11.4.4 Some respondents believe that Sheffield too would benefit more from the Meadowhall route, citing the space and opportunities for development near the existing Meadowhall station, or the concentration of businesses and amenities in the area. Others argue that there is a good case for routeing high speed trains into the centre of Sheffield, but are not satisfied with the current proposal, saying the city would not enjoy the full benefits of being on the HS2 network.

- 11.4.5 Many respondents argue that the current proposals would deprive South Yorkshire of a full high speed train service, emphasising speed and capacity constraints associated with the route into the centre of Sheffield. Respondents say that the Meadowhall route would avoid these limitations, as well as offering better opportunities for connections to the wider transport network.
- 11.4.6 Some respondents add that if it fails to radically shorten journey times, the economic case for South Yorkshire's high speed link diminishes. Respondents cite various figures to argue that the current proposals would have fewer economic benefits than the Meadowhall route, that it would generate less demand, and that its cost-benefit ratio would be worse.

"The Chamber acknowledges that any debate around major infrastructure projects is – of course – complex and multi-faceted. But, nonetheless, these basic but fundamental shortcomings (less services, poor onward connectivity and longer journey times) could, in their own right, provide the region's business community with many compelling reasons for rejecting the current Preferred Route out of hand and without going into further details." Doncaster Chamber of Commerce and Enterprise

- 11.4.7 Several respondents question why the current proposals favour an option that was rejected at earlier stages of the process, when the Meadowhall route was proposed.
- 11.4.8 Many respondents criticise the argument put forward in the consultation documentation that the current proposals would achieve cost savings of approximately £1bn. They argue that the current proposals fail to include some of the additional costs of this option, such as a new parkway station and an increase in operating costs. Respondents believe that this undermines the argument that the current proposals are substantially cheaper than the Meadowhall route. Some respondents stress that cost savings have been presented as the leading case for the route change.

"HS2 have acknowledged that any claimed savings exclude a number of costs, including the £300m cost of electrification of the northern loop to Leeds, the £200m-£300m cost of a Parkway station and potential extra costs of rolling stock. The upgrading to Sheffield Midland station that would allow HS2 trains to travel north of Sheffield to Leeds is currently also uncosted." Ed Miliband, Member of Parliament for Doncaster North, and five other MPs representing Sheffield, Doncaster, Barnsley and Rotherham

11.4.9 Wider concern about cost is common in responses to questions 7, 8 and 9, with respondents questioning whether the changes comprised within the M18/Eastern alignment would deliver value for money. Some respondents argue that the current proposals would weaken the business case for the overall HS2 scheme.

11.4.10 Many respondents present arguments against the overall HS2 project as their reasons for objecting to the revised proposals for the revised alignment through South and West Yorkshire. These are often cost-related: many respondents refer to the proposals as a waste of money or say that funds are better spent elsewhere. Similarly, many respondents refer to the proposed high speed rail connection between London and Yorkshire as unnecessary. Respondents highlight that current services from Sheffield, Doncaster and Wakefield are adequate, or that a 20-30-minute gain on these journeys would not be worth the investment and the disruption.

### 11.5 M18/Eastern alignment: comments on design and route

- 11.5.1 A total of 3,228 respondents comment on the design of the proposed route for the M18/Eastern alignment.<sup>31</sup>
- 11.5.2 Most of these comments relate primarily to the case for change, or to considerations about cost or local impacts. The detail of those comments is reported in sections 11.4 and 11.7. This section focuses on comments about planning and engineering, which make up a small part of the 3,228 responses on wider route-specific considerations.
- 11.5.3 Respondents commenting on this frequently mention a need to factor in risks and challenges associated with past mining activity. Several respondents disagree with statements in the consultation documentation that the proposed alignment would have the benefit of avoiding former mining sites. They claim the opposite is true.

"HS2 Ltd stated that significant cost savings could also be realised based on their assumptions that: The route avoids known mining areas leading to fewer geological challenges. This is entirely false. The M18/Eastern route travels directly through areas of South Yorkshire which have been extensively and intensively mined over decades." Joint Rural Parishes

11.5.4 Many respondents express concern about risks associated with the construction and operation of a high-speed rail line on terrain that bears the remains of decades of shallow and deep mining. Some are principally concerned about safety, stating for example that the stability of the tracks could be affected by ground movements, which they believe could be triggered by vibrations from trains.

<sup>&</sup>lt;sup>31</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

11.5.5 Also in relation to safety, some respondents express concern about the release of hazardous materials resulting from construction activity in areas previously used for mining and landfill. Respondents mention possible impacts from the release of methane, radon and asbestos, as well as dust and pollutants generally. The Environment Agency mentions several sites where contaminated land has been identified or where contamination risk exists. A few respondents worry that subsoil construction activity could cause gas explosions.

"The presence of methane gases from the old mine workings that riddle the locality of Altofts, Kirkthorpe and surrounding areas makes cutting or boring tasks in this area highly hazardous." Individual response

11.5.6 For many respondents, the primary cause of concern in relation to former mining sites is the risk of subsidence. Some respondents consider this to be a risk as well as a cost to the HS2 project, especially for large structures such as viaducts or stations. Others are concerned about subsidence affecting existing structures, such as properties and listed buildings, which they believe could be exacerbated by the construction and operation of the high speed line.

"The well-known Ackworth Rock Fault running from Sharlston to Crofton runs perpendicular to the HS2 line and will require spanning. This is a deep fault that appears as a prominent step in the rock in mining seams and has caused the loss of housing locally." Individual response

11.5.7 A few respondents say that the current proposals would be better suited than the Meadowhall route to mitigate against subsidence. For example, one respondent argues that the proposed location for Meadowhall station would have been affected by geology issues.

"Meadowhall was never a satisfactory location for an HS2 station partly because of geology." Local business

- 11.5.8 Flood risk is another concern mentioned by respondents, although less frequently than mining-related issues. Several respondents state concern about running the line through flood plains. Some others mention areas sensitive to flooding, including the route into Sheffield.
- Several respondents reflect on the potential cost to HS2 resulting from mitigating challenges presented by the topography on the proposed route. They express concern that the projected cost for the M18/Eastern alignment could rapidly increase as the extent of these challenges becomes clear.

Mining subsidence risk, air quality issues, topography (flood plain of Dearne and Don) and noise impacts as well as underestimate of property demolitions mean eastern route cost/environmental impacts are as significant as 2013 route along M1 corridor. Individual response

11.5.10 Cost concerns also come up in comments about the potential need for property demolitions associated with the proposed route, alongside general concern about the impact on residents and communities (see also section about perceived impacts below). Respondents argue that the route proposals affect newly built properties, as well as land earmarked for development.

"It is unsafe to claim that the route involves fewer demolitions than the consulted route, since this was assessed using the Jan 2014 GIS database. Many housing developments have been constructed since then, as evidenced by the Shimmer Estate in Mexborough." Individual response

- 11.5.11 A very small number of respondents argue that the M18/Eastern alignment would be cheaper to build than the Meadowhall route, with a few saying that it would encounter fewer areas with a mining legacy.
- 11.5.12 Some respondents reflect on the connectivity of the HS2 route with future regional services on the proposed Northern Powerhouse Rail network, which some respondents refer to as HS3. Some respondents simply emphasise the need for the HS2 route to be designed with optimal connectivity in mind, a few others express a preference for either the Meadowhall route or a route via Sheffield city centre to connect both networks.

"HS2 and Northern Powerhouse Rail (NPR) are 'once in a lifetime' opportunities to transform connectivity in the regions, it is important that these two transformational projects are being joined up and complement each other." West Yorkshire Combined Authority

#### **11.6** M18/Eastern alignment: perceived benefits

11.6.1 A total of 276 respondents make comments about perceived benefits of the proposed M18/Eastern alignment.<sup>32</sup> Among those who do, there are various local authorities as well as businesses and organisations representing local business interests.

<sup>&</sup>lt;sup>32</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

11.6.2 Some respondents argue that the proposed alignment would benefit Sheffield, or Chesterfield, more than the route proposed in 2013. They highlight the potential for growth and development in these places, stimulated by the arrival of high speed trains to their main stations. A few respondents argue that a route into Sheffield city centre would deliver greater economic benefits than a route serving Sheffield at Meadowhall station only.

"We believe HS2 will be transformational for the borough and will be making the case for Chesterfield offering unique growth potential if these proposals go ahead." Chesterfield Borough Council

11.6.3 Respondents' comments about benefits of the proposed alignment sometimes tie in with, or build on, benefits they associate with the wider HS2 project, such as creating employment in northern regions, reducing journey times, and improving rail capacity. Some respondents state that the proposed alignment would enhance these benefits; others emphasise perceived benefits without referring to the M18/Eastern alignment.

"Improving connections between key economic centres of the North will help drive growth and productivity, rebalancing the UK economy and contributing an additional £97bn to the UK economy by 2050." Sheffield City Region & Local Enterprise Partnership

- 11.6.4 Some respondents highlight the importance of linking city centres to city centres, and think that the current proposals would enhance Sheffield's connectivity. A few respondents say they would particularly welcome the proposed high speed connection between Leeds and Sheffield. A few others refer to Northern Powerhouse Rail plans, expressing a preference for a connection at Sheffield's main station.
- 11.6.5 Most comments about perceived benefits centre on reduced impacts, emphasising how the M18/Eastern alignment would have fewer detrimental impacts than the Meadowhall route previously consulted on. Some respondents express satisfaction that concerns highlighted in the previous consultation stage have led HS2 Ltd to make changes to the route proposals.
- 11.6.6 A relatively large number of respondents say they welcome the proposed alignment as it avoids the Chesterfield Canal. Respondents emphasise that local groups had invested significant resources in the restoration of the canal and associated heritage sites. In their view, the 2013 route proposals would have had a detrimental impact on the waterway and various activities and businesses depending on it.

"I support the government's preferred route as it does less damage to the Chesterfield Canal Restoration route than the original plan" Individual response 11.6.7 Respondents mention a range of other places that would be less impacted by the current proposals than by the 2013 proposals. Several respondents representing business interests express satisfaction that the proposed alignment would avoid recent and planned developments near Sheffield Meadowhall, including the Advanced Manufacturing Innovation District and the Waverley development.

"We are keenly aware that the new alignment proposed may have a social and environmental impact on communities previously unaffected but we firmly believe that the economic and social benefits that can be delivered as a result of the line avoiding Waverley and the Innovation District materially outweigh these other impacts. As a result, HS2 Ltd has our full support in proposing this re-alignment." Harworth Group plc

11.6.8 Some local authorities, parish councils and individuals express relief that particular towns and villages would experience less impact – such as noise, property blight and construction traffic – from the current than from the previous proposals. Places they mention include Renishaw, Killamarsh and Treeton. A few respondents highlight that residents of places on the Meadowhall route have endured years of uncertainty.

"Prior to the amendment the route went very close to the back of our house. It would have meant that our local pub would have to be demolished which is a key place for socialising in such a small village." Individual response

- 11.6.9 Some respondents welcome the current proposals for reducing the environmental impact in some localities. A few respondents say that the sections where the M18/Eastern alignment closely follows motorways allow for easier mitigation of noise impacts associated with HS2. A few others welcome the reduced impact on the Rother Valley and its Country Park.
- **11.7** M18/Eastern alignment: perceived impacts
- 11.7.1 A total of 3,425 respondents comment on perceived impacts of the proposals.<sup>33</sup>
- 11.7.2 Perceived impacts on local communities

<sup>&</sup>lt;sup>33</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

- 11.7.3 Hundreds of respondents say that they oppose the proposed M18/Eastern alignment because of local impacts associated with the route. Many more express concern about particular impacts they believe local communities and the environment would experience. The detail of these comments is discussed below in subsections about perceived impacts on local communities, the environment, and other impacts.
- 11.7.4 Many respondents argue that the people and areas that would be affected are generally not benefitting from the HS2 scheme, or from the proposed M18/Eastern alignment and conclude it is unfair, with over 1000 respondents discussing this in their comments. A smaller number argue for appropriate compensation to recognise the perceived loss of amenity.

"South Yorkshire will get all the 'pain with absolutely none of the gain' as none of our towns will have access or connectivity to the system." Individual response

- 11.7.5 Many respondents express concern about how the proposals would affect local communities. Many do so in general terms, often using words that convey a substantial strength of feeling, saying for instance that the impact would be 'devastating' or 'catastrophic'. Respondents sometimes emphasise the small size and rural character of places that would be affected by the proposal, saying that this would exacerbate the disruption experienced by local people.
- 11.7.6 For many respondents, the main impact on local communities is disruption, and several highlight that their concerns are amplified by the anticipated scale and duration of these disruptions. Similarly, some respondents are concerned that impacts on local communities would be permanent and irreversible.
- Often, respondents' concerns are specific to towns or villages near the
   M18/Eastern alignment. The villages of Crofton and Bramley are very
   frequently mentioned, as are Mexborough, Newton, Blackwell and Barnburgh.

"We, the undersigned, believe that the proposed route [...] is a disgrace and will destroy hundreds of homes, damage our communities, and wreck the environment in Crofton, Altofts, Sharlston, Hemsworth, South Kirkby & Mexborough." Yorkshire Against HS2 Petition

11.7.8 Several respondents highlight the potential impact of the proposals on people's well-being. Respondents express concern that those who experience the impacts of constructing and operating of a high speed rail line would see their quality of life reduced: they could experience stress as well as other health issues. Some respondents assert that the proposals would 'ruin people's lives'.

"There will be noise, disruption and pollution for years to come. This will have an impact on people's quality of life." Individual response

- 11.7.9 The perceived impact of the proposed alignment on properties is the subject of a very large number of comments. Many respondents are worried that the construction and operation of the high speed line would affect local residents' properties. Their comments include concern about damage to properties, reduced enjoyment, as well as compulsory purchase and demolition of properties.
- 11.7.10 Examples of locations where respondents oppose the demolition of properties to accommodate the M18/Eastern alignment include Bramley, Mexborough and Newton. Respondents also express concern about impacts on properties in many other locations, including impacts on properties outside the safeguarded zone, which some respondents would like HS2 Ltd to include in the safeguarded zone, so that residents could be compensated for the loss of amenity they would experience.
- 11.7.11 Several respondents reiterate that overall too many properties would be affected by the proposed alignment, suggesting that the 2013 proposals would require fewer properties to be demolished or purchased.

"Possible demolitions, or at best severely impacted homes on the Broadlands Estate, affecting over 70 properties. Also severely impacted residential properties on the Shimmer Estate at Mexborough and in Blackwell on the Erewash line." Bramley Action Group

11.7.12 In addition to concerns about damage and reduced amenity, many respondents say they worry about the proposals' impact on property values, which they suggest have already started to fall. Respondents often state dissatisfaction with the effect of HS2 proposals on property values, emphasising the hardship experienced by local residents who have lived and invested in their homes for many years.

"All of the residents of these Conservation villages have paid a premium for their homes because of their rural setting, property devaluation will impact every resident as a direct result of noise and visual blight and not just those closest to the track." Spotbrough & Cusworth Parish Council

11.7.13 Some respondents assert that local residents would be unable to sell their home due to the proximity of the proposed alignment and the disruption associated with its construction and operation, or emphasise the uncertainty that local residents would be faced with throughout the decision-making process about the route and the compensation arrangements.

"The property market in the area has already felt the effect with house sales falling through due to the prospect of HS2. Uncertainty had now been created and this will last until a final decision is made. Many people could find themselves in negative equity." High Melton Parish Council

11.7.14 Some respondents highlight that the proposed alignment would affect planned developments or land earmarked for development, including plans for new residential areas at Mexborough and Crofton and a commercial development at Rotherham. A few respondents, including Highways England, comment on the proposals' impact on future changes to the alignment of the M1 motorway, stating concern that HS2 infrastructure would constrain future widening of the main carriageway.

"The M18/Eastern route negatively impacts on Doncaster's Local Plan. It overrides its much needed strategic new homes and settlements objectives and its vision for a 'greener Doncaster' policy." Marr Parish Meeting

- 11.7.15 Many respondents say the M18/Eastern alignment would impact on local economy and businesses. Comments emphasise the detrimental impact of disruption during construction, which respondents think would affect the viability of local businesses. Some respondents add that the proposals would make places on the route less attractive for visitors and tourists, which they think would put further pressure on local shops, pubs and hotels.
- 11.7.16 Some respondents concentrate on the safeguarding and purchase of land by HS2 Ltd, which they say would affect local businesses which depend on the land, such as farming businesses and a local wind farm. A few respondents mention large business areas that would be compromised by the M18/Eastern alignment, including Hellaby industrial estate and the East Midlands Designer Outlet.

"I have an agricultural contracting and hay and straw business run in and around Barnburgh. I cannot afford for roads to be closed while construction is undertaken as my margins are already tight, travelling long diverted routes to access customers fields on an already slow tractor will be crippling." Individual response

11.7.17 Similarly, several respondents express concern about the impact the proposals would have on local services or amenities, including recreation. Respondents express concern about disruption to their access and enjoyment of green spaces such as parks, nature areas and long-distance trails. Anglers Country Park and Sutton Scarsdale are among the places mentioned in this regard.

- 11.7.18 Respondents express similar concerns about the proposals' impacts on local attractions, such as Bolsover Castle. They also mention various other recreation and tourism amenities that would be affected by the proposed alignment, including a cricket club in Aston, horse stables near Crofton, and the pub in High Melton. A few respondents worry about impacts on Stainsby Festival. Impacts on other types of amenities are also mentioned by some respondents, such as schools and churches.
- 11.7.19 A few respondents comment on the potential impact of road closures and construction traffic on bus routes, emergency services, waste collection, and other local services depending on the local road system.

"The current proposed route will inevitably hold many consequences for the residents of Rotherham such as a loss of homes, businesses, recreation facilities and school places, without bringing any apparent benefit." Ulley Parish Council

- 11.7.20 Respondents make many further comments on the proposals' impact on local roads, bridleways and footpaths. They express concern about closures of local roads and paths required for the construction of the railway line, which would make essential local journeys longer, more difficult, or even impossible.
- 11.7.21 Some respondents are concerned that closures might occur on strategic access roads or bridges, resulting in the near-closing off of villages or requiring drivers to make lengthy detours. One example is the A631 near Bramley and the local access to the M1 and M18.
- 11.7.22 Many respondents are worried about the potential closure, temporary or permanent, of footpaths, cycle paths and bridleways, including canal towpaths. They emphasise the importance of access to nature as well as the need for walking and cycling networks to remain intact. Some respondents stress that this would contribute to people's health and prevent unnecessary car journeys.
- 11.7.23 Respondents cite a great variety of roads and paths they would like to see protected from closure. Among these, there are mentions of ways of giving access to nature and heritage areas and long-distance trails, such as the Trans Pennine Trail.

"Between Pinxton and the edge of Bolsover there are numerous public rights of way affected by the proposed route, along with the Blackwell Trail and Silverhill Greenway which are also crossed by the spur into Clay Cross which goes on to affect two key bridleway links." Derby and Derbyshire Local Access Forum

- 11.7.24 Aside from concerns about road closures and cutting off villages, many respondents comment on the impact of construction traffic on the local road system. Many respondents emphasise that local roads have insufficient capacity to accommodate a large volume of construction vehicles, and worry that this will add to the inconvenience experienced by those living locally.
- 11.7.25 Several respondents highlight that local roads are currently congested, or that recent construction projects have demonstrated the constraints of local road systems. They think that the introduction of construction vehicles and other associated traffic could cause chaos.

"This valley is in the country with only small roads and lanes for traffic. Any further traffic, construction or otherwise will cause total gridlock! There will be delays to travel as roads closures & diversions will have to be put in place." Individual response

- 11.7.26 Respondents raise various issues relating to safety, expressing concern that the proposals could make communities less safe. Most of these comments are about the increase in traffic on local roads, and the risk that this would bring to road users and pedestrians, in particular children. A small number of respondents highlight safety concerns in relation to methane gas released from former mines.
- 11.7.27 More than 1,000 respondents make comments about noise and vibration in relation to the proposals for the M18/Eastern alignment. Most of these are concerns about the amount of noise that would be experienced by people living near the proposed route, with some respondents also mentioning vibration. Respondents' comments span noise (and vibration) impacts from construction as well as those from passing trains, once the line is in operation.
- 11.7.28 Most respondents mention noise only as an unwanted consequence of the proposed alignment. Some respondents specify that they are concerned about the impact of noise in areas that are presently quiet and peaceful, noise affecting schools, and night-time noise affecting local residents' sleep. Places that respondents mention in relation to noise concerns include, among many others, Barnburgh, Clayton, Crofton and Frickley, as well as Hardwick Hall.

"The noise impact of a proposed 18 trains per hr through such a rural area with no buildings to dampen the sound will cause major disruption to our peaceful village." Individual response

11.7.29 Many respondents express concern about the perceived impact of additional air pollution on people living near the proposed alignment. Most of these comments are general in nature. Some respondents specify that their concerns are chiefly about the construction stage, with construction activity and traffic perceived to be responsible for increased pollution.

11.7.30 Some respondents say that areas that would be affected are already exposed to high levels of air pollution, due to their proximity to motorways and other major roads. A few respondents express concern about the impact of air pollution on people with conditions that make them sensitive to air pollutants.

"[...] the consultation document mentioned high levels of pollution in the Meadowhall area, which may be added to. I do not think that one problem is solved by diverting pollution from one area and adding to another." Individual response

11.7.31 Some respondents are concerned that the proposed alignment would bring light pollution to local communities along the route. These concerns are generally expressed in relation to construction activity. Some respondents suggest that communities would experience light pollution throughout the night if work on nearby construction sites would be carried out day and night.

#### 11.7.32 Perceived impacts on the environment

- 11.7.33 A very large number of respondents comment on potential environmental impacts associated with the proposals. Some of these overlap with impacts on communities, such as concerns about noise and vibration, air pollution, and light pollution.
- 11.7.34 Many respondents express general concern about the impact the proposals would have on the environment. Often, they argue that the proposed alignment would cause environmental damage or destruction, either generally or in a specific location. Some respondents make general comments about pollution caused by the proposals.
- 11.7.35 Some respondents argue that HS2 Ltd should further assess the potential environmental impacts of the proposed alignment. A few refer to findings from earlier environmental assessments.

"The environmental impact of this route was assessed in 2012 by HS2 Ltd and is featured in their own sustainability report. The route was rated as having the highest level of environmental impact which could not be mitigated and designated red." Joint Rural Parishes

11.7.36 Some respondents highlight that the proposed alignment would affect protected nature sites, such as ancient woodlands, sites of special scientific interest (SSSIs), special areas of conservation (SACs), and local nature reserves. A few respondents, such as Natural England and Derbyshire County Council, provide a detailed overview of nature sites that could be detrimentally affected by the proposed alignment. For example, they mention the Carr Vale and Peter Fidler nature reserves, and the Denaby Ings nature reserve.

11.7.37 These and other respondents request that sensitive areas of nature should be avoided where possible, and that HS2 Ltd provides suitable mitigation and compensation for any loss of nature amenities associated with the project.

"A proportion of the total area of woodland affected is ancient, across a number of sites. Ancient woodlands are an irreplaceable resource; once lost they cannot be recreated. HS2 Ltd should seek to avoid this loss wherever possible." Forestry Commission

- 11.7.38 Several respondents are particularly concerned about the impact the proposals would have on wildlife and habitats. Respondents cite a variety of species whose habitats would be threatened by the proposed alignment, including migratory birds, reptiles and butterflies. They also express concern about potential impacts on local hare and hedgehog populations, as well as some flora species. Among the habitats mentioned by respondents, there are the Nostell lakes, the Manvers lakes, the Doe Lea watercourse and other rivers.
- 11.7.39 There are more than 1,000 comments expressing concern about the perceived impact the proposals would have on the landscape. Respondents believe the proposed alignment and its features would detrimentally affect the countryside it crosses, diminishing the rural character of areas as well as their visual beauty.
- 11.7.40 Respondents express particular concern about proposed structures that would stand out in the surrounding countryside, such as embankments, viaducts and sound barriers. Often, they emphasise the dimensions of proposed structures, suggesting that these are unsuitable to the area in which they would be constructed, causing visual blight.

"There will be 3 huge viaducts of 170 metres, 330 metres and 200 metres from Wales to Aston and Aston to Thurcroft! These are large structures. They are likely to have 10 feet high noise reducing fences which would look hideous." Individual response

- 11.7.41 Many respondents emphasise that the proposed alignment would split areas of countryside in two, or otherwise cause fragmentation to local landscapes. Similarly, some respondents comment that views over the local countryside, from local residents' properties as well as from landmarks, would be detrimentally affected by the proposed railway line.
- 11.7.42 Several respondents stress that some of the landscape affected by the M18/Eastern alignment has a protected status, and that villages along the proposed route are designated as conservation areas. Respondents say that the proposed route would cause substantial changes to such areas, which would negate their protected status.

- 11.7.43 Respondents mention many locations which they think would suffer visual blight from the proposals, including villages, nature areas, tourist attractions and agricultural landscapes. Examples include the Calder valley, the Yorkshire Coal Measures countryside and Nostell Priory.
- 11.7.44 Several respondents express concern that the proposals would have a detrimental impact on heritage, especially because of noise and visual intrusion. Respondents say the proximity of the proposed alignment to heritage sites could affect access to the sites, visitor enjoyment, and in some instances the viability of heritage-based activities. Some respondents think the proposals would result in physical damage to heritage structures.
- 11.7.45 Organisations such as Historic England and the National Trust provide detailed overviews of potential impacts on monuments and listed buildings along the proposed route. Sites mentioned by these and other respondents include Hardwick Hall, Bolsover Castle, Nostell Priory, South Kirkby Iron Age Fort, Stainsby Monument, and Frickley Church. A few respondents cite heritage assets near the Chesterfield Canal, including Renishaw village and the Norwood tunnel and lock complex.

"Overall, through impacts on key views within the landscape both to and from assets, the route running through this most sensitive area will have a major adverse impact on the setting of all the assets, and result in substantial harm to their significance, both individually and shared." Historic England

- 11.7.46 Many respondents say they worry about the amount of land that would be taken up by the construction and operation of the proposed alignment. Respondents comment that the proposals would see large areas of agricultural land, or green belt land, being transformed to industrial land accommodating new infrastructure.
- 11.7.47 Respondents argue that HS2 Ltd should seek to avoid green belt land where possible and make greater use of brownfield land instead. Some respondents argue that the 2013 proposals met these requirements better.

"The flora and fauna will be unable to recover due to the destruction of the green belt land." Individual response

#### 11.7.48 Other perceived impacts

11.7.49 A small number of respondents comment on the potential impact of the proposals on existing infrastructure near the M18/Eastern alignment. A few mention potential interference with overhead electricity lines, while others cite impacts on waterways. A few respondents say that the proposed alignment would affect local water treatment facilities.

"The new route would affect both Woodall and Wales Sewage Treatment Works, which should HS2 be implemented, they will require decommissioning and relocation to serve its purpose elsewhere." Yorkshire Water Services Ltd

- 11.7.50 Several respondents are concerned that the proposals could affect existing rail services. Some of these responses concentrate on the proposal to run HS2 trains on existing parts of the rail network. They express concern that this would affect the capacity of the network around Sheffield, to the detriment of existing services to Leeds, Manchester and elsewhere.
- 11.7.51 Others are worried that the introduction of the high speed connection between the West Midlands and Leeds/Sheffield would cause a reduction in services at Wakefield and Doncaster, whose stations are currently served by frequent fast trains between London and Leeds/York.

"Wakefield will not benefit from HS2 and our train services are likely to be cut when HS2 starts operating." Individual response

11.7.52 Respondents also comment on how the proposals might affect travel times for people travelling from or to South Yorkshire, West Yorkshire or Derbyshire. Some express concern that HS2 will lead to reduced services at Wakefield or Doncaster, with travellers forced to change at Leeds or Sheffield to reach destinations further afield. Respondents say that current connections into Sheffield or Leeds are inefficient, and that the extra travel time to reach HS2 stations would cancel any gains from the high speed connection.

"It seems to me that the new route will make the journey from Doncaster to London longer than it actually is at the moment."

- 11.7.53 Several respondents argue that local residents who travel to the nearest main station by car would experience delays, as well as parking issues, if they need to drive to Sheffield or Leeds city centre to use a long-distance train. Some argue that the Meadowhall route would better accommodate this category of travellers.
- 11.7.54 Some respondents discuss potential impacts of the proposals on the cost of travel. Some comment that the perceived necessity to travel to a city centre station would add to the cost of their journey. Others are worried that ticket prices for travel on HS2 trains would be higher than regular train tickets for the same journey.

#### **11.8** M18/Eastern alignment: alternative suggestions

- 11.8.1 A total of 464 respondents urge HS2 Ltd to consider alternative proposals to the M18/Eastern alignment.<sup>34</sup> By far the most frequently mentioned alternative is the Meadowhall route, on which HS2 Ltd and the DfT consulted in 2013. As discussed above, a very large number of respondents express a preference for the previous proposal.
- 11.8.2 Many others comment on alternatives to the proposed alignment in a general manner, simply stating that HS2 Ltd should consider alternatives to its current proposal or generally arguing for an alignment with fewer local impacts.
- 11.8.3 Several respondents suggest that the connection should use existing rail, including disused lines, for some or all of the way. Others say that the route should be re-designed to run alongside existing roads and railways more than it does in the M18/Eastern alignment proposal. Respondents think this would help reduce impacts on communities and the environment.
- 11.8.4 Some respondents ask that the proposals are changed to include more tunnels, either in general or in specific locations, such as between Altofts and Hemsworth or under the East Midlands Designer Outlet. Others request new or different viaducts, for instance over the Chesterfield Canal or at Conisbrough.

"I oppose any route but rather than leave the M18 corridor at Bramley, would it not be better to go further up the M18 and then leave to pass to the east of Conisbrough and swing back to the route between Conisbrough and Warmsworth as this would mean building just one viaduct, not two." Individual response

- 11.8.5 Several respondents request specific alterations to the proposed alignment, to mitigate impacts on specific villages, properties or sensitive areas. For example, respondents request that the alignment is moved further east near Hickleton, further west at Altofts, and at the other side of the M1 motorway near Aston. Another example is a proposal for an alternative alignment along the Doe Lea valley near Bolsover, avoiding various nature reserves.
- 11.8.6 Some respondents request a change in the alignment to bring greater benefit to local population centres. A few suggest that the proposed spur through the centre of Sheffield should be upgraded to become the main route for HS2 between Leeds and London. One respondent asks that high speed services are routed through Barnsley. Another says the network should connect to Doncaster Sheffield Airport.

<sup>&</sup>lt;sup>34</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

"The various reports on HS2 for South Yorkshire have included suggestions for extending the HS2 classic compatible service north from Sheffield. Extending the service to Barnsley would not only ease the issues at Sheffield Midland but also achieve the HS2 transformational and economic re-balancing objectives." Barnsley Metropolitan Borough Council

11.8.7 Several respondents refer to alternative proposals produced by others, saying that they prefer these to the proposed alignment and urging HS2 Ltd to consider these alternatives. One example is an alignment proposal developed by an organisation named High Speed UK.

#### 11.9 Sheffield spur and stations: introduction

- 11.9.1 This section provides a qualitative summary of the issues respondents raise about the proposed Sheffield spur in response to questions 7, 8 and 9. It also covers comments on the proposed use of Sheffield Midland station for high speed services. This is broken down into the following sub-sections:
  - Overall support and opposition; (section 11.10)
  - Comments on the case for change; (section 11.11)
  - Comments on design and route; (section 11.12)
  - Perceived benefits; (section 11.13)
  - Perceived impacts: (section 11.14)
    - o on local communities;
    - o on the environment;
    - o other; and
  - Alternative suggestions. (section 11.15)

#### **11.10** Sheffield spur and stations: support and opposition

- 11.10.1 Aside from expressions of support and opposition for the overall M18/Eastern alignment proposal, some respondents' opinions focus on the proposal for a spur into Sheffield city centre. A total of 37 respondents express support for the proposed Sheffield spur. Some of these respondents emphasise that the spur would carry benefits for Chesterfield as well as Sheffield.
- 11.10.2 A total of 280 respondents express opposition to the proposed Sheffield spur. Most of these respondents are also opposed to the M18/Eastern alignment in general.

"The Sheffield Midland Spur option is the solution that nobody asked for, and nobody wanted." Doncaster Metropolitan Borough Council

### **11.11** Sheffield spur and stations: comments on the case for change

11.11.1 Some respondents argue in favour of the case for a spur to connect the M18/Eastern alignment to the centre of Sheffield. They emphasise the potential benefits of establishing a high speed rail connection in the centre of Sheffield, which they believe will support growth for the entire city and region. Some respondents argue that the proposed spur would have a positive impact on Chesterfield, which would have benefited less from the previous proposals.

"Having advocated for a HS2 city centre location in Sheffield for a number of years, SCC is very supportive of the proposal to serve the city centre with a HS2 link." Sheffield City Council

11.11.2 Many others disagree with the proposed Sheffield spur. Nearly all respondents who specifically oppose the proposed Sheffield spur are also critical of the M18/Eastern alignment in general. Many respondents express a preference for the route alignment on which HS2 Ltd consulted in 2013. They argue that this alignment, the Meadowhall route, would not necessitate an additional spur into Sheffield, as it provided a station serving Sheffield on its principal route.

"The original route for HS2, that was subject to the first round of consultation, involved the route running to Meadowhall, Sheffield, thus creating a new station, linking to a good transport infrastructure and direct and quick links to London and other economically important areas." Individual response

- 11.11.3 Several respondents are critical of the proposed Sheffield spur because they believe it would not be suited to the operation of a full-scale high speed service. Respondents argue that the proposed spur would put restrictions on the speed and the capacity of train travel between the East Midlands hub station and Sheffield, thus reducing the benefits associated with high speed train travel.
- 11.11.4 Some respondents question whether the proposed spur would deliver significant gains in journey times to and from Sheffield. Respondents suggest that the use of existing rail for part of the distance would reduce time gains. Some argue that the proposed spur would have no benefits for those travelling from Sheffield to Leeds and beyond.

"The 'Sheffield spur' only joins on to non-high speed rail anyway, adding 10 mins to a Sheffield-London journey." Individual response

- 11.11.5 Some respondents question why proposals for South Yorkshire have changed substantially between the 2013 consultation and the current consultation. In their view, the justification for the changes is unclear and the decision-making process insufficiently transparent. Some respondents refer to past statements by HS2 executives which they say dismissed the Sheffield spur option.
- 11.11.6 Some respondents express doubt at the cost-benefit ratio of the proposed Sheffield spur, echoing comments about the cost and benefit of the M18/Eastern alignment as a whole. Some respondents argue that the case for the spur would depend on an onward connection north of Sheffield, which they say has not been fully costed for in current proposals.

"It has been mooted that a connection could be provided to the HS2 fast line north of Sheffield but this has not been planned for nor costed into this revised plan." Individual response

11.11.7 Several respondents are concerned that the local impacts of the Sheffield spur would be substantial. They argue that the spur would not deliver enough benefits to warrant such impacts on communities along the proposed route. Some respondents emphasise that people and areas that would experience impacts from the Sheffield spur would not enjoy its benefits.

#### 11.11.8 Station considerations

- 11.11.9 Many respondents compare the merits of Sheffield Midland as the region's principal station for high speed rail to those of Meadowhall station, which was the proposed hub in the 2013 proposals.
- 11.11.10 A relatively small number of respondents highlight potential benefits of Sheffield Midland, arguing for example that in their view the success of a national high speed rail network depends on direct connections between city centres. A few respondents argue that existing and future rail connections would make Sheffield Midland better suited as a high speed rail station than Meadowhall. Some think that the arrival of high speed services at Sheffield Midland would support an expansion of the station and a variety of new developments in the vicinity.

- 11.11.11 A larger number of respondents argue that Meadowhall would be a preferable location for a high speed rail station in South Yorkshire. Many respondents highlight that in the previous proposals Meadowhall station was on the main high speed line between the West Midlands and Leeds, which they say carried benefits in terms of the speed, frequency and capacity of trains. Some respondents say that a service using the proposed spur and Sheffield Midland station would have none of these benefits.
- 11.11.12 Many respondents compare Sheffield Midland and Meadowhall stations based on other criteria. A few respondents offer arguments in favour of Sheffield Midland based on its accessibility, connectivity or development potential, but many others argue the opposite. They say that a station at Meadowhall would be more convenient for people from other South Yorkshire urban centres, especially Rotherham and Doncaster. Respondents argue that a station at Meadowhall would be easier to access for people outside the centre of Sheffield, and that it would help commuters avoid congestion and parking issues associated with Sheffield city centre. Some respondents say that the Meadowhall area is home to important economic activity, and that a high speed rail station would be helpful to support development here.

"Meadowhall is also far easier to access, has an excellent position beside major roads and is supported by excellent infrastructure. It is used by thousands of shoppers and commuters daily and travel onwards to Sheffield centre takes only a few minutes." Individual response

### **11.12** Sheffield spur and stations: comments on design and route

- 11.12.1 A total of 506 respondents specifically comment on the design and route of the proposed Sheffield spur.<sup>35</sup>
- 11.12.2 Some respondents comment that if HS2 were to use existing rail to access Sheffield Midland station via the proposed spur, this line would require electrifying. Respondents also believe that stations at Chesterfield and Sheffield would need improvements to accommodate high speed trains. Some respondents question whether the cost for this has been factored in to the current proposals.

<sup>&</sup>lt;sup>35</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

- 11.12.3 Some respondents believe the proposed Sheffield spur would complicate the operation of the high speed rail network, as well as people's journeys. They argue that in order to continue onto the spur, trains would have to be split at East Midlands hub station, adding time to journeys. Some also suggest that sharing tracks with existing rail services would affect the capacity and reliability of high speed services using the proposed Sheffield spur.
- 11.12.4 Several respondents express concern that the proposed Sheffield spur would be built through areas with past mining activity, or that it would run through built-up areas. Respondents think these issues may have cost implications for the route, including those associated with compulsory purchase of properties.

#### 11.13 Sheffield spur and stations: perceived benefits

11.13.1 A total of 13 respondents comment on potential benefits of the proposed Sheffield spur.<sup>36</sup> Most of these emphasise the perceived benefit of city centre access to the high speed rail network. Respondents think this would have a positive impact on the local economy. Some say a centrally located high speed rail station would best accommodate existing demand.

"The concentration of people most likely to use HS2 are in Sheffield city centre and west of the city – a station at Meadowhall would have meant these passengers having to travel across the city, negating the journey time benefits of the new service and adding to congestion around the Meadowhall area." Individual response

11.13.2 Some respondents believe that the proposed spur would bring improved capacity and connectivity to Sheffield and Chesterfield stations. A few respondents argue that the proposed spur would help reduce detrimental impacts associated with the previous proposals.

#### 11.14 Sheffield spur and stations: perceived impacts

- 11.14.1 A total of 592 respondents comment on the perceived impacts of the proposed Sheffield spur.<sup>37</sup>
- 11.14.2 Perceived impacts on local communities

<sup>&</sup>lt;sup>36</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

<sup>&</sup>lt;sup>37</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

- 11.14.3 Many respondents express concern about how the proposed Sheffield spur would affect local communities. Their concerns largely mirror those raised in relation to the M18/Eastern alignment in general, such as general disruption, impacts from noise and air pollution, congestion, and impact on residents' properties. A detailed summary can be found above.
- 11.14.4 Comments about perceived community impacts specific to the Sheffield spur proposals often concentrate on the village of Newton, as well as nearby (Old) Blackwell, Hilcote and Tibshelf. Respondents are concerned that residents and businesses of these villages would be negatively affected, especially by construction activity.

"The proposed Sheffield city centre link would cut through the Old Blackwell and Newton Conservation Area and during construction these villages, plus neighbouring Blackwell, Hilcote and Tibshelf would be totally disrupted due to their close proximity." Individual response

- 11.14.5 Respondents who comment on the potential impacts on these villages express concern that this community would be cut in half by the proposed spur. They are worried that roads and paths between Newton and Blackwell would be closed for a considerable time.
- 11.14.6 Some respondents express concern that the proposed spur would result in the demolition of properties in Old Blackwell and Newton, including recently built residential properties.
- 11.14.7 Perceived impacts on the environment
- 11.14.8 Several respondents say that the proposed Sheffield spur would adversely impact on the environment. Comments include general concerns about the environment as well as concerns about the impact of the proposed spur on the countryside it would cross. A few respondents mention specific nature areas they believe would be affected, such as Doe Hill Country Park.
- 11.14.9 Some respondents express concern about the impact of the proposed spur on ancient woodlands and wildlife habitats, including hedgerows.

"The area's nature has only recently started to recover from the scars created by intensive long term mining. Many years of landscape recovery work, paid for through council taxes (i.e by locals), will be undone by the construction of the HS2 Sheffield spur." Individual response

- 11.14.10 Some respondents suggest that the proposed Sheffield spur would detrimentally impact on local heritage, in particular on conservation areas near Blackwell.
- 11.14.11 Other perceived impacts

11.14.12 Several respondents express concern that the proposed Sheffield spur would affect the capacity of existing lines as well as that of Sheffield Midland station. Respondents say that capacity issues already affect rail traffic in and out of Sheffield, and think that added high speed services on these routes could cause congestion and delays, or preclude further train service improvements in the area.

"It would fail to release any additional capacity on the Midland Main Line through Chesterfield and Sheffield, and would instead add to rail network congestion in this area." Birmingham City Council

11.14.13 Some respondents think that the works required to connect the Sheffield spur to the existing line, as well as upgrades to existing rail and stations, would cause disruption to other rail services. Similarly, some respondents are concerned that HS2 services would take precedence over other services using the same railway lines, resulting in diminished frequencies on some existing services.

#### 11.15 Sheffield spur and stations: alternative suggestions

- 11.15.1 A total of 90 respondents request or recommend alternative routes for HS2 Ltd to consider, instead of the proposed Sheffield spur route.<sup>38</sup>
- 11.15.2 As with the M18/Eastern alignment in general, many respondents believe that the original Meadowhall route would be a preferable alternative to the proposed Sheffield spur.
- 11.15.3 Several respondents suggest that the Sheffield spur could be realised entirely on existing rail. They suggest upgrading the existing Erewash Valley line from Toton, which would preclude the need for a new line past Newton and Blackwell. Some respondents favour this option, but suggest that regular trains would run between Sheffield and the East Midlands hub station.

"However the proposal to build a spur through Newton and Blackwell is unnecessary. The existing, underutilised, Erewash valley line already runs directly from Toton to Clay Cross with capacity for four tracks currently reduced to two." Ault Hucknall Parish Council

11.15.4 A few respondents argue that the proposed Sheffield spur would not bring sufficient benefit to the city, or to the network as a whole. They suggest alternatives of a different scale and scope, which could involve routeing the main HS2 line through a new Sheffield station.

<sup>&</sup>lt;sup>38</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

"We consider that by integrating plans for HS2 and NPR between Sheffield and Leeds a significantly better solution can be achieved. We believe that Sheffield Station needs to be reconfigured as a modern through station and all services from HS2 should not terminate there but should continue north at least as far as Leeds." Mersey travel

### 11.16 Northern junction near Clayton: introduction

- 11.16.1 This section provides a qualitative summary of the issues respondents raise about the proposed northern junction in response to questions 7, 8 and 9. This is broken down into the following themes:
  - Overall support and opposition; (section 11.17)
  - Comments on the case for the proposed junction; (section 11.18)
  - Comments on route and location; (section 11.19)
    - o Comments about a potential parkway station at Clayton;
  - Perceived benefits; (section 11.20)
  - Perceived impacts; (section 11.21)
  - Alternative suggestions. (section 11.22)

### **11.17** Northern junction near Clayton: support and opposition

11.17.1 Questions 8 and 9 of the consultation ask respondents to state whether they agree with a proposal to establish a new rail junction north of Sheffield, and with its proposed location near Clayton. Responding to question 8, a total of 204 respondents express agreement with the proposed northern junction, while 3,240 respondents oppose it. In their responses to question 9, 80 respondents say they support the proposed location, while 2,814 express opposition. Many more respondents comment on the northern junction without expressing clear support or opposition.

### **11.18** Northern junction near Clayton: comments on the case for proposed junction

11.18.1 Some respondents comment that the proposed northern junction is required to improve transport links and enable high speed services between northern cities, particularly Leeds. A few argue that there is greater demand for journeys from Sheffield to Leeds than from Sheffield to London and it is important that this is catered for.

11.18.2 A few respondents say that the northern junction is needed to deliver the 'Northern Powerhouse' initiative. They suggest that the proposed northern junction should be an urgent government priority.

"Yes, we strongly support connectivity to the north. A loop connecting Sheffield Midland back to the HS2 line to Leeds must be prioritised by Government." Friends of Dore & Totley Station

11.18.3 Conversely, many respondents are critical of the proposal, as they do not believe it benefits the majority of people living in South Yorkshire.
 Respondents comment that the potential positive outcomes would not justify the anticipated cost and disruption. Many respondents express the view that there would be little or no benefits for Clayton and Wakefield.

"It will serve no useful purpose to the folk of Clayton but will serve to destroy a rural way of life that has been sustained for centuries to the satisfaction of a very limited few!" Individual response

11.18.4 Many respondents oppose the proposed northern junction because they disagree with the proposed M18/Eastern route alignment in general. Respondents often express (or reiterate) a preference for the 'Meadowhall route', which HS2 Ltd and DfT consulted on in 2013. Respondents say that a northern junction would not be required if the Meadowhall route would be constructed.

"There is no need to build anything else costing even more money and compromising more and more homes and families. Stick with the original route and it can go straight to Leeds with ease. The Meadowhall route delivers everything including aspirational routings for the Northern Powerhouse without requiring further investment." Individual response

- 11.18.5 A few respondents comment that the northern junction would improve the travel times between Sheffield and Leeds, which some respondents suggest are currently inadequate.
- 11.18.6 In contrast, many respondents say that there is insufficient need to improve current journey times. Many suggest that the current connections between Sheffield and areas further north, including the existing 30-minute service between Sheffield and Leeds, are adequate. Respondents argue that the proposed route would not result in a significant enough improvement to warrant the associated investment and/or disruption.
- 11.18.7 Some respondents comment on the reduced need for faster rail connections as technology allows for easier remote working. Some suggest that there is little demand for this new route as the current route is not full to capacity and many trains run empty.

"Accessing the north from Sheffield is already adequately served by existing rail services and any time savings created by a northern junction appear to be negligible. The bottom line is that it is nonsensical and illogical to route the line through Sheffield and then create a northern junction when returning to the original proposal to route the line through Meadowhall would mean that Sheffield and, importantly, the rest of South Yorkshire, would be able to continue north on the HS2 high speed line in any event - and presumably within quicker timescales." Individual response

- 11.18.8 Many respondents comment that the proposed spur, 'loop' and northern junction route would not provide a high speed train service given that stations and junctions would slow trains down, and that the service would run on existing, non-high speed tracks.
- 11.18.9 Respondents question why this new route is being considered, given that it would not be high speed and yet would result in significant disruption and require further investment to implement. Many comment that these issues would not arise with the high speed Meadowhall route.

"This so called loop does not use high speed tracks and has to reduce train capacities in order to run. Doing this and running on existing tracks will obviously negate the whole purpose of HS2 in this region i.e. reducing journey time." Individual response

- 11.18.10 Several respondents support the proposed junction in theory, but express concerns about its implementation or operation. For example, some respondents who support the proposal for the northern junction express concerns that the required electrification would not be deliverable and a few respondents comment that they only support this route if it accommodates a genuine high speed service.
- 11.18.11 Some respondents express support for the northern junction so long as it improves (rather than disrupts) the lives of people living in South Yorkshire. Many respondents oppose this junction due to the perceived disruption and impacts to towns and villages along the route and particularly in Clayton. A few respondents give suggestions for how impacts could be mitigated; these are covered below in the section on alternative suggestions. Comments on potential impacts of the northern junction are also further discussed below.

"It's a good idea in theory for High Speed services to stop in Sheffield if the current/proposed stations can be utilised or a new line can run alongside existing tracks without the upset to residents on the route losing their homes, businesses being affected, villages spoiled and countryside being damaged." Individual response 11.18.12 Many respondents suggest that the proposed junction would not be a worthwhile investment, or express general concern about its cost. Among other considerations, respondents question whether there would be enough demand to justify the cost of the new connection. Some respondents argue that the building cost would render HS2 fares too expensive.

"The effect on local users would be a reduction in affordable services on the existing tracks to make way for the HS2 trains, to which they do not have any access, nor need for it." Individual response

11.18.13 Several respondents argue that costs associated with the proposed northern junction are not included in the current HS2 budget, saying that this could undermine the proposals. Some are concerned that funding and delivery depend on other, unconfirmed projects (i.e. rail improvements as part of Transport for the North schemes). They think this might further reduce the chance of the northern junction getting built.

"The Command Paper says that funding for this will be considered as part of Transport for the North's [TfN] work. However, if TfN becomes a statutory body and has a budget, it will be considering priorities for funding across the whole of the north of England and there is currently no indication that they would consider this work to be a priority." Rotherham Metropolitan Borough Council

11.18.14 Many respondents reiterate concerns about the overall cost of the M18/Eastern alignment in their comments about the proposed northern junction. They are particularly worried that the cost of building a northern junction and electrifying the rail section between Sheffield Midland station and the proposed junction have not been included in figures comparing the current proposals to the 2013 proposals. Some respondents think this is misleading.

"I understand that costs of the new preferred route relating to the electrification at Sheffield/Chesterfield are to be funded by Transport for the North and not HS2. Thus they are presumably in addition to and not included in the HS2 budget and should therefore be presumably be deducted from the alleged £1 billion pound costs saving that was considered as one of the reasons influencing the change from and adoption of the new preferred route via Sheffield City Centre." Individual response

### **11.19** Northern junction near Clayton: comments on route and location

- 11.19.1 A total of 1,515 respondents comment specifically on route and location for the proposed northern junction near Clayton.<sup>39</sup>
- 11.19.2 Several respondents comment positively that the proposed northern junction would contribute to improved connectivity between northern and southern England, as well as within northern regions.
- Some respondents support the development of a northern junction, but do not agree with the proposed junction location or the route of the loop.
   Respondents express concern about the proximity of the proposed location to Clayton village.
- 11.19.4 A large number of respondents comment that the proposed junction would increase the number of trains affecting rural villages, causing noise and air pollution which would impact on residents' quality of life and the environment. Many respondents indicate that this is their main reason for opposing the proposed northern junction. Comments about local impacts are further discussed below.
- 11.19.5 Some respondents criticise the decision-making process resulting in the proposal for a northern junction near Clayton. They believe HS2 Ltd have given too much priority to cost considerations, and not enough to local impacts.

"The Parish Council consider that only reason it has been selected is due to the lower costs associated with a green field site rather than a brown field location. If the project is not viable without destroying precious countryside and the communities that thrive within It, then the project is not viable full stop." Hooton Pagnell Parish Council

11.19.6 A very small number of respondents express support for the proposed location for a northern junction. A few argue that creating a junction at Clayton would minimise impact on properties; others comment that Clayton is where the lines would cross, making it a logical option.

"Notwithstanding the Council's opposition to the Preferred Route alignment, DMBC believes that the location of the northern junction near Clayton is sensible, being located at the intersection of the Preferred Route with the existing Sheffield to Leeds/York Dearne Valley railway line." Doncaster Metropolitan Borough Council

#### 11.19.7 Comments about a potential parkway station at Clayton

<sup>&</sup>lt;sup>39</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

- 11.19.8 Several respondents make comments about a potential HS2 parkway station, which they believe could be added to the current M18/Eastern alignment proposals. Where respondents comment on the location for a new parkway station, most concentrate on Clayton.
- 11.19.9 Many respondents suggest that Clayton would not be a suitable location for a parkway station. They argue that the village is too small to support a parkway station. Many respondents also comment that a parkway station at Clayton would be difficult to get to, as the existing road network is not suitable for accommodating large numbers of vehicles. Some respondents comment that Clayton is relatively far away from the main population centres in the area, which would make it a poor choice for a parkway station.

"Clayton is unsuitable for a station, with bad assess and road routes. This station will spoil this little village and the surrounding areas. Clayton is inconvenient for residents from Sheffield, Doncaster, Barnsley and Wakefield, so there would be no benefit to this station being situated here." Individual response

11.19.10 Some respondents express particular concern about parking facilities that would accompany a parkway station. Several respondents cite the number of 1,700 parking spaces, expressing opposition to the introduction of such a large-scale facility into the landscape near Clayton.

#### **11.20** Northern junction near Clayton: perceived benefits

- 11.20.1 A total of 135 respondents comment on benefits of the proposed northern junction near Clayton.<sup>40</sup>
- 11.20.2 Respondents who comment on potential benefits of a northern junction often concentrate on the improved connectivity that they believe the junction would achieve. They welcome potentially faster and more frequent services between Sheffield and destinations further north (including Leeds), saying this would satisfy one of the aims of the Northern Powerhouse agenda. Some respondents add that without a northern junction, HS2 in Sheffield would only consist of southbound trains.

"Currently journey times are far in excess of what they should be so this would be an opportunity to significantly improve journey times between the two city centres to around 30 minutes." West & North Yorkshire Chamber of Commerce

<sup>&</sup>lt;sup>40</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

11.20.3 Many respondents comment that the northern junction would improve connectivity within northern regions. Some specify that the proposed junction would improve journeys between the Midlands and Leeds.

"the principle of using high speed rail is about increasing rail capacity and connectivity between regions rather than just between London and some regions." Individual response

- 11.20.4 Some respondents, including Chesterfield Borough Council, argue that the northern loop would benefit people travelling from and to Chesterfield. Respondents would welcome a more direct connection from Chesterfield to Leeds and beyond, which they prefer to a non-direct route via Toton.
- 11.20.5 A few respondents, including Wakefield Council, comment that this northern loop could offer the possibility for HS2 trains to serve Wakefield.

"Whilst we recognise that links to the north (Leeds) have not as yet been identified in detail, although the Secretary of State is minded to include (along with funding) a junction in the ongoing development of the HS2 scheme, at location E32, to link the Wakefield line to HS2, it is important for the Sheffield City Region that this connection is made and that local train services (Classic Compatible Services) are also improved in order to ensure that the key linkages to the HS2 station at Sheffield Midland are maximised" British Land

- 11.20.6 Many respondents comment that northern regions would economically benefit from faster routes enabled by the proposed northern junction. Some specify that interconnection across cities in the north is required for regional growth to form the norther powerhouse. Some respondents believe that the improved connection between Leeds and Sheffield would allow these cities to share labour and business markets, benefitting the entire region.
- 11.20.7 A few respondents comment that a northern junction would encourage capital investment in South Yorkshire and could support the development of further infrastructure improvements. Some respondents believe that it will increase property values and job opportunities in the northern regions.
- 11.20.8 Some respondents comment generally that the proposed northern junction would benefit towns in the surrounding area. More specifically, some respondents comment that the proposed northern junction would support the growth of Chesterfield and a few make similar comments about Barnsley and the Dearne Valley.

"Derbyshire County Council welcomes the economic opportunities that the new link would bring to the County. A high speed rail service to Chesterfield could have transformational benefits with improvements in the journey time to London and, with provision of the northern 'loop', to Leeds, Newcastle and Birmingham. Chesterfield already benefits from good interregional rail links and the addition of high speed rail services would reinforce its position as an important node on the national rail network." Derbyshire County Council 11.20.9 A few respondents comment on the benefits of using infrastructure already in place to develop the proposed northern junction.

"Serving city centres by the use of short sections of existing tracks, at the expense of a small increase in journey times, is a good trade off." Individual response

11.20.10 A few stakeholders, including Network Rail, emphasise the benefit of allowing high speed trains to continue their journey after calling at Sheffield Midland station, through the combination of the proposed Sheffield spur and the proposed northern junction.

#### **11.21** Northern junction near Clayton: perceived impacts

- 11.21.1 In their responses to the questions about the proposed northern junction, many respondents reiterate comments about potential impacts of the proposed HS2 route from Derbyshire to West Yorkshire. Respondents do not always clarify whether their comments are specific to the area where a northern junction is proposed, or relevant to the proposed M18/Eastern alignment more generally. All in all, 2,056 respondents express concern about potential impacts on local communities, businesses, roads and paths, as well as potential impacts on environment, landscape and heritage.<sup>41</sup>
- 11.21.2 Respondents' general comments on perceived impacts of the proposals are summarised above. To avoid duplication, these are not repeated in detail here.
- 11.21.3 Comments about potential impacts that are specific to the proposed northern junction usually concentrate on the village of Clayton. Many respondents emphasise the rural character of the village and its surroundings, and oppose the construction of a large infrastructure feature in close proximity to the local community.

"Clayton is a tiny, sleepy village, served by narrow village lanes. Building a junction here would completely destroy the community and its environment." Individual response

11.21.4 To many respondents, the increased frequency of trains using the tracks and junction near Clayton is a cause for concern. They argue that more trains would mean more pollution and more disruption affecting local residents.

"This proposal would introduce more trains and more industrial activity into this rural community and the environmental impact would be devastating." Individual response

<sup>&</sup>lt;sup>41</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

11.21.5 Many respondents comment that the proposed northern junction would have a negative impact on the health or quality of life of people in and around Clayton. Some express concern about road safety, which they think would be compromised by construction traffic. Respondents also associate construction traffic with congestion on local roads.

"The local area is accessed by country lanes not A roads therefore congestion would not only be probable but inevitable." Individual response

- 11.21.6 A very large number of respondents express concern about the noise, light and air pollution associated with the construction of the proposed northern junction and the operation of the railways.
- 11.21.7 Many respondents emphasise the visual impacts that the proposed northern junction at Clayton would have. Respondents frequently describe the junction as "unsightly" or an "eyesore". Respondents also comment that the proposed northern junction would affect conservation areas and listed buildings, such as Clayton village and Frickley Hall.
- 11.21.8 Many respondents argue that the proposed northern junction would use greenbelt land near Clayton and Hooton Pagnell. A few respondents who support the route in principle query why the northern junction could not be built on a brownfield site to mitigate the impact on the landscape and on local farming businesses.

"A northern junction in the vicinity of Clayton would decimate the beautiful countryside between Clayton and Hooton Pagnel." Clayton with Frickley Parish Council

### **11.22** Northern junction near Clayton: alternative suggestions

- 11.22.1 A total of 448 respondents request or recommend alternative suggestions be considered by HS2 Ltd instead of the proposed northern junction near Clayton.<sup>42</sup>
- 11.22.2 As in comments about the proposed M18/Eastern alignment in general and the proposed Sheffield spur, many respondents who comment on the proposed northern junction express a preference for the 2013 proposals, the Meadowhall route. They assert that this alternative would abandon the need for a northern loop and northern junction.

<sup>&</sup>lt;sup>42</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

11.22.3 Many respondents suggest that existing infrastructure could carry HS2 trains between Sheffield and Leeds, provided that lines were upgraded and electrified. Respondents think this would be cheaper and less disruptive. Some also suggest increasing the capacity and frequency of trains on existing Sheffield to Leeds services.

*"It will be far cheaper and less disruptive to electrify the existing Sheffield to London route via Derby/Nottingham."* Individual response

- 11.22.4 A few respondents make specific suggestions about the broader issue of improving railway connections between cities in the north of England, either instead of the proposed northern junction or incorporating it. For example, one respondent suggests that the northern junction could allow HS2 trains to continue to York or Wakefield Westgate.
- 11.22.5 A few respondents suggest that if HS2 were to use Sheffield Victoria station instead of the proposed spur into Sheffield Midland, a northern junction would no longer be required.
- 11.22.6 A few respondents, including West Yorkshire Combined Authority, suggest that a northern junction should be developed in conjunction with a South Yorkshire Parkway station, to maximise benefits.
- 11.22.7 A few respondents make suggestions for a different location for the proposed northern junction. They suggest that the junction could be located nearer to Conisbrough.

### **11.23** Rolling Stock Depot at Crofton: introduction

- 11.23.1 This section provides a qualitative summary of the issues respondents raise about the proposed Rolling Stock Depot at Crofton (RSD) in response to questions 7, 8 and 9. This is broken down into the following themes:
  - Overall support and opposition; (section 11.24)
  - Comments on the case for change; (section 11.25)
  - Comments on location; (section 11.26)
  - Perceived benefits; (section 11.27)
  - Perceived impacts: (section 11.28)
    - o on local communities;
    - o on the environment;
    - o other; and
  - Alternative suggestions. (section 11.29)

# **11.24** Rolling Stock Depot at Crofton: support and opposition

11.24.1 Although analysts captured respondents' expressions of support to the route refinement in general, there are no expressions of explicit support for the RSD at Crofton. In contrast, a total of 241 respondents express opposition to the proposal.

## **11.25** Rolling Stock Depot at Crofton: comments on the case for change

- 11.25.1 Most respondents who comment on the proposed location of the RSD at Crofton express disagreement. Many oppose the proposed location and route alignment in general, with specific concerns about perceived impacts. Respondents express concern about increased noise, traffic, visual impact, environmental impact, as well as works affecting access to local roads and services. Respondents also worry about the potential cumulative effect on Crofton and New Crofton from the proposed high speed line and the proposed depot.
- 11.25.2 Many respondents argue that residents of Crofton and the surrounding areas would see little benefit from the location of the RSD, or from the wider HS2 project. They say that it is unfair that the burden of the infrastructure would fall on a community that would not reap much of the benefit.

"This would offer us less choice but having to endure noise, pollution, disruption on a permanent level to the very fabric of our lives for a line not intended to be used by us." Individual response

11.25.3 A small number of respondents are concerned about the costs associated with building the RSD at Crofton. These responses include the perception that the cost is unjustified and that the money would be better spent improving existing rail services.

#### 11.26 Rolling Stock Depot at Crofton: comments on location

11.26.1 A total of 48 respondents comment on the location of the proposed rolling stock depot at Crofton.

11.26.2 Most respondents who comment on the location of the RSD include statements opposing the current site at Crofton in general. Respondents emphasise the rural and peaceful nature of the village and their belief that the RSD should be in a more industrial area, or simply elsewhere. The perceived local impacts of the proposed depot are frequently cited as reasons for opposition.

"The depot is being built in a rural area and not an industrial area, which would be more appropriate, consequently destroying the whole community!" Individual response

11.26.3 Many respondents raise concerns that the proposed land is unsuitable for the construction and use of the RSD at Crofton. They say that deep shaft mining and open cast mining have been carried out for many years in the area surrounding Crofton and are concerned that subsidence risk would make the land too unstable to be built upon. These concerns are expressed in relation to the proposed RSD as well as the proposed high speed rail line.

"Early mining here - shallow audits, shafts and bell pits are largely undocumented, and little information exists on the methods and location of underground workings. Although most shafts have probably been capped at the surface, they may be open below, and their condition should be investigated before any development takes place." Crofton Against HS2

#### 11.27 Rolling Stock Depot at Crofton: perceived benefits

- 11.27.1 Respondents made no comments about perceived benefits of the RSD at Crofton.
- **11.28** Rolling Stock Depot at Crofton: perceived impacts
- 11.28.1 A total of 402 respondents comment on perceived impacts as a result of the rolling stock depot at Crofton.<sup>43</sup>
- 11.28.2 Perceived impacts on local communities
- 11.28.3 Hundreds of respondents express concern about various perceived impacts of the RSD at Crofton. These respondents include various local authorities, technical groups as well as businesses and organisations representing local business interests.

<sup>&</sup>lt;sup>43</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

11.28.4 A principal concern for many respondents is the potential impact from noise and vibration associated with the proposed RSD. Many of these respondents express concern that the noise from the proposed depot would continue throughout the night, '365 days a year', which they assert would be detrimental to local residents' health and wellbeing. Several respondents request that HS2 Ltd carries out further modelling of the potential sound disturbance from the depot, in particular horns sounding during shunting operations/servicing. Some respondents emphasise that the proposed location of the RSD would mean that the village would be surrounded by noise from the proposed railway line and the rolling stock depot and roads servicing it. Most respondents mention noise alongside other potential impacts, emphasising that their cumulative effect would disrupt the peaceful nature of the village of Crofton.

"Homes in New Crofton will be doubly impacted. They will have the physical impact of the RSD, its service tracks and roads, and the high speed line, with the noise from all of these operations throughout the day and night" Individual response

- 11.28.5 Many respondents say that the proposed location of the RSD in Crofton would disrupt the local community. Some respondents are concerned that residents of Crofton would be disturbed by the construction of the depot as well as its operation. Several respondents argue that the proposed RSD has increased in size from the 2013 proposal, increasing its impact on the local community. A few respondents suggest that the proposals could end up eroding the local community, as people would leave Crofton to escape the disruption.
- 11.28.6 Several respondents raise concerns that the RSD would be out of keeping with the local area due to its size and character. Most of these respondents argue that Crofton is a rural village surrounded by countryside and perceive that the construction of a large industrial building would create "visual blight" on the landscape. The National Trust suggests that the location of the RSD at Crofton and its visual impact will be detrimental to the numbers of visitors to the area especially to Nostell Priory and hamper their enjoyment.

"During the operational phase the Crofton RSD site is likely to be partially visible from the second floor of Nostell Priory. These views of the Crofton RSD site will interrupt the historic relationship between the designed parkland landscape and the surrounding rural working landscape. The view of the Crofton RSD site is also likely to detract from the aesthetic qualities of the historic setting" The National Trust

- 11.28.7 A small number of respondents request that HS2 Ltd mitigates the visual impact of the proposed RSD at Crofton. Some argue that the mitigation measures currently proposed are insufficient and that they must be improved. Others highlight that the impact and mitigation of the proposed RSD should be considered in combination with those of the proposed high speed rail.
- 11.28.8 Many respondents mention the potential impact of the proposed RSD on local roads, which respondents say are currently busy. They highlight that the potential increase in traffic during both the construction and operational phases of the RSD would be disruptive to local residents' daily lives and add to their journey times. A small number of respondents are also concerned about the impact of increased traffic on local bus services. Several respondents suggest that the road infrastructure around Crofton is not suitable to heavy use or large vehicles, which might be required to take lengthy detours.

"Residents are already concerned about major changes to existing roads and pathways. There are rumours of the installation of roads/by-passes that would be required to facilitate the construction of the line and more concerning the construction of the RSD. We have for years argued that Crofton roads are overused and certainly are not suitable for heavy industrial traffic use." Crofton Parish Council

- 11.28.9 A small number of respondents have specific safety concerns, particularly related to increased traffic and the danger this may pose to school children.
- 11.28.10 Many respondents express concern that the construction and location of the RSD would be too close to people's homes and affect their values. Respondents argue that property prices in and around Crofton have already fallen due to HS2 proposals and that they are likely to fall further. Several respondents complain that the compensation offered is insufficient.
- 11.28.11 Many respondents express concerns that the construction of the proposed RSD in conjunction with works to build the main HS2 line would cut off their access to the countryside and other amenities surrounding Crofton, including Wintersett, Anglers Country Park and Haw Park Woods. Respondents express specific concern about access to footpaths, cycle routes and the bridleways around Crofton, which they believe could be cut off as a result of the depot construction. A few respondents believe the potential access limitations could cause or exacerbate social isolation within the community.

"The proposed line and depot will also cut through several footpaths which are accessible from our front door to the nature reserve which will dramatically affect our psychosocial wellbeing as our main hobbies include walking, cross country running and family bike rides." Individual response

- 11.28.12 A few respondents question what mitigation or contingency plan will be put in place to maintain access to the different pathways. Others suggest mitigation measures to help maintain access. A few respondents request that local public transport services are improved to mitigate reduced access.
- 11.28.13 Several respondents express the view that their wellbeing or quality of life would be affected by the location of the RSD at Crofton. Several respondents suggest that the cumulative effect of the potential noise, dust and traffic would significantly impact local residents' quality of life, as well as their health.

"It will hugely impact on the quality of life for all residents, with the 24/7 noise, pollution and destruction of countryside" Individual response

- 11.28.14 Many respondents emphasise concern about the cumulative impacts of the proposed RSD and the proposed high speed line on Crofton. Many believe that Crofton and New Crofton would be doubly impacted by the proposals, being surrounded by construction which they say would "blight the whole area".
- 11.28.15 A few respondents are concerned about the effect of the RSD at Crofton on the local economy and local businesses. Some believe there would be a loss of business due to lower numbers of tourists, others are concerned that local agriculture and farms would be affected.
- 11.28.16 There are a few respondents who express concern that proposed mitigation measures are insufficient. Some express preference for an alternative route or location altogether, as summarised above. A few request additional noise mitigation.

#### 11.28.17 Perceived impacts on the environment

- 11.28.18 Many respondents include concerns about the potential environmental effects of the proposed RSD at Crofton. Most responses that mention the environment refer to the perceived beauty and rural nature of the local area, which they believe would be undermined by noise, air and light pollution associated with the proposed depot. Some respondents assert that the proposed RSD would operate day and night, and express concern about nocturnal light pollution, hailing Crofton for its "dark skies".
- 11.28.19 Some respondents are concerned about the effect the RSD will have on the environment of nearby natural reserves. A few respondents, including the National Trust, are concerned about the potential loss of ancient woodlands.
- 11.28.20 Many respondents, including Crofton Parish Council, dispute HS2 Ltd's statement that the RSD would be sited on a disused coal disposal plant. They claim the proposed site only part overlaps with the disused plant, which they argue has been reclaimed by nature. Respondents argue that remainder of the site is currently greenbelt land, consisting of farmland and woodland.

"The disposal plant is probably less than 20% of the site and has largely been reclaimed by nature, the only signs left being some concrete roads and some coal residues mostly covered in vegetation. The remainder (80% plus) of the site is farmland and woodland." Individual response

- 11.28.21 A few respondents suggest mitigation measures to protect the environment. Specific suggestions include the planting of hedgerows and woodland and measures to protect subsoil from contamination.
- 11.28.22 A few respondents express concern about the effect of the proposed RSD on local wildlife. Several respondents mention local nature areas that they believe would be impacted. Other respondents focus on species that they believe would be affected, including bats, birds, badgers and great crested newts. The Environment Agency comments that potential impacts on birds using Anglers Country Park and Nostell Priory should be considered.

"Your proposed development would completely remove all protected species on this site, thereby destroying a local nature area and creating a barren area of no use whatsoever to wildlife: this cannot be sustainable of justifiable." Wakefield District Biodiversity Group

11.28.23 Some respondents including the National Trust and Historic England are concerned about the potential impact of the RSD on local heritage sites. Comments focus on the disruption that noise, air pollution and visual blight might have on the enjoyment of Nostell Priory. A small number of respondents are concerned about protected buildings in general and old bridges.

"The proposed location for the Crofton Depot lies approximately 0.5km from the southern extent of the Grade II\* Registered Park and Garden. Topography and intervening woodland may aid screening of views of the depot from the Grade I house and other listed buildings and monuments within the site. Other impacts upon setting in relation to noise, dust and vibration from the proposed depot are at present, unknown." Historic England

### **11.29** Rolling Stock Depot at Crofton: alternative suggestions

11.29.1 A total of 122 respondents give suggestions for or request alternatives to the rolling stock depot at Crofton.<sup>44</sup>

<sup>&</sup>lt;sup>44</sup> Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on the theme covered in this sub-section.

- 11.29.2 Some respondents suggest the proposed rolling stock depot would be better located at an ex-industrial, brownfield site, or closer to cities with better infrastructure links.
- 11.29.3 Several respondents suggest specific alternate locations for the proposed rolling stock depot. Locations closer to Leeds include Stourton and Cross Green, with some respondents highlighting there might be other suitable brownfield industrial sites near these locations. A few respondents suggest moving the proposed RSD to a site west of Wakefield, such as Healey Mills, which they believe is more suitable for a development of this nature.

"I am certain that HS2 has not listened to the views of Crofton in order to properly consider the relocation of the Crofton Rolling Stock Depot. This is much better suited to Healey Mills, Normanton Europrt, or Leeds Cross Green which are largely industrialised areas, with better transport links, and far easier to facilitate due to existing rail or large areas of brownfield sites." Individual response

### **11.30** Infrastructure Maintenance Depot at Staveley: introduction

- 11.30.1 This section provides a qualitative summary of the issues respondents raise about the proposed Infrastructure Maintenance Depot (IMD) at Staveley in response to questions 7, 8 and 9. This is broken down into the following themes:
  - Overall support and opposition; (section 11.31)
  - Comments on location; (section 11.32)
  - Perceived benefits; (section 11.33)
  - Perceived impacts. (section 11.34)

### **11.31** Infrastructure Maintenance Depot at Staveley: support and opposition

11.31.1 Very small numbers of respondents expressed explicit support for or opposition to the proposed infrastructure maintenance depot at Staveley.

### **11.32** Infrastructure Maintenance Depot at Staveley: comments on location

11.32.1 A total of 23 respondents comment on the infrastructure maintenance depot at Staveley with regard to location.

- 11.32.2 A few of those who support the location of the proposed IMD suggest that it is built 'at the earliest opportunity' to support the construction of other works. Other respondents say they welcome that the proposed approach to the depot only crosses the Chesterfield Canal once, rather than three times as they say was the case for the 2013 proposals.
- 11.32.3 Some respondents express concern that the depot would impact on nearby roads and traffic. The Environment Agency and Chatsworth Settlement Trustees emphasise that the proposed site could be affected by an adjacent landfill site as well as chemical works that formerly occupied the proposed location.

"The proposed Infrastructure Maintenance Depot (IMD) is also sited on land previously occupied by a chemical works. Hydrocarbon contamination has been identified on the site and remediation works are being carried out. The local authority should hold comprehensive records about the site, and as such we recommend they are asked to provide any information they may hold. The site is contaminated with a mixture of chemicals, organic and inorganic, and remediation will be required prior to the construction of the maintenance facility." Environment Agency

## **11.33** Infrastructure Maintenance Depot at Staveley: perceived benefits

11.33.1 Several organisations, including local authorities, make positive comments about the proposed location for the IMD at Staveley. Most of these respondents believe that the proposed IMD will deliver economic benefits. A few respondents welcome the use of existing infrastructure to connect the proposed IMD to the main HS2 line.

"We recognise that the proposed Infrastructure Maintenance Depot at Staveley presents an opportunity to create jobs and regenerate the local economy. We believe it essential that the Staveley Depot should offer a satellite college, of the High Speed Rail College at Doncaster in order to provide training and employment opportunities for local people." North East Derbyshire District Council

# **11.34** Infrastructure Maintenance Depot at Staveley: perceived impacts

11.34.1 A total of 15 respondents comment on perceived impacts of the construction and operation of the IMD at Staveley. A few respondents, including the Trans Pennine Trail and Derbyshire County Council, express concern about access. They request that greenways are maintained, and that impacts on access to Staveley and Poolsbrook are minimised. 11.34.2 The Chesterfield Canal Trust welcomes that the proposed IMD involves the redevelopment of a brownfield site, but ask for reassurance that the depot is constructed in a manner which contributes to the environment and minimises visual impact.

"It is imperative that the design and operation of the Infrastructure Maintenance Depot contributes to the environmental and economic regeneration of Staveley and is compatible with what is now a predominantly greened and pleasant open space. Furthermore, the IMD will be overlooked from the centre of Staveley which sits above the site on higher ground. It would be inexcusable for the industrialisation of the 18th & 19th centuries and the dereliction of the late 20th century to be replaced by a 21st century eyesore" Chesterfield Canal Trust

- 11.34.3 Several respondents ask for more information about potential economic impacts and benefits that the development of the IMD at Staveley might have. Chatworth Settlement Trustees ask for more information about the potential regeneration of the area, and sourcing of employees from the local area.
- 11.34.4 The Derbyshire Wildlife Trust comments on the potential impact of constructing the IMD at Staveley on local butterfly populations.

"The proposed site for the Infrastructure Maintenance Depot is likely to result in the loss of some areas of Open Mosaic Habitats on Previously Developed Land and habitat currently supporting populations of dingy skipper and small heath butterflies." Derbyshire Wildlife Trust

# Chapter 12: Overall comments on the project and the proposed route

#### 12.1 Introduction

- 12.1.1 This chapter summarises respondents' comments about HS2 in general, including comments about sections of the Phase 2b route which the Government confirmed on 15 November 2016 are not substantial changes. Respondents made general comments in response to each of the consultation questions. These comments are reported here rather than in earlier chapters, as they fall outside the scope of the consultation. Where it is unclear from respondents' comments whether they apply to a particular proposed refinement or to HS2 generally, but are written in the relevant place in the questionnaire, analysts have assumed the comments were specific to the consultation question and the proposal it addresses. Such comments have been reported in the corresponding chapters (chapters 5-11).
- 12.1.2 Across the consultation questions, there are 3,651 respondents who comment on HS2 generally, or otherwise raise issues outside the scope of the current consultation.
- 12.1.3 This chapter is broken down into the following themes:
  - Support and opposition to HS2 in general (section 12.2);
  - Comments about alternatives to HS2 (section 12.3);
  - Comments on HS2 policy (section 12.4);
  - General comments on the consultation process (section 12.5);
  - Comments on consultation documentation and information (section 12.6);
  - Comments on consultation events and communication (section 12.7);
  - Comments on the questionnaires and response mechanisms (section 12.8); and
  - Comments on changes to the route not subject to consultation (section 12.9).

#### 12.2 Support and opposition to HS2 in general

12.2.1 Many respondents to the consultation offer opinions on HS2 in general, across all questions. Most of those that do so, including a few local councils and action groups, express opposition to HS2. Support for the project is expressed mostly by stakeholder organisations and businesses.

- 12.2.2 Respondents who oppose HS2 commonly give a range of reasons for doing so. These include claims that HS2 is not necessary as well as statements of concern about the possible impacts of construction and operation of HS2 on local communities and the environment. Many of these statements are similar to statements that respondents make about the perceived impacts of HS2 at a local level, as detailed in previous chapters.
- 12.2.3 Respondents who question the need for HS2 often say that the benefits of the project would be outweighed by the costs. These respondents often use terms such as 'white elephant' to describe HS2, claiming that there would not be sufficient demand for the services to justify the cost of its construction. Respondents often suggest that the high speed rail technology proposed for HS2 would soon be outdated, either because of new developments in transport methods such as the hyperloop, or because videoconferencing would reduce the need for people to commute.

"It is nearly 20 years before the first train runs by then this train will be old technology, cars will no doubt be all electric and pollution free, broadband and video conferencing will also be outdated but they will have moved on and more people will be able to work from home - a rail track is a rail track - it can't by its nature be anything else" Independent response

- 12.2.4 Many respondents who express opposition to HS2 believe that the construction and operation of the line would impact upon the communities it passes through, while local residents would not receive any benefits from it. Respondents often say that people from those communities would have to travel to access HS2 service, due to the limited number of stations, arguing that there would therefore be no substantial reduction in their total journey time compared to using existing services.
- 12.2.5 Several respondents say that by providing a high speed link to London, HS2 could cause rural areas to turn into a residential area for commuters, benefitting those working in London and other large cities more than those living in rural areas today.

"The main beneficiaries of such a service will not be the general public, particularly those living in my area as there will not be an accessible station, but business travellers or those commuting to London having bought cheaper properties in the North." Independent response

12.2.6 Some respondents express concern that HS2 would cause existing local train services to be reduced and a few respondents fear that the cost of tickets for HS2 would be too expensive for them to use the service.

- 12.2.7 Respondents who express concern about the possible impacts of the construction of HS2 often express concern that construction would take many years. Respondents also refer to the potential effects of construction vehicles on local roads and traffic. These respondents fear that construction traffic would put pressure on already busy roads, and lead to road closures during the construction period.
- 12.2.8 Many respondents refer to concerns about potential environmental impacts from construction activity and traffic, as well as possible effects on wildlife and the health of people in the areas affected.
- 12.2.9 Some respondents express concern about the noise and visual impacts of HS2 on the areas it would pass through, arguing that the line would affect local people's sense of living in rural areas or villages. Respondents sometimes add that this could affect property values. Some respondents believe that HS2 could limit people's use of the countryside as an amenity.

"There are overall concerns about the effects of HS2 on areas of open countryside used for public access, in terms of creating a physical barrier and also its visual impact on the landscape (embankments and high viaducts) with the potential to make areas less attractive/appealing" Derby and Derbyshire Local Access Forum

12.2.10 The Inland Waterways Association (IWA) expresses concern about HS2's impacts on waterways, arguing for design improvements to mitigate such impacts. The IWA sets out general principles for the protection of waterways, referring also to the design principles of the Canal and River Trust. The IWA general principles are supported by the Chesterfield Canal Trust.

"IWA believes the general case for protection of waterways, the issue of noise nuisance and the need for much higher emphasis to be placed on good design of HS2 structures along the waterway corridor and its context is poorly represented in current proposals" Inland Waterways Association

12.2.11 The Church Buildings Council of the Church of England outlines concerns regarding HS2's potential impacts on churches and communities, asking for maximum mitigation and compensation where appropriate. It expresses concerns about HS2 passing near or underneath graveyards, arguing that this could be perceived as desecration. It also emphasises that HS2 could impact on parish church activities. It refers to a report of some 56 Anglican churches that would be affected. It also raises concerns about the maintenance costs of churches as monuments, should they become unusable due to HS2. 12.2.12 Some respondents, including SOWHAT, express concern that the HS2 track could be used for freight, which they believe would have a greater noise impact. A few other respondents, however, encourage the use of the proposed line for freight to make it more economically viable.

#### 12.3 Comments about alternatives to HS2

- 12.3.1 Many respondents who express opposition to HS2 offer suggestions for alternative projects that could be funded instead. These respondents very often argue in favour of improvements to existing train lines, or increased spending on public services.
- 12.3.2 Some respondents who suggest improvements to existing rail services, including several local authorities, emphasise the importance of electrifying Midland Main Line services. Both Doncaster Metropolitan Borough Council and Clive Betts, MP for Sheffield South East, raise concerns about the funding for this project. A few respondents suggest investing in the East Coast Main Line, with SOWHAT arguing that this line could serve Doncaster Sheffield Airport.

"Operating classic compatible HS2 services on the Midland Mainline is absolutely dependent upon the line being electrified, and so the cost of electrification should be included in HS2 Limited's costs." Doncaster Metropolitan Borough Council

12.3.3 Respondents who suggest that the funding for HS2 should be allocated to spending on public services instead often suggest that the money could be spent on the NHS, but some also suggest other services, such as education and social care. A few respondents suggest that the money is used to fund other infrastructure projects, such as roads or other rail projects.

#### 12.4 Comments on HS2 policy

- 12.4.1 Many respondents comment on HS2 policy in relation to the route chosen, or compensation for households near the proposed route.
- 12.4.2 Some respondents suggest that HS2 could connect to existing lines, such as the Midland Main Line, or others like the line connecting Leeds and York, as suggested by Leeds City Council. A few stakeholders refer to the Midlands Connect Initiative, with both Transport for West Midlands and Birmingham City Council emphasising the importance of early delivery of the proposed line between the West and East Midlands.

"the current Phase 2 proposals don't seem to fully acknowledge the potential for HS2 Phase 2 services to bring about the step-change in direct 'centre-to centre' connectivity between Birmingham and Nottingham required to support the continuing growth of the 'Midlands Engine', options for which are currently being considered by the Midlands Connect initiative." Transport for West Midlands

- 12.4.3 Other respondents emphasise that HS2 should be planned to connect to potential new lines such as the Northern Powerhouse Rail (NPR) network. Many respondents emphasise the importance of improved transport links between northern cities to link communities and bring about economic improvements. Many stakeholder organisations, including local authorities, emphasise that HS2 should contribute to the development of the Northern Powerhouse plan.
- 12.4.4 Regarding the integration of HS2 into the Northern Powerhouse plans, the Greater Manchester Combined Authority cites the National Infrastructure Commission's report 'High Speed North'. It argues that HS2 and Northern Powerhouse Rail should be integrated, saying that this could include NPR using sections of the HS2 network.
- 12.4.5 Regarding compensation for households near the proposed route, many respondents say that the compensation proposed is inadequate, with many arguing that the boundary for compensation should be extended beyond the 300m at which it is currently set. Some respondents query the boundary of the Rural Support Zones. Specific comments on compensation schemes, including scheme boundaries, are included in the separate Property Consultation report.
- 12.4.6 Some organisations, including some local authorities, request that HS2 Ltd work with them to determine the potential impacts of the proposals on local areas, as well as possible mitigation arrangements. These organisations often call for HS2 Ltd to contact other local stakeholders, such as infrastructure operators whose property may be impacted by the proposed route.

"Both the A54 and A533 will be impacted on, and proposed solution for the road network in this area will need close joint liaison and agreement with Cheshire East and Cheshire West and Chester Councils." Cheshire East Highways

12.4.7 Many respondents criticise the decision-making processes behind the proposed realignments, and claim that this has given rise to a general concern that decisions have already been made. They therefore feel that this consultation would not influence HS2 Ltd's plans for the route.

*"All negotiations took place without those of us affected being informed."* Individual response

12.4.8 Respondents who are critical of the decision-making process often say that local people have been given insufficient notice of the proposals. They argue that some route refinements represent a substantial change to the previously proposed route and that local people were not given adequate information on the proposals during the consultation process. Some of these respondents say that the proposals surprised them, and have caused upset in local areas, while others suggest that the proposals have been presented without consultation.

"This proposed major route change, involving a 4km long depot, was introduced unexpectedly with no advance warning and has caused understandable concern and upset to those living close to the proposed site." Individual response

#### 12.5 Consultation process general

- 12.5.1 Some stakeholders request that HS2 Ltd provides further information on the potential heritage, environmental and transport impacts of the proposed route refinements, as summarised in the chapters above. These organisations provide details of the specifics they require, and sometimes offer their expertise or request that HS2 Ltd liaise with them to address areas of concern. Some organisations offer criticisms of HS2 Ltd's engagement with them, while in a few cases respondents say that the engagement has improved.
- 12.5.2 Some local organisations concerned about the potential impacts of HS2 on their property or services request that HS2 Ltd make contact to provide further information or discuss mitigation. These respondents often claim that HS2 Ltd's engagement has been insufficient.

"We would have expected that with the changing of the route and the location of the rolling stock depot to opposite the school, we would have had some interaction and potential ideas from representatives as to how HS2 are going to address the concerns governors and leaders at the school have, but there has been none." Wimboldsley Primary School

12.5.3 Several respondents suggest that a referendum should be held to determine whether HS2 should be constructed or not. Others say that further consultations should be held once more information has been provided on the proposed route refinements. Some respondents say that they reserve their right to comment in the future when further information would be available.

"As a Parish Council, we must reserve our position to comment further when full environmental impact details are available." Long Whatton and Diseworth Parish Council 12.5.4 Some respondents feel that HS2 Ltd has not sufficiently addressed areas of concern from previous consultations. Some respondents include their previous submissions as part of their response to the current consultation.

"It appears that the consultation responses submitted by the Parish Council and its residents in 2013 have apparently either been lost, misplaced, overlooked or simply ignored." Trowell Parish Council

- 12.5.5 Many respondents commenting on the proposed route refinement for the connection between Derbyshire and West Yorkshire criticise the consultation process for not offering definite proposals for a high speed station in South Yorkshire, which they claim is fundamental to the value of a high speed connection to the area. Some respondents say that HS2 Ltd now seems to favour a route that had previously been discounted. They argue that this represents a flaw in the consultation process. Some respondents criticise the inclusion of questions on the proposed northern junction, claiming that these proposals did not form part of the original scheme.
- 12.5.6 A few respondents argue that the consultation period was not long enough, given the importance of the issues that the proposals raise.

"The HS2 Phase 2b route re-alignment from Derbyshire to West Yorkshire represents more than a refinement and the consultation should reflect this in respect of its openness, scope, length and detail." Crofton Against HS2

12.5.7 A few respondents say that rural areas can have unreliable internet connections, and that local people may not be confident in accessing information online. They believe that this means that some people may not be able to access information on the proposed route refinements easily.

### 12.6 Consultation documentation and information

12.6.1 Some respondents criticise the documentation produced by HS2, saying that details are inconsistent or incorrect. In a few cases, members of the public characterise the information provided as overly technical, but more often respondents, including individuals and organisations, provide specific examples of perceived errors or omissions in the documentation. A few respondents say that it is difficult to find information, given the number of documents provided as part of the consultation process.

12.6.2 Respondents who are critical of the information provided often say that this has a substantial impact on their ability to understand the case for change behind the route refinement proposals, including the options that were previously considered but have not been pursued. Respondents argue that it is difficult to give an opinion on a route refinement without a full set of information on the proposals, including assessments of potential impacts.

"Firstly we must state that we feel it is very difficult to respond to a so called 'consultation' when we have been given very little or no information to consult on regarding the layout of the depot, the types & size of buildings, anticipated increase in road traffic, etc." Individual response

- 12.6.3 Criticisms of the consultation documentation sometimes focus on the business case provided by HS2 Ltd. Respondents who raise this issue often challenge assumptions made by HS2 Ltd of the future demand for its service, or criticise the cost-benefit analysis underpinning the proposals for high speed rail.
- 12.6.4 Some respondents request further information how HS2 will operate, such as expected number of trains per hour, hours of operation, train speed at particular points, and journey times. Some respondents query whether freight trains will operate on the proposed line. A few respondents request information on how materials will be transported to the construction sites and spoil removed.
- 12.6.5 Respondents who express concern that they may be affected by HS2 infrastructure, such as a proposed RSD, often say that information of interest to them is lacking, such as drainage arrangements, hours of operation and access.

"There is no information regarding how sewage that has been pumped from the trains each night will be handled given that there are no sewers in the area." Individual response

- 12.6.6 Some respondents criticise the maps produced by HS2, saying that details are inconsistent or incorrect, or that the maps are insufficiently detailed. Respondents often claim that the maps used by HS2 in planning the route are out of date, failing to show recent changes in the area, such as housing developments. Many of the respondents who raise this issue do so in relation to the proposed route refinements at Measham and in South and West Yorkshire.
- 12.6.7 One respondent suggests that small local maps would help people understand the route refinements, while another respondent says that the maps are difficult to read due to a faint background colour and small font.

12.6.8 Several respondents criticise the map of the proposed RSD north of Crewe provided in the consultation document, saying that is gives insufficient details of the infrastructure planned for the site.

"I do find it difficult to give meaningful comments on a grey box on a map that surrounds my home on three sides and completely blocks my only access from the road." Individual response

12.6.9 As summarised in the relevant previous chapter, some respondents also feel that the location of the proposed western leg RSD site is inaccurately described in consultation documentation in such a way as to give the impression that the site is nearer to Crewe than it is.

"Firstly for clarification to HS2 Ltd; the proposed Rolling Stock Depot (RSD), that HS2 states as being situated 'on a site north of Crewe' is not correct. The RSD has been situated in the small rural village of Wimboldsley, which is in fact situated 6 miles north of Crewe." Stanthorne and Wimboldsley Parish Forum

- 12.6.10 Respondents who comment on the perceived risk of subsidence between Middlewich and Pickmere often claim that the consultation documentation does not adequately address this risk. Several add that HS2 Ltd is relying on knowledge and feedback from local people instead of proactively identifying the risks involved. Concerns about subsidence are summarised in the relevant previous chapter.
- 12.6.11 With regards to the proposed route refinement at Long Eaton, several respondents state that the information was inadequate for both options, or that the potential impacts of each option were poorly differentiated.
- 12.6.12 Several respondents comment that Trowell may be affected by the proposed HS2 route, but is absent from the current documentation.
- 12.6.13 One respondent comments that environmental impact assessments would need to consider potential noise impacts on the area both during the day and during the night, rather than offering only an average reading, to take account of the way local people might be affected by the proposals during the night.

#### 12.7 Consultation events and communication

12.7.1 Some respondents describe the standard of information provided at events as being inadequate, with a few of them claiming that HS2 Ltd representatives responded to requests for further information by saying that they did not know the answer. Several respondents emphasise that that HS2 Ltd representatives appeared to be unaware of the specifics of a local context, or offered general information where attendees wanted details specific to the locality.

"At the recent exhibition held in the village by HS2, it was discovered that those involved were not even aware that the M1 actually cuts through the centre of the village twice already." Trowell Parish Council

12.7.2 Respondents who express criticism of the information at events sometimes claim that the information provided to them differed from the information made available online, causing confusion about the nature of HS2 Ltd's plans in the area.

"Firstly I must point out that it is very difficult to respond to this consultation when the information provided has been so inadequate and lacking from HS2 and their consultation events. I attended an event and noticed a difference to the map which was online and was showing a particular crossing over a road close to my house as being in a tunnel when the online maps were showing a flyover." Individual response

- 12.7.3 Cheshire West and Chester Council suggests that an electronic scale model of the local route refinement would have been useful to local people who attended consultation events. It also requests that HS2 Ltd produces an accurate 'sound footprint' for the local section of the route, with an accompanying recording of the sound of the train on the same stretch of track, if mitigation measures are put in place.
- 12.7.4 Other respondents offer suggestions for information that could be provided at events, such as artists' impressions of the proposed route, or noise demonstrations of construction sounds and trains increasing and decreasing in speed, or passing one another. One respondent criticises the use of a noise measurement method based on equivalent continuous sound, suggesting that the sound representations should present peak noise instead. One respondent complained that a demonstration of noise impacts at Long Eaton did not differentiate between the noise levels of the two options.

*"I also thought the sound demos at local events were unrealistic and atypical of this area."* Individual response 12.7.5 A few respondents describe HS2 Ltd representatives in negative terms, using words such as 'arrogant', however one respondent says that the staff were very polite. One respondent comments positively on the information provided at an event, as well as the considerate attitude of a staff member present.

"I am anxious that you should know of the excellence of the information I found on the maps that were available. The information I received from the young lady to whom I spoke was fine and answered all my questions." Individual response

- 12.7.6 Some respondents criticise the venues chosen for the events for reasons including perceived lack of capacity, parking spaces, transport links, or disabled access. A few respondents criticise the late notification that they say local people received of events.
- 12.7.7 Some respondents who were not contacted by HS2 Ltd, but feel that they may be affected by HS2 proposals, criticise the lack of communication.
- 12.7.8 A few respondents comment that the events were likely to have cost a lot of money, referring to more general opposition to HS2 on grounds of cost, as detailed above.
- 12.7.9 One respondent suggests that HS2 Ltd could create information packs to distribute at consultation events.
- 12.7.10 In some cases, respondents provide details of communication that they have had with HS2 Ltd representatives, characterising the responses they were given as inadequate. A few respondents say that HS2 Ltd representatives have said that they do not have detailed plans for work to be undertaken.

"We would like to make it clear that despite two formal requests from the Trust since December 2016, HS2 has been unable to provide us with detailed information regarding the selection process for the RSD site. Although responses were received, these were lacking in details of a testable methodology for site selection, and thus we have not been given the opportunity to offer a critique of the selection criteria for the site." Canal and River Trust

12.7.11 A few respondents say that HS2 Ltd representatives failed to contact them following a consultation event. Antoinette Sandbach, Member of Parliament for Eddisbury, also says that HS2 Ltd failed to provide information she had requested, suggesting that a communication channel be set up so that MPs can be provided with information promptly. She provides further criticisms of HS2 Ltd's communication with local people.

"A constant complaint from constituents has been the lack of detailed information regarding the proposals for their area." Antoinette Sandbach MP

12.7.12 One respondent suggests that detailed letters should be sent to local households notifying them of the route refinement proposals as HS2 Ltd's letters are not sufficiently detailed.

# **12.8** Consultation questionnaire and response mechanisms

- 12.8.1 A few respondents criticise the lack of a question asking whether the respondent supports HS2, while some say that the form was confusing to use. Respondents who say that they found the questionnaire difficult to use add that they believe this to be the result of a deliberate decision.
- 12.8.2 A few respondents express opposition to the questions asked on the Equality and Diversity monitoring form, saying that these are too personal or are irrelevant.

"You also seem to be more interested in personal details such as sexual orientation (how dare you), than in our opinions on the HS2 project." Individual response

12.8.3 One respondent says that for respondents who had registered for the Phase 2a consultations, it should not have been necessary to register again to submit an online response. Another claims that the website was slow to use and therefore presented a barrier to potential respondents.

"I wish to register a complaint about the difficulty of making an effective response to this consultation, the frustration and waste of time spent completing this form will put off many and certainly infuriate those who try to persevere." Individual response

# **12.9** Comments on changes to the route not subject to consultation

## 12.9.1 Kingsbury/Whateley

12.9.2 A few respondents express concern about possible noise and visual impacts on the area from the proposed viaduct, as well as potential impacts on wildlife in Kingsbury Water Park. These respondents suggest that these impacts could be mitigated by developing an alternative route for HS2 west of Kingsbury, or use of a tunnel. A small number of respondents also express concern about the safety of the proposed route, given its proximity to an oil complex.

"The worst part of all this senseless construction work, when it could be avoided, is that the lives of Kingsbury village residents will be put at risk if the level of safety is lessened from that which it is today. This is a fact and it is also a fact that Kingsbury village is a health and safety contingency for HS2 because it is situated alongside a hazardous installation viz the Kingsbury Oil Complex." Concerned Residents of Kingsbury

- 12.9.3 Warwickshire County Council expresses its concern about the wellbeing of residents of Whateley, Kingsbury and Birchmoor, due to the proximity of the route. It calls for a 'special management zone' to coordinate the impacts on residents, while expressing concern about the proximity of the proposed route to a landfill site at Kingsbury.
- 12.9.4 The Canal and River Trust refers to its 2013 comment on the location of moorings on the Birmingham and Fazeley Canal.

### 12.9.5 East Midlands Hub Station

- 12.9.6 The Greater Nottingham Joint Planning Advisory Board discusses in its core strategies that the station should be accessible for local public transport services, vehicles, cyclists and pedestrians and that land take should be minimalised. In case the higher option is chosen at Long Eaton, it suggests reducing the impact of the overbridge by moving it to the northern part of the hub station.
- 12.9.7 Birmingham City Council emphasises the need for HS2 to contribute to Midlands Connect's Birmingham to Nottingham journey times and argues that the station location requires wholly new connecting rail services to provide local connectivity to centres such as Derby, Nottingham and Leicester, putting further pressure on Trent Junction.
- 12.9.8 Sandiacre Parish Council recognises the value of the new station in Toton, but expresses concern about the impacts on residents. It has concerns about Sandiacre's road system and the A52, arguing it is already overstretched. It also expresses concerns about the impacts of the construction period on residents. The Council requests mitigation of the traffic impacts and express further concerns about noise, impacts on the landscape and on heritage buildings, the local cemetery and the Erewash Valley Trail. The council makes several suggestions for limiting these impacts, such as a relief road around Sandiacre, a new motorway junction, reduced train frequency, more space for cars at the station and restricted times of operation for construction traffic.
- 12.9.9 Derby and Derbyshire Local Access Forum expresses concerns about the accessibility of the proposed station. It argues the A52 cannot cope with more traffic and that when designing the car park, access for disabled people also needs to be considered.
- 12.9.10 Landholders also highlight that planning permission was granted for a mixed development on land that is partially included within the proposed operational boundary of the East Midlands Hub Station.

- 12.9.11 For the route north of the proposed hub station, the Canal and River Trust welcomes the change from the embankment to a viaduct, but emphasises the design must consider the setting for the Grade I listed church. However, it considers it unacceptable to place piers in the canal or to realign the canal. It also stresses that the impact on the Erewash valley of a breach at Moorgreen reservoir should be considered. These concerns are largely shared by the Sandiacre Heritage Group.
- 12.9.12 Respondents raise concerns about the proposed station location in Toton, arguing that it would present travellers with a longer journey time from Nottingham to London. Campaign for better transport (Leicestershire) suggests moving the station to East Midlands Parkway.

"the East Midlands site would be far better sited at East Midlands Parkway, where access to / egress from the current National Rail network would be immediately adjacent, and there is enough space for additional car parking and public transport facilities." Campaign for Better Transport

## 12.9.13 Strelley

12.9.14 Nuthall Parish council is concerned that the planned tunnel would cause disruption and risk to a sensitive area with historical buildings. Historic England also expressed concerns about the impacts on historical buildings in Strelley and stresses that the success of the cut and cover tunnel will depend on the effectiveness of mitigation measures for assets such as Strelley Hall. It argues the impact of the proposed route on the setting and parkland associated with the Hall are underestimated and advises that more research is required.

"Our advice is that consideration should be given to extending the cut and cover tunnel within the whole of the conservation area to help reduce the level of harm" Historic England

12.9.15 One respondent emphasises that the route passes Bulwell Wood SSSI and stresses that noise mitigation is essential. Natural England also states it is working with HS2 on mitigating the impacts on Park Forest.

### 12.9.16 Bogs Farm

12.9.17 Natural England acknowledges that the refinement means the route will no longer dissect the Bogs Farm Quarry SSSI, however, it argues that "it will still pass through its western edge, resulting in a direct loss of SSSI habitat". It also argues that HS2 will pass close to Annesly Woodhouse Quarries SSSI. Natural England also has concerns about vibration, cutting into pit spoil and the stability of the site. Natural England also states it is working with HS2 on mitigating the impacts on Sherwood forest.

### 12.9.18 M1 corridor north of Tibshelf

12.9.19 The National Trust expresses disappointment that changes to the route north of Tibshelf are included as part of the consultation. It argues the refinement would have implications for the nature and level of impacts at Hardwick and requests further intensive consultation and engagement, specifically regarding Hardwick Hall. Derbyshire County Council and Derby and Derbyshire Local Access Forum also express their concern about the impacts on Hardwick Hall as well as the surrounding area, which is shared by the Ault Hucknall Parish Council and Bolsover District Council, as well as the Ault Hucknall Environment Action Group. Historic England also expresses its concern about the impacts on Hardwick Hall and Sutton Scarsdale, arguing HS2 would impact on the view over the entire area.

### 12.9.20 Woodlesford

12.9.21 Many respondents commenting on Woodlesford and the neighbouring villages of Oulton and Swillington express concerns about the impact of the proposed change to the route in this area. These concerns are echoed by the local community action group SOWHAT, which received 1,700 signatures to its petition. SOWHAT stands by the alternative route it proposed in response to a previous HS2 consultation. The Oulton and Woodlesford Neighbourhood Forum also expresses strong opposition to the current route.

"Without a doubt, the revised route as now proposed is still totally unacceptable. This change is not what we asked for and not what we want." SOWHAT

12.9.22 The main concerns respondents mention are noise and vibration, both during construction and operation, as well as negative impacts on property values. Respondents argue that the proposed entrance to the tunnel and the viaduct over the canal would have a large visual impact. Respondents raise concerns about wildlife and green spaces, as well as the potential impacts of the proposed refinement on several local parks, specifically the Methley Deer Park, Rothwell Country Park, Swillington Organic Farm, and Water Haigh Woodland Park, the latter of which would be close to the proposed entrance to the tunnel. Respondents are also concerned about potential impacts on roads and traffic.

"This will be a viaduct of up to 29m high, the construction of this will destruct the green belt across the area there are few areas of green space outside Leeds the part where it crosses Swillington Organic Farm is home to many locally rare species including water vole and harvest mice." Swillington Organic Farm

- 12.9.23 Some respondents express concerns about possible engineering problems due to flooding in the area and the safety of the route, as it would pass over a former mining area which respondents believe might present a risk of subsidence. Some also mention possible impacts from gases such as methane and radon. Leeds City Council also raise concerns about this, stressing that it requires sensitive engagement with the community. The Canal and River Trust expresses concerns about potential impacts on the Aire and Calder Navigation canal, regarding the potential loss of vegetation. It also requests mitigation for the potential visual impact.
- 12.9.24 Leeds City Council argues the proposed tunnel should be significantly longer, ideally commencing before the Oulton Beck, and states that the proposed northern tunnel portal design should have regard to potential impacts on Rothwell Country Park. A few respondents suggest following the current Leeds to London line or the M1/M621 corridor as an alternative and many respondents would prefer a route outside the Aire Valley.

### 12.9.25 Leeds station

12.9.26 Various local stakeholders express their support for the new design for the station in Leeds, emphasising the benefits for connectivity.

"an integrated and upgraded Leeds City station will maximise the opportunities for integration with the existing rail network, provide improved connectivity and potential to align with Northern Powerhouse Rail." Wakefield Council

12.9.27 West Yorkshire Combined Authority strongly supports the integrated Leeds station approach and Leeds City Council argues that the integrated station largely addresses their previous concerns, and stresses it would like to see continuing engagement to integrate the rail station into a wider transformation of the environment.

"A key part of this will be integrating a functioning rail station into a wider transformation of the public realm in the station environs which will be anchored in the South Bank development by opening up the waterfront and linking into the emerging plans for a network of green spaces and a new city park that supports development and captures its value." Leeds City Council

12.9.28 The SOWHAT action group opposes the proposed location for the Leeds station, arguing that the minimal cost difference would not justify the choice for the New Lane site over the north site. SOWHAT states that it supports an integrated east-west aligned station, claiming the currently proposed location would still require a significant walk between connecting services, affecting end-to-end journey times. It also argues the station location would make future high speed connections to the north out of Leeds impossible. 12.9.29 The Canal and River Trust expresses a desire to continue to engage with HS2 Ltd and Leeds City Council over the future of the area around Leeds station.

### 12.9.30 Crewe tunnel

12.9.31 One respondent expresses detailed concerns about the impacts on properties above the proposed tunnel, and requests a more detailed map of the area. The respondent also raises concerns about potential increased noise and air pressure and requested mitigation for vibration from the trains.

### 12.9.32 Manchester Ship Canal

12.9.33 Several stakeholders express opposition to the proposed viaduct over the Manchester Ship Canal, arguing HS2 should be tunnelled underneath it. Trafford Council also expresses concerns about the noise impacts of the proposed viaduct, arguing that its previously submitted comments have not been addressed and that it wishes to see significant noise mitigation measures. A similar request is made by Warrington Borough Council.

### 12.9.34 Manchester Airport station

12.9.35 Respondents, including Ringway Parish Council, express concerns about traffic and congestion near the airport and potential impacts on green belt land, the Timperley Brook SSSI, Sudbank Lane SBI, Davenport Green Wood and Cotteril Clough SSSI.

"There is no transport infrastructure to the proposed site; the idea envisaged by building HS2, was a fast rail linking major cities with large populations, not building new stations in green belt land on ancient woodland for the exclusive benefit of one business" Ringway Parish Council

- 12.9.36 Conversely, one respondent argues that the proposed station at the airport could serve as a better alternative to Manchester Piccadilly for those who drive to the station. They argue that this needs to be considered in relation to the location and provision of parking space at the proposed Manchester Airport station.
- 12.9.37 The Greater Manchester Combined Authority (GMCA) and Manchester City Council support the proposed station at Manchester International Airport, and, recognising that the design is still at an early stage, GMCA would like to cooperate to determine an investment package and timetable. Despite their support, both authorities argue that the updated airport design details do not address the issues set out in their 2014 consultation response. GMCA states further work is required to develop an optimal concourse location, parking location and access strategy and would like to see provisions to integrate HS2 into the wider transport network around the airport.

12.9.38 A few respondents express opposition to the current proposals, arguing that the proposed station should be built at a different location, to reduce local impacts and improve interconnectivity with other transport modes. One respondent favours a station under the airport.

### 12.9.39 Culcheth

12.9.40 One local organisation supports the proposed route refinement, but stresses that it continues to oppose the western leg and its proximity to the village of Culcheth. Warrington Borough Council emphasises that despite the proposed realignment, the route would still have a major impact on Culcheth and Croft and requests that the proposed route be lowered into a cut and cover tunnel. The Forestry Commission says that potential impacts on woodland around Culcheth Linear Park need further investigation. The Environment Agency also express concerns about potential effects on water features or dependencies and asks to be consulted by HS2 Ltd.

### 12.9.41 Golborne alignment

12.9.42 The Canal and River Trust considers the proposed Golborne alignment an improvement for the Leigh Branch of the Leeds and Liverpool Canal, however, expresses a preference for the propose RSD to be moved back to the previously proposed location in Golborne to avoid impacts on the Shropshire Union Canal.

# Appendix A Participating organisations and elected representatives

A1 Table A1 lists the names of all the organisations which submitted responses to the consultation. They are listed by sector, and alphabetically within each sector. Organisations have not been listed if they indicated that their response should be treated as confidential. Responses submitted by solicitors or agents acting on behalf of an organisation have been regarded as confidential in cases where there was no specific request for confidentiality. It cannot be fully assured that all organisations have been accurately categorised as not all respondents classified themselves. Categorisation of responses was carried out separately from coding and did not affect the way in which coding is carried out.

### Table A1Respondents by sector

Action groups
Aston Community Action Group Against HS2
Ault Hucknall Environment Action Group
Austrey Flood Action Group
Barnburgh & Harlington Action Group
Bramley Action Group
Bramley Against HS2
Bramley HS2 Action Group
Bramley HS2 Information Group
Campaign for better transport (Leicestershire)
Campaign to Protect Rural England (CPRE) Leicestershire Branch
Crofton Against HS2
Culcheth and District Rail Action Group (CADRAG)
Derbyshire and Peak District Campaign for Better Transport
HS2 Blackwell Group

Joint Rural Parish Action Group

MAPA (Measham, Appleby, Packington & Austrey) HS2 Action.

Mexborough Area Against HS2

Mid Cheshire Against HS2

Polesworth & District Action Group

Residents Against Toxic Scheme (RATS)

SOWHAT

Stop HS2 Bramley

StopHS2Trowell Action Group

Warrington Stop HS2 Action Group

Yorkshire Against HS2

Businesses (local, regional, national or international)
Acclaim Upholstery Company Limited
Ashfield Lodge Management Company Limited
Aston Hall Cricket Club
Aztec Oils Ltd
Banner Jones Solicitors
Barnsley and Rotherham Chamber of Commerce
Blackwell Group
Blooming Business Services
Breedon Southern Limited
Champion Hire Limited
Chatsworth Settlement Trustees

Clayton & Frick	ley Farms
	Pinders Charity of Crofton
Counter Contex	ct
Countrywide H	ealthcare
Crisps Farm Ltd	
Didsbury Golf (	Club Ltd
Doncaster Chai	nber of Commerce and Enterprise
East Midlands /	Airport
Eddisbury Fruit	Farm Home of Cheshire Apple Juice
Frederic Robins	son Limited
Frickley Estate	and Clayton & Frickley Farms
Gadbrook Park mprovement [	Business Improvement District and Winsford Industrial Estate Business District
Halifax Estates	
Harworth Grou	p PLC
Harworth Grou	p PLC and North Crofton Co-operative Colliery (NCCC)
Hickleton Golf	Club
Hinchliffe Farm	ing Ltd
NOVYN Enterp	rises Limited
I.E Theaker & S	on
loan & Tracy, H	airdressers (Thurcroft)
Kaylee Transfei	rs Ltd
ong Eaton Cha	mber of Trade
Macnett	

Manchester Airports Group
National Forest Company (NFC)
NatWest Commercial Banking
Peveril Securities Limited and UKPP (Toton) Limited
Pragmasis Limited
Pressure Technologies plc
Quality Context
riversMEET Café and Crafts
S.Hinchliffe & Son
Samuel Smith Old Brewery (Tadcaster)
Sheffield Business Park
Siemens PLC
Springbank Nurseries
Stainsby Festival
Swillington Organic Farm
T P Dutton & Sons
The Paget Charitable Trust
The West & North Yorkshire Chamber of Commerce
The Whatton Estate Partnership
Wake Smith Solicitors Limited
Wanzl UK Group
Wintersett Lakes Caravan and Camping Park
Withington Golf Club Limited

# **Elected representatives** Andrew Brigden - Member of Parliament for North West Leicestershire Angela Smith MP – Member of Parliament for Penistone and Stocksbridge Antoinette Sandbach MP – Member of Parliament for Eddisbury Caroline Flint MP – Member of Parliament for Don Valley Clive Betts MP – Member of Parliament for Sheffield South East Councillor for Brinsworth and Catcliffe Ward, Rotherham Metropolitan Borough Council Councillor for Shakerley Ward, Cheshire West and Chester Council Councillor for Valley, Leicestershire County Council Councillor, Erewash Borough Council Councillors for Rothwell Ward, Leeds City Council Councillors for Sprotbrough Ward Councillors, Erewash Borough Council Craig Tracey MP - Member of Parliament for North Warwickshire & Bedworth Ed Miliband MP – Member of Parliament for Doncaster North Garforth and Swillington Independents John Healey MP – Member of Parliament for Wentworth and Dearne Kevin Barron MP – Member of Parliament for Rother Valley Maggie Throup MP – Member of Parliament for Erewash Ravenstone & Packington Ward Rosie Winterton MP - Member of Parliament for Doncaster Central

Sarah Champion MP – Member of Parliament for Rotherham

Yvette Cooper MP – Member of Parliament for Normanton, Pontefract and Castleford

### Environment, heritage, amenity or community groups

All Saints Church Heath Parochial Church Council

Ashby Canal Tru	st
Aston -cum-Aug	hton History Groups
Canal and River	Trust
Chesterfield Ca	al Trust
Chetwynd The 1	oton and Chilwell Neighbourhood Forum
Church Building	S Council, Church of England
Crofton Commu	nity Centre
Derby and Derb	yshire Local Access Forum
Diocese of Derb	/
Doncaster Nort	Conservative Association
Ecclesfield Cons	ervation and Local History Group
Friends of Dore	& Totley Station
Friends of Totor	Fields
Green Lane and	Pickburn Neighbourhood Watch
Hampole and SI	elbrooke Parish Meeting
Hooton Pagnell	Church
Hooton Roberts	Village Meeting
Joint Rural Paris	nes
Leeds Civic Trus	
Leicestershire A	rchaeological and Historical Society
Leicestershire L	ocal Access Forum
Long Eaton Nat	ral History Society
Marr Parish Me	ting
Mexborough &	District Heritage Society

Oulton Societ	
Packington Cl	urch of England Primary School
Packington Vi	lage History Group
Parishes of Al	Saints, Crofton and St Peter's, Warmfield
Parochial Chu	ch Council of St Laurence Church in Measham
Polesworth (A	bbey) Scout Group
Ramblers	
Residents of I	ackington
Rotherham B	siness Growth Board
Sandiacre He	tage Group
Sheffield Libe	al Democrats
Sir John Moo	e C.E. (aided) Primary School
Sir John Moo	e Foundation
St Charles Cat	nolic Primary School
Stanthorne &	Wimbolsley Parish Forum
The Church o	the Holy Rood
The Inland W	terways Association (IWA)
The Lings Mo	day Club
The Woodlan	Trust
Trans Pennin	Trail
Trowell Churc	n of England Primary School
Wakefield Dis	rict Biodiversity Group
West Didsbur	Residents' Association

Local government	
Appleby Magna Parish Council	
Ashley Parish Council	
Aston-cum-Aughton Parish Council	
Ault Hucknall Parish Council	
Barnburgh & Harlington Parish Council	
Barnsley Metropolitan Borough Council	
Birmingham City Council	
Blackwell Parish Council	
Bolsover District Council	
Bostock Parish Council	
Braithwell with Micklebring Parish Council	
Bramley Parish Council	
Breedon on the Hill Parish Council	
Cheshire & Warrington Local Transport Body/Cheshire & Warrington Loc Partnership	cal Enterprise
Cheshire East Highways	
Cheshire West and Chester Council	
Chesterfield Borough Council	
Church Minshall Parish Council	
Clayton Parish Council	
Clayton-with-Frickley Parish Council	
Conisborough Parks Parish Council	
Crewe Town Council	
Croft Parish Council	
Crofton Parish Council	
Culcheth and Glazebury Parish Council	

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	Lymm Parish Council
Measham Parish Council	Manchester City Council
	Measham Parish Council

Mid Cheshire Development Board
Middlewich Town Council
Normanton Town Council
North East Derbyshire District Council
North Warwickshire Borough Council
North West Leicestershire District Council
North Yorkshire County Council
Northwich Town Council
Nottinghamshire County Council
Nuthall Parish Council
Old Bolsover Town Council
Old Denaby Parish Council
Packington Parish Council
Pickmere Parish Council
Plumley with Toft and Bexton Parish Council
Ravenfield Parish Council
Ringway Parish Council
Rotherham Metropolitan Borough Council
Rudheath Parish Council
Sandiacre Parish Council
Sheffield City Council
Sheffield City Region & Local Enterprise Partnership
South Kirkby and Moorthorpe Town Council
Sprotbrough & Cusworth Parish Council
Stanton by Dale Parish Council
Stockport Council

Sutton Bonnington Parish Council
The Christie NHS Foundation Trust
Thurcroft Parish Council
Tibshelf Parish Council
Trafford Council
Trowell Parish Council
Twycross Parish Council
Ulley Parish Council
Wakefield Council
Warrington Borough Council
Warwickshire County Council
West Yorkshire Combined Authority
Wickersley Parish Council
Wigan Council

Real estate, housing associations or property-related organisations
British Land
Curzon Coaker Trust
Hooton Pagnell Estate
NPL Group
Peveril Homes Limited
Tangent Properties
Wakefield and District Housing Limited

# Statutory agencies

Cheshire Wildlife Trust

Derbysh	ire Wildlife Trust
Environr	nent Agency
Forestry	Commission
Highway	rs England Company Limited
Historic	England
Leiceste	rshire and Rutland Wildlife Trust
London <sup>·</sup>	TravelWatch
•	ravel: The Strategic Transport Advisory Body for the Liverpool City Region ed Authority
National	Trust
Natural	England
Nottingh	namshire Wildlife Trust
Sheffield	and Rotherham Wildlife Trust
The Wild	llife Trust for Lancashire, Manchester & North Merseyside
Transpo	rt for the North
Transpo	rt for West Midlands
Yorkshir	e Wildlife Trust

Transport, infrastructure or utility orga	nisation
Growthtrack Cross Border Rail Task Ford	ce
King Street Energy (Cheshire) Limited	
Midlands Connect	
Network Rail Infrastructure Limited	
Nottingham Express Transit	
Roxhill Developments Limited	
South Staffordshire Water PLC	
SP Energy Networks	

High Speed Two Phase 2b: Crewe to Manchester & West Midlands to Leeds Route Refinement Consultation 2016

Yorkshire Water Services Ltd

# Appendix B Consultation process and detailed methodology

# The consultation process

- B1 The High Speed Two Phase 2b: Crewe to Manchester and West Midlands to Leeds Route Refinement Consultation 2016 was managed by HS2 Ltd on behalf of the Department for Transport (DfT). Dialogue by Design was commissioned by HS2 Ltd to set up response channels for this consultation, including a consultation webform, email and Freepost address, and to receive, collate, analyse and report on responses to the consultation made via the response channels.
- B2 The HS2 Crewe to Manchester and West Midlands to Leeds: Property Consultation 2016 ran in parallel with this consultation and a similar report is available.
- B3 The HS2 Crewe to Manchester, West Midlands to Leeds: Property Consultation 2016 ran in parallel with this consultation and a similar report is available.
- B5 This report summarises the responses to the Route Refinement Consultation 2016 which were received via the three response channels. A separate report summarises responses to the parallel Property Consultation. Readers may wish to consider both reports in order to obtain a full overview of respondents' views on the latest proposals by HS2 Ltd.
- B6 HS2 Ltd and the DfT produced a number of documents and maps to enable respondents to provide informed responses to the Route Refinement Consultation, including:
  - High Speed Two Phase 2b: Crewe to Manchester and West Midlands to Leeds Route Refinement Consultation 2016 – a consultation document giving the public and stakeholders an opportunity to review and comment on the seven substantial changes being proposed to the routes;
  - a leaflet providing basic information about the consultation, the proposals, associated events and information on how to access further information;
  - consultation response forms and diversity monitoring forms; and
  - a series of mapbooks, technical reports and factsheets providing further information on the proposed Phase 2b route.
- B7 All documents were available to download from www.gov.uk and to order in hardcopy through the HS2 Helpdesk. Documentation relating to both consultations was sent to council offices, libraries and Citizens Advice Bureaux along the proposed Phase 2b route with a request that they were made available for public view. Documents were also available to take away at the associated public information events.

- B8 Local authorities and parish councils were offered, or able to request, briefings following the launch of the consultations.
- B9 HS2 Ltd and the DfT raised awareness of the consultation process in a number of ways.
   Once the consultation had been launched, HS2 Ltd sent a letter and a leaflet to addresses up to 1km each side of the proposed line of route.
- B10 Letters were also sent to local authority, parish council and Citizens Advice Bureau offices along the proposed Phase 2b line of route as well as statutory organisations and other stakeholders to inform them of the launch of the two consultations.
- B11 HS2 Ltd placed advertisements in newspapers distributed along the Phase 2b route to raise awareness of the consultations and public information events.

# Public events

B12 As part of the consultation, HS2 Ltd held 36 information and community events in locations across the proposed Phase 2b route during January and February 2017.
 Almost 20,000 people came to the events to speak to the project team and find out more about HS2. The information events provided an opportunity for members of the public to view relevant maps and documents and to speak with appropriately qualified members of staff about how the consultation proposals might apply to them.

Venue	Location	Date	Time	Attendance
Crewe Alexandra Football Club	Crewe	05 January 2017	12pm- 8pm	1,181
Wincham Hall Hotel	Lostock Gralam	06 January 2017	12pm- 8pm	796
The Rose Centre (Lowton Civic Hall)	Lowton	07 January 2017	10am- 5pm	986
Culcheth Sports Club	Culcheth	10 January 2017	12pm- 8pm	556
Best Western Cresta Court Hotel	Altrincham	11 January 2017	12pm- 8pm	1,336
Manchester Central	Manchester City Centre	12 January 2017	12pm- 8pm	531
Polesworth Memorial Hall	Polesworth	14 January 2017	10am- 5pm	420
Best Western Yew Lodge Hotel	Kegworth	16 January 2017	12pm- 8pm	813
Kingsbury Community and Youth Centre	Kingsbury	17 January 2017	12pm- 8pm	320
Best Western Appleby Park Hotel	Measham	18 January 2017	12pm- 8pm	1,045
Blackburn Hall	Woodlesford	21 January 2017	10am- 5pm	570

### Table B1List of information events

Thorpe Park Hotel & Spa	Garforth	23 January 2017	12pm- 8pm	373
Royal Armouries Museum	Hunslet	24 January 2017	12pm- 8pm	253
Scarthingwell Golf Course	Church Fenton	25 January 2017	12pm- 8pm	223
Trowell Parish Hall	Trowell	27 January 2017	12pm- 8pm	1,133
West Park Leisure Centre	Long Eaton	28 January 2017	10am- 5pm	2,201
The Postmill Centre	Hilcote	02 February 2017	12pm- 8pm	828
The Speedwell Rooms	Staveley	03 February 2017	12pm- 8pm	567
Bainbridge Hall	Bolsover	04 February 2017	10am- 5pm	398
Best Western Plus Aston Hall Hotel	Aston	08 February 2017	12pm- 8pm	1,277
Best Western Consort Hotel	Bramley	09 February 2017	12pm- 8pm	557
Best Western Plus Pastures Hotel	Mexborough	10 February 2017	12pm- 8pm	618
Burntwood Court Hotel	Hemsworth	16 February 2017	12pm- 8pm	490
The Winsford Academy	Winsford	18 February 2017	10am- 5pm	261
Cedar Court Hotel	Crofton	20 February 2017	12pm- 8pm	521
Normanton Golf Club at The Hatfeild Hall	Normanton	21 February 2017	12pm- 8pm	160
The Met Hotel Leeds	Leeds City Centre	22 February 2017	12pm- 8pm	140
Culcheth Sports Club	Culcheth	24 February 2017	12pm- 8pm	377
William Hulme's Grammar School	Manchester South	25 February 2017	10am- 5pm	603

# Detailed methodology

## Data receipt and digitisation

- B13 All submissions were scanned and securely held before being entered into a specially designed database so that each response could be read and analysed (by assigning codes to comments).
- B14 Submissions were received in a number of formats: online response forms (via the webform); paper response forms, letters and emails. There were also variations to these formats, such as completed response forms with letters or reports attached.

- B15 At the outset of data processing, each response was assigned a unique reference number, scanned (if it had not been received electronically) and then saved with its reference number as the file name. Responses other than those submitted through the project webform were processed by data entry staff in order to prepare for import into the Dialogue by Design analysis database.
- B16 For submissions containing images, maps and other non-text content, a reference to a PDF version of the original submission was made available to analysts, so that this information could be viewed when necessary.

### Responses via the webform

- B17 Online submissions were captured via the consultation webform and then imported into the analysis database on a regular basis throughout the consultation period.
- B18 While the consultation was open, webform users were able to update or amend their submissions. If a respondent updated their submission, this was imported into the analysis database with a clear reference that it was a 'modified' submission. If the original submission had already been analysed, an analyst would review it and revise the coding as required.

### **Responses received via email**

B19 A consultation-specific email address operated for the duration of the consultation. At regular intervals, emails were logged and confirmed as real responses (i.e. not junk or misdirected email), given a unique reference number and then imported into the data analysis system alongside paper responses, as described below.

### **Responses received via the Freepost address**

- B20 A Freepost address operated for the duration of the consultation for respondents to submit hard-copy consultation responses. Upon receipt, letters and paper-based response forms were logged and given a unique reference number. They were then scanned and imported into the data analysis system.
- B21 At the data entry stage, all printed submissions, were transcribed using optical character recognition software, which can recognise printed text without the need for manual data entry. Each of these files was then opened and reviewed by our transcription team in order to correct any misrecognition. Handwritten responses were typed into the database by data entry staff.
- B22 The transcription process was quality controlled by a transcription supervisor, who reviewed a percentage of the transcriptions and indicated their quality using a comprehensive scoring system. The transcription quality score is a ranked scale, differentiating between minor errors (such as insignificant typographical errors), and significant errors (such as omitted information or errors that might cause a change in meaning).
- B23 The quality control process involved a random review of each team member's work. At least 5% of the submissions they transcribed were reviewed by response type. In cases

where a significant error was detected, the quality control team reviewed 10% of the relevant team member's work on that response type. If a second significant error was detected, the proportion reviewed was raised to 100%.

### Responses submitted to HS2 Ltd or the DfT

B24 HS2 Ltd and the DfT took reasonable measures to ensure that responses mistakenly sent to their offices rather than to the advertised response channels were transferred to Dialogue by Design via the specific consultation email address.

### Late submissions

B25 The consultation period ended at 23:45 on 9 March 2017. As households in some areas were given an extended deadline of 3 May 2017, Dialogue by Design continued to accept responses after the consultation close date. Late responses were not logged until after the extended deadline passed. All responses are summarised in this report.

### **Verification of submissions**

- B26 At the end of the consultation period, once any misdirected responses had been transferred from the DfT and HS2 Ltd to Dialogue by Design, a duplicates check was carried out on responses entered into the database. Where responses were exactly the same, one (or more if necessary) was removed and not processed.
- B27 If responses were recorded as being from the same organisation they were also checked to see whether the same response had been sent by different individuals from the same organisation.
- B28 Although the verification process identified and removed exact duplicate submissions sent by the same person in different formats, the process did not seek to remove identical submissions from different respondents.

### **Development of an analytical framework**

- B29 In order to analyse the responses, and the variety of views expressed, an analytical or coding framework was created. The purpose of the framework was to enable analysts to organise responses by themes and issues, so that key messages as well as specific points of detail could be captured and reported on.
- B30 The process of developing the framework for this consultation involved a team of
   Dialogue by Design senior analysts reviewing an early set of responses for each
   consultation question and formulating an initial framework of codes. At this point
   Dialogue by Design discussed the initial framework with representatives from HS2 Ltd.
   Their feedback was used as part of the finalisation of the coding framework.
- B31 A three-tier approach was taken to coding, starting with high-level themes (including question-specific themes for each proposed route refinement), splitting into subthemes and then specific codes. Table B1 provides a full list of the top-level themes used and Table B2 provides an extract from the coding framework showing the use of themes, sub-themes and codes. The full coding framework is available in Appendix C.

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Theme
0. Route refinements not subject to consultation (RR0)
1. RSD North of Crewe (RR1)
2. Middlewich to Pickmere (RR2)
3. Manchester Piccadilly Approach (RR3)
4. Measham (RR4)
5. East Midlands Airport (RR5)
6. Long Eaton (RR6)
7. Derbyshire to West Yorkshire (RR7-GEN)
7a. Derbyshire to WY Sheffield spur (RR7-SSP)
7b. Derbyshire to WY northern junction (RR7-NJU)
7c. Derbyshire to WY Crofton RSD (RR7-CRO)
7d. Derbyshire to WY Staveley IMD (RR7-STA)
7e. Derbyshire to WY stations (RR7-STN)
Consultation process (CP)
General (GE)
Location (LO)
Other (OT)

# Table B2 List of themes from coding framework

Table B3Extract from the coding framework

Theme	Sub-theme	Code
Route	Support and Opposition	Support
Refinement 1		Opposition
		No opinion

Benefits	Better access
	Reduced cost
	Reduced environmental impacts
Design and Route	Alternative / brownfield site
	Groundwater / drainage - comments
	Previous proposal preferred
Impacts	Air quality / pollution
	Environment
	Heritage
	Traffic / roads

B32 Each code is intended to represent a specific issue or argument raised in responses. The data analysis system allows the senior analysts to populate a basic coding framework at the start (top-down) whilst providing scope for further development of the framework using suggestions from the analysts engaging with the response data (bottom-up). We use natural language<sup>45</sup> codes since this allows analysts to suggest refinements and additional issues, and aids quality control and external verification.

### Implementation of the analysis framework

- B33 The coding framework was developed centrally by senior analysts. Other members of the analysis team were then familiarised with the detail of the coding framework, so they could start applying codes to individual responses. Modifications to the framework, such as adding codes or splitting themes, could only be implemented by senior analysts, although analysts were encouraged to provide suggestions.
- B34 The application of a code to part of a response was completed by highlighting the relevant text and recording the selection. A single submission could receive multiple codes. All responses to the consultation questions, as well as responses that did not directly address the consultation questions, were coded using the same framework.
- B35 The quality of the coding was internally checked by the senior analysts. The team of senior analysts reviewed a percentage of the other analysts' work using a similar approach to that described above for the transcription stage. Anomalies in the

<sup>&</sup>lt;sup>45</sup> Natural language is typically used for communication, and may be spoken, signed or written. Natural language is distinguished from constructed languages and formal languages such as computer-programming languages or the 'languages' used in the study of formal logic.

approach to coding that were picked up through the quality checking process resulted in review of that analyst's work and the codes applied.

B36 HS2 Ltd carried out a separate and independent quality assurance exercise to assure themselves that the coding was accurate and reflective of the responses made to the consultation. HS2 Ltd performed this by checking a sample of responses and providing feedback to Dialogue by Design. Dialogue by Design responded to this feedback and applied any necessary changes to the coding.

# Responses by question

- B37 Respondents could answer any number of the nine questions that were included in the High Speed Two Phase 2b: Crewe to Manchester and West Midlands to Leeds Route Refinement Consultation 2016 – Response Form. Table 3 shows a count of how many responses were received to each question. Responses that did not address the consultation questions directly, for example emails or letters that did not follow the structure of the response form, are also included in the table.
- B38 The coding framework was used to capture all comments on each route refinement, across all questions, so that comments could be consistently reported on regardless of where they were made. Responses addressing a particular route refinement have been summarised in the chapter relating to that route refinement. All responses that did not address the consultation questions directly were also coded and summarised in the appropriate chapter. This means that the total number of responses to a given question is not the same as the total number of respondents who addressed that particular route refinement.

# Table B4Responses by question

Question number	Question text	Total
1	Do you support the proposal to locate the western leg Rolling Stock Depot on the site north of Crewe? Please indicate whether or not you support the proposal together with your reasons.	829
2	Do you support the proposal to change the alignment and raise the route through the Cheshire salt plains? Please indicate whether or not you support the proposal together with your reasons.	746
3	Do you support the proposal to change the alignment of the approach to Manchester Piccadilly station? Please indicate whether or not you support the proposal together with your reasons.	620
4	Do you support the proposal to realign the route to the east of Measham? Please indicate whether or not you support the proposal together with your reasons.	960
5	Do you support the proposal to realign the route in the area around East Midlands Airport? Please indicate whether or not you support the proposal together with your reasons.	748
6	Do you support one of the two options being considered by the Secretary of State for the alignment through Long Eaton? Please indicate which option together with your reasons.	775
7	Do you support the proposal to amend the route to serve South and West Yorkshire? Please indicate whether or not you support the proposal together with your reasons.	5,091
8	Do you support the potential development of a northern junction to enable high speed services stopping at Sheffield to continue further north? Please indicate whether or not you support the proposal and your reasons.	4,456
9	Do you support the proposed location of the northern junction in the vicinity of Clayton? Please indicate whether or not you support the proposal and your reasons.	3,579
	Responses not addressing the consultation questions directly.	2,222

# Appendix C Codes by theme

C1 The themes and codes from the coding framework are listed below in Table C1 and Table C2 respectively. Table C2 also notes the frequency with which each code was applied across the consultation as a whole.

Table C1	Coding framework themes
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Theme
0. Route refinements not subject to consultation (RR0)
1. RSD North of Crewe (RR1)
2. Middlewich to Pickmere (RR2)
3. Manchester Piccadilly Approach (RR3)
4. Measham (RR4)
5. East Midlands Airport (RR5)
6. Long Eaton (RR6)
7. Derbyshire to West Yorkshire (RR7-GEN)
7a. Derbyshire to WY Sheffield spur (RR7-SSP)
7b. Derbyshire to WY northern junction (RR7-NJU)
7c. Derbyshire to WY Crofton RSD (RR7-CRO)
7d. Derbyshire to WY Staveley IMD (RR7-STA)
7e. Derbyshire to WY stations (RR7-STN)
Consultation process (CP)
General (GE)
Location (LO)
Other (OT)

## Table C2Codes by theme

Code	Frequency
0. Route refinements not subject to consultation (RR0)	
RRO - Bogs Farm - comment	1
RR0 - Crewe tunnel - comment	4
RR0 - Culcheth - comment	2
RR0 - Delta junction - comment	3
RR0 - East Midlands hub station - comment	27
RR0 - Golborne alignment - comment	11
RR0 - Kingsbury / Whateley - comment	8
RR0 - Leeds station - comment	10
RR0 - M1 corridor north of Tibshelf - comment	
RR0 - Manchester Airport station - comment	14
RR0 - Manchester Ship Canal - comment	10
RR0 - Non route refinement - comment	
RR0 - Strelley - comment	
RR0 - Woodlesford - comment	175
1. RSD North of Crewe (RR1)	
RR1 - No comment / no opinion	249
RR1 - Opposition	295
RR1 - Support	87
RR1 - Support with caveats	15
RR1 - Alternative - brownfield suggestion	60

High Speed Two Phase 2b: Crewe to Manchester & West Midlands to Leeds Route Refinement Consultation 2016

RR1 - Alternative - design / route suggestions	37
RR1 - Alternative - Knutsford	4
RR1 - Alternative - unspecified	12
RR1 - Benefits - avoids using line to Wigan	2
RR1 - Benefits - better access	15
RR1 - Benefits - capacity	1
RR1 - Benefits - cheaper	4
RR1 - Benefits - communications	1
RR1 - Benefits - connected/close to rail network	6
RR1 - Benefits - employment	5
RR1 - Benefits - land is suitable	4
RR1 - Benefits - local economy / business / development	7
RR1 - Benefits - local experience	7
RR1 - Benefits - reduced community impacts	7
RR1 - Benefits - reduced environmental impacts	12
RR1 - Benefits - reduced heritage impacts	6
RR1 - Benefits - reduced impacts	5
RR1 - Benefits - reduced impacts (other)	6
RR1 - Benefits - reduced land take	1
RR1 - Design and Route - business case challenge	36
RR1 - Design and Route - cost	36
RR1 - Design and Route - Crewe station redevelopment - comment	6
RR1 - Design and Route - Golborne spur - comment	31
RR1 - Design and Route - groundwater / drainage - comments	6
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RR1 - Design and Route - integration with existing rail	6
RR1 - Design and Route - junction with WCML	2
RR1 - Design and Route - local impacts (general)	2
RR1 - Design and Route - Northern chord comment	13
RR1 - Design and Route - previous proposal - prefer	1
RR1 - Design and Route - safety / security	1
RR1 - Design and Route - site is not Crewe	11
RR1 - Design and Route - subsidence / mining - concerns	41
RR1 - Impacts - access	5
RR1 - Impacts - agriculture / greenbelt comment	104
RR1 - Impacts - air quality / pollution	18
RR1 - Impacts - amenities / recreation	12
RR1 - Impacts - community / disruption general	2
RR1 - Impacts - construction	14
RR1 - Impacts - cumulative	2
RR1 - Impacts - environment	67
RR1 - Impacts - existing infrastructure (other)	12
RR1 - Impacts - existing rail services	1
RR1 - Impacts - flooding	1
RR1 - Impacts - heritage	61
RR1 - Impacts - landscape and visual	81
RR1 - Impacts - light pollution	32
RR1 - Impacts - local community / disruption	55
RR1 - Impacts - local community / disruption general	10

High Speed Two Phase 2b: Crewe to Manchester & West Midlands to Leeds Route Refinement Consultation 2016

RR1 - Impacts - local economy / businesses	43
RR1 - Impacts - local services	64
RR1 - Impacts - more trains / rail traffic	4
RR1 - Impacts - noise and vibration	91
RR1 - Impacts - planned developments	3
RR1 - Impacts - property (blight / demolition)	28
RR1 - Impacts - property values	23
RR1 - Impacts - safety	1
RR1 - Impacts - traffic / roads	74
RR1 - Impacts - unfair / no benefits to local area	15
RR1 - Impacts - unfair / unequal treatment	6
RR1 - Impacts - waste water / sewerage	10
RR1 - Impacts - wellbeing / living standards	16
RR1 - Impacts - wildlife	21
RR1 - Mitigation - amenities / recreation	1
RR1 - Mitigation - community / disruption general	2
RR1 - Mitigation - environment	9
RR1 - Mitigation - general	4
RR1 - Mitigation - inadequate	3
RR1 - Mitigation - landscape and visual	3
RR1 - Mitigation - light pollution	5
RR1 - Mitigation - local economy / businesses	2
RR1 - Mitigation - noise and vibration	15
RR1 - Mitigation - property	3

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RR1 - Mitigation - traffic / roads	7
RR1 - Mitigation - visual	2
RR1 - Mitigation - wildlife	1
2. Middlewich to Pickmere (RR2)	
RR2 - No comment / opinion	225
RR2 - Opposition	368
RR2 - Support	43
RR2 - Support with caveats	15
RR2 - Alternative - design (other)	4
RR2 - Alternative - design (tunnel)	8
RR2 - Alternative - design / route suggestion	19
RR2 - Alternative - follow M6	28
RR2 - Alternative - improve existing services	6
RR2 - Alternative - lower the line	9
RR2 - Alternative - route (other)	7
RR2 - Alternative - route via Knutsford / Sandbach	4
RR2 - Alternative - unspecified	26
RR2 - Benefits - local economy / business	1
RR2 - Benefits - reduced canal impact	1
RR2 - Benefits - reduced cost	1
RR2 - Benefits - reduced environmental impact	4
RR2 - Benefits - reduced flood risk	1
RR2 - Benefits - reduced property impact	1
RR2 - Benefits - reduced subsidence / mining concern	13

RR2 - Benefits - use of existing infrastructure1RR2 - Design and Route - business case challenge38RR2 - Design and Route - cost81RR2 - Design and Route - further assessment needed3RR2 - Design and Route - groundwater / drainage - comments43RR2 - Design and Route - local impacts (general)2RR2 - Design and Route - local opposition2RR2 - Design and Route - previous proposal - prefer30RR2 - Design and Route - subsidence / mining - concerns178RR2 - Impacts - agriculture / greenbelt44RR2 - Impacts - agriculture / greenbelt47RR2 - Impacts - amenities / recreation47RR2 - Impacts - construction23RR2 - Impacts - construction23RR2 - Impacts - construction5RR2 - Impacts - environment105RR2 - Impacts - environment105RR2 - Impacts - environment2RR2 - Impacts - future development4RR2 - Impacts - future development5RR2 - Impacts - future development5RR2 - Impacts - future development5RR2 - Impacts - health5		
RR2 - Design and Route - business case challenge38RR2 - Design and Route - cost81RR2 - Design and Route - further assessment needed3RR2 - Design and Route - groundwater / drainage - comments43RR2 - Design and Route - local impacts (general)2RR2 - Design and Route - local opposition2RR2 - Design and Route - local opposition2RR2 - Design and Route - previous proposal - prefer30RR2 - Design and Route - safety / security16RR2 - Design and Route - safety / security16RR2 - Design and Route - safety / security10RR2 - Impacts - agriculture / greenbelt44RR2 - Impacts - air quality / pollution10RR2 - Impacts - canals / waterways19RR2 - Impacts - construction23RR2 - Impacts - construction5RR2 - Impacts - environment105RR2 - Impacts - environment2RR2 - Impacts - environment2RR2 - Impacts - flooding6RR2 - Impacts - flooding6RR2 - Impacts - flooding5RR2 - Impacts - flooding6RR2 - Impacts - health5	RR2 - Benefits - safer	1
RR2 - Design and Route - cost81RR2 - Design and Route - further assessment needed3RR2 - Design and Route - groundwater / drainage - comments43RR2 - Design and Route - local impacts (general)2RR2 - Design and Route - local opposition2RR2 - Design and Route - previous proposal - prefer30RR2 - Design and Route - safety / security16RR2 - Design and Route - subsidence / mining - concerns178RR2 - Impacts - agriculture / greenbelt44RR2 - Impacts - air quality / pollution10RR2 - Impacts - canals / waterways19RR2 - Impacts - construction23RR2 - Impacts - construction23RR2 - Impacts - environment105RR2 - Impacts - environment105RR2 - Impacts - environment24RR2 - Impacts - flooding6RR2 - Impacts - flooding6RR2 - Impacts - flooding5RR2 - Impacts - flooding5	RR2 - Benefits - use of existing infrastructure	1
RR2 - Design and Route - further assessment needed3RR2 - Design and Route - groundwater / drainage - comments43RR2 - Design and Route - local impacts (general)2RR2 - Design and Route - local opposition2RR2 - Design and Route - previous proposal - prefer30RR2 - Design and Route - safety / security16RR2 - Design and Route - safety / security178RR2 - Design and Route - subsidence / mining - concerns178RR2 - Impacts - agriculture / greenbelt44RR2 - Impacts - air quality / pollution10RR2 - Impacts - community / disruption general2RR2 - Impacts - construction23RR2 - Impacts - community / disruption general5RR2 - Impacts - environment105RR2 - Impacts - environment105RR2 - Impacts - flooding6RR2 - Impacts - flooding6RR2 - Impacts - flooding5	RR2 - Design and Route - business case challenge	38
RR2 - Design and Route - groundwater / drainage - comments43RR2 - Design and Route - local impacts (general)2RR2 - Design and Route - local opposition2RR2 - Design and Route - previous proposal - prefer30RR2 - Design and Route - safety / security16RR2 - Design and Route - safety / security16RR2 - Design and Route - subsidence / mining - concerns178RR2 - Impacts - agriculture / greenbelt44RR2 - Impacts - air quality / pollution10RR2 - Impacts - canals / waterways19RR2 - Impacts - construction23RR2 - Impacts - construction5RR2 - Impacts - construction105RR2 - Impacts - environment105RR2 - Impacts - environment105RR2 - Impacts - flooding6RR2 - Impacts - flooding6RR2 - Impacts - flooding5	RR2 - Design and Route - cost	81
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RR2 - Design and Route - local opposition2RR2 - Design and Route - previous proposal - prefer30RR2 - Design and Route - safety / security16RR2 - Design and Route - subsidence / mining - concerns178RR2 - Impacts - agriculture / greenbelt44RR2 - Impacts - air quality / pollution10RR2 - Impacts - air quality / pollution10RR2 - Impacts - amenities / recreation47RR2 - Impacts - community / disruption general2RR2 - Impacts - construction23RR2 - Impacts - construction5RR2 - Impacts - environment105RR2 - Impacts - flooding6RR2 - Impacts - flooding4	RR2 - Design and Route - groundwater / drainage - comments	43
RR2 - Design and Route - previous proposal - prefer30RR2 - Design and Route - safety / security16RR2 - Design and Route - subsidence / mining - concerns178RR2 - Impacts - agriculture / greenbelt44RR2 - Impacts - air quality / pollution10RR2 - Impacts - amenities / recreation47RR2 - Impacts - canals / waterways19RR2 - Impacts - community / disruption general2RR2 - Impacts - construction23RR2 - Impacts - construction5RR2 - Impacts - cumulative5RR2 - Impacts - environment105RR2 - Impacts - flooding6RR2 - Impacts - flooding4RR2 - Impacts - flooding5	RR2 - Design and Route - local impacts (general)	2
RR2 - Design and Route - safety / security16RR2 - Design and Route - subsidence / mining - concerns178RR2 - Impacts - agriculture / greenbelt44RR2 - Impacts - air quality / pollution10RR2 - Impacts - anenities / recreation47RR2 - Impacts - community / disruption general2RR2 - Impacts - construction23RR2 - Impacts - construction5RR2 - Impacts - construction105RR2 - Impacts - environment105RR2 - Impacts - flooding6RR2 - Impacts - flooding6RR2 - Impacts - flooding5	RR2 - Design and Route - local opposition	2
RR2 - Design and Route - subsidence / mining - concerns178RR2 - Impacts - agriculture / greenbelt44RR2 - Impacts - air quality / pollution10RR2 - Impacts - amenities / recreation47RR2 - Impacts - canals / waterways19RR2 - Impacts - community / disruption general2RR2 - Impacts - construction23RR2 - Impacts - construction5RR2 - Impacts - construction105RR2 - Impacts - environment105RR2 - Impacts - environment2RR2 - Impacts - flooding6RR2 - Impacts - flooding4RR2 - Impacts - flooding5	RR2 - Design and Route - previous proposal - prefer	30
RR2 - Impacts - agriculture / greenbelt44RR2 - Impacts - air quality / pollution10RR2 - Impacts - amenities / recreation47RR2 - Impacts - canals / waterways19RR2 - Impacts - community / disruption general2RR2 - Impacts - construction23RR2 - Impacts - construction5RR2 - Impacts - cumulative5RR2 - Impacts - environment105RR2 - Impacts - flooding6RR2 - Impacts - flooding4RR2 - Impacts - flooding5	RR2 - Design and Route - safety / security	16
RR2 - Impacts - air quality / pollution10RR2 - Impacts - amenities / recreation47RR2 - Impacts - canals / waterways19RR2 - Impacts - community / disruption general2RR2 - Impacts - construction23RR2 - Impacts - construction5RR2 - Impacts - cumulative5RR2 - Impacts - environment105RR2 - Impacts - existing rail services2RR2 - Impacts - flooding6RR2 - Impacts - flooding4RR2 - Impacts - health5	RR2 - Design and Route - subsidence / mining - concerns	178
RR2 - Impacts - amenities / recreation47RR2 - Impacts - canals / waterways19RR2 - Impacts - community / disruption general2RR2 - Impacts - construction23RR2 - Impacts - construction5RR2 - Impacts - cumulative5RR2 - Impacts - environment105RR2 - Impacts - existing rail services2RR2 - Impacts - flooding6RR2 - Impacts - flooding4RR2 - Impacts - flooding5	RR2 - Impacts - agriculture / greenbelt	44
RR2 - Impacts - canals / waterways19RR2 - Impacts - community / disruption general2RR2 - Impacts - construction23RR2 - Impacts - cumulative5RR2 - Impacts - environment105RR2 - Impacts - existing rail services2RR2 - Impacts - flooding6RR2 - Impacts - flooding4RR2 - Impacts - health5	RR2 - Impacts - air quality / pollution	10
RR2 - Impacts - community / disruption general2RR2 - Impacts - construction23RR2 - Impacts - cumulative5RR2 - Impacts - environment105RR2 - Impacts - existing rail services2RR2 - Impacts - flooding6RR2 - Impacts - future development4RR2 - Impacts - health5	RR2 - Impacts - amenities / recreation	47
RR2 - Impacts - construction23RR2 - Impacts - cumulative5RR2 - Impacts - environment105RR2 - Impacts - existing rail services2RR2 - Impacts - flooding6RR2 - Impacts - future development4RR2 - Impacts - health5	RR2 - Impacts - canals / waterways	19
RR2 - Impacts - cumulative5RR2 - Impacts - environment105RR2 - Impacts - existing rail services2RR2 - Impacts - flooding6RR2 - Impacts - fluore development4RR2 - Impacts - health5	RR2 - Impacts - community / disruption general	2
RR2 - Impacts - environment105RR2 - Impacts - existing rail services2RR2 - Impacts - flooding6RR2 - Impacts - flooding4RR2 - Impacts - health5	RR2 - Impacts - construction	23
RR2 - Impacts - existing rail services       2         RR2 - Impacts - flooding       6         RR2 - Impacts - future development       4         RR2 - Impacts - health       5	RR2 - Impacts - cumulative	5
RR2 - Impacts - flooding       6         RR2 - Impacts - future development       4         RR2 - Impacts - health       5	RR2 - Impacts - environment	105
RR2 - Impacts - future development       4         RR2 - Impacts - health       5	RR2 - Impacts - existing rail services	2
RR2 - Impacts - health 5	RR2 - Impacts - flooding	6
· · · · · · · · · · · · · · · · · · ·	RR2 - Impacts - future development	4
RR2 - Impacts - heritage 28	RR2 - Impacts - health	5
	RR2 - Impacts - heritage	28

RR2 - Impacts - landscape and visual	179
RR2 - Impacts - light pollution	25
RR2 - Impacts - local community / disruption	30
RR2 - Impacts - local community / disruption general	24
RR2 - Impacts - local economy / businesses	112
RR2 - Impacts - local infrastructure	6
RR2 - Impacts - local services	2
RR2 - Impacts - noise and vibration	167
RR2 - Impacts - property (blight / demolition)	70
RR2 - Impacts - property values	20
RR2 - Impacts - safety	47
RR2 - Impacts - specific business / activity / industry	7
RR2 - Impacts - traffic / roads	117
RR2 - Impacts - unfair / no benefits to local area	41
RR2 - Impacts - unfair / unequal treatment	2
RR2 - Impacts - wellbeing / living standards / quality of life	24
RR2 - Impacts - wildlife	34
RR2 - Mitigation - inadequate	6
RR2 - Mitigation - suggestion	4
RR2 - Mitigation - agriculture / greenbelt	6
RR2 - Mitigation - air quality / pollution	2
RR2 - Mitigation - amenities / recreation	4
RR2 - Mitigation - construction	6
RR2 - Mitigation - construction RR2 - Mitigation - environment	6 5

RR2 - Mitigation - flooding / subsidence / mining	6
RR2 - Mitigation - general	12
RR2 - Mitigation - heritage	2
RR2 - Mitigation - landscape and visual	24
RR2 - Mitigation - light pollution	5
RR2 - Mitigation - local community / disruption general	2
RR2 - Mitigation - local economy / businesses	3
RR2 - Mitigation - noise and vibration	48
RR2 - Mitigation - specific business / activity / industry	2
RR2 - Mitigation - traffic / roads	19
RR2 - Mitigation - wildlife	2
3. Manchester Piccadilly Approach (RR3)	
RR3 - No comment / opinion	288
RR3 - Opposition	179
RR3 - Support	51
πις σαμμοιτ	21
RR3 - Support with caveats	13
RR3 - Support with caveats	13
RR3 - Support with caveats RR3 - Alternative - design / route suggestion	13 32
RR3 - Support with caveats RR3 - Alternative - design / route suggestion RR3 - Alternative - improve existing rail services	13 32 7
RR3 - Support with caveats RR3 - Alternative - design / route suggestion RR3 - Alternative - improve existing rail services RR3 - Alternative - timeframe	13 32 7 2
RR3 - Support with caveats RR3 - Alternative - design / route suggestion RR3 - Alternative - improve existing rail services RR3 - Alternative - timeframe RR3 - Alternative - tunnel depth	13 32 7 2 1
RR3 - Support with caveats RR3 - Alternative - design / route suggestion RR3 - Alternative - improve existing rail services RR3 - Alternative - timeframe RR3 - Alternative - tunnel depth RR3 - Alternative - ventilation shaft - location	13         32         7         2         1         4

RR3 - Benefits - improved local economy/development	3
RR3 - Benefits - reduced community / disruption impacts	2
RR3 - Benefits - reduced environmental impacts	4
RR3 - Benefits - reduced flood risk	2
RR3 - Benefits - reduced heritage impacts	2
RR3 - Benefits - reduced land take	2
RR3 - Benefits - reduced noise impacts	2
RR3 - Benefits - reduced property/school impacts	3
RR3 - Benefits - reduced safety impact	1
RR3 - Benefits - reduced visual impact	2
RR3 - Design and Route - business case challenge	13
RR3 - Design and Route - cost	12
RR3 - Design and Route - further assessment needed	8
RR3 - Design and Route - future rail development	7
RR3 - Design and Route - link to city centre	2
RR3 - Design and Route - speed limitations	2
RR3 - Design and Route - ventilation shaft location - criticism	14
RR3 - Impacts - access	2
RR3 - Impacts - access (countryside/foot/cycle/bridleway)	1
RR3 - Impacts - amenities / recreation	6
RR3 - Impacts - construction	4
RR3 - Impacts - environment	17
RR3 - Impacts - existing rail services	7
RR3 - Impacts - flooding	12

RR3 - Impacts - health / safety	7
RR3 - Impacts - heritage	4
RR3 - Impacts - landscape and visual	10
RR3 - Impacts - local community / disruption general	15
RR3 - Impacts - local economy / businesses	15
RR3 - Impacts - local infrastructure	3
RR3 - Impacts - noise / vibrations	13
RR3 - Impacts - planned / future developments	1
RR3 - Impacts - pollution	5
RR3 - Impacts - property (blight / demolition)	18
RR3 - Impacts - property values	1
RR3 - Impacts - specific business	1
RR3 - Impacts - traffic / roads	14
RR3 - Impacts - wildlife	5
RR3 - Mitigation - amenities / recreation	2
RR3 - Mitigation - environment	1
RR3 - Mitigation - heritage	2
RR3 - Mitigation - local economy / businesses	1
RR3 - Mitigation - local infrastructure	5
RR3 - Mitigation - noise / vibrations	2
RR3 - Mitigation - property / schools	3
4. Measham (RR4)	
RR4 - No comment / no opinion	247
RR4 - Opposition	588

RR4 - Support	50
RR4 - Support with caveats	13
RR4 - Alternative - design / route suggestion	39
RR4 - Alternative - further east	58
RR4 - Alternative - improve existing lines	4
RR4 - Alternative - lowering the line	11
RR4 - Alternative - suggestion (other)	41
RR4 - Alternative - tunnel suggestions	25
RR4 - Benefits - connectivity	1
RR4 - Benefits - increased speed	1
RR4 - Benefits - local economy	2
RR4 - Benefits - reduced community impacts	8
RR4 - Benefits - reduced economic impacts	9
RR4 - Benefits - reduced environmental impacts	5
RR4 - Benefits - reduced heritage impacts	4
RR4 - Benefits - reduced noise impacts	6
RR4 - Benefits - reduced residential impacts	5
RR4 - Benefits - reduced transport impacts	3
RR4 - Benefits - reduced visual impacts	2
RR4 - Design and Route - business case challenge	57
RR4 - Design and Route - challenge / criticism	1
RR4 - Design and Route - cost	39
RR4 - Design and Route - local impacts (general)	17
RR4 - Design and Route - local opposition incl MP comments	45

RR4 - Design and Route - previous route - prefer	133
RR4 - Design and Route - safety / security	4
RR4 - Design and Route - subsidence / mining - concerns	39
RR4 - Impacts - access to countryside (PRoW)	12
RR4 - Impacts - agriculture / greenbelt	47
RR4 - Impacts - air quality / pollution	68
RR4 - Impacts - amenities / recreation	113
RR4 - Impacts - Ashby Canal development	57
RR4 - Impacts - cemetery	101
RR4 - Impacts - community / disruption general	2
RR4 - Impacts - construction	67
RR4 - Impacts - cumulative	194
RR4 - Impacts - environment	216
RR4 - Impacts - existing infrastructure (other)	1
RR4 - Impacts - existing rail services	2
RR4 - Impacts - flooding	37
RR4 - Impacts - future / planned developments	68
RR4 - Impacts - health	64
RR4 - Impacts - heritage	134
RR4 - Impacts - journey time	4
RR4 - Impacts - landscape / visual / countryside	196
RR4 - Impacts - landscape and visual	54
RR4 - Impacts - light pollution	6
RR4 - Impacts - local community / disruption general	182

RR4 - Impacts - local economy / businesses211RR4 - Impacts - local services7RR4 - Impacts - noise and vibration374RR4 - Impacts - property (blight / values / demolition)240RR4 - Impacts - property (blight / values / demolition)240RR4 - Impacts - property REVIEW1RR4 - Impacts - safety5RR4 - Impacts - schools159RR4 - Impacts - schools and development39RR4 - Impacts - specific business8RR4 - Impacts - specific industry / business9RR4 - Impacts - unfair / no benefits to local area121RR4 - Impacts - water supply and sewage works17RR4 - Impacts - wildlife68RR4 - Impacts - wildlife68RR4 - Impacts - wildlife20RR4 - Impacts - wildlife20		
RR4 - Impacts - noise and vibration374RR4 - Impacts - planned / future developments15RR4 - Impacts - property (blight / values / demolition)240RR4 - Impacts - property REVIEW1RR4 - Impacts - safety5RR4 - Impacts - safety159RR4 - Impacts - schools and development39RR4 - Impacts - specific business8RR4 - Impacts - specific industry / business9RR4 - Impacts - unfair / no benefits to local area121RR4 - Impacts - unfair / no benefits to local area17RR4 - Impacts - water supply and sewage works57RR4 - Impacts - wellbeing / living standards57RR4 - Impacts - wildlife68RR4 - Mitigation - access to countryside (PRoW)5RR4 - Mitigation - amenities / recreation20	RR4 - Impacts - local economy / businesses	211
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RR4 - Impacts - property (blight / values / demolition)240RR4 - Impacts - property REVIEW1RR4 - Impacts - safety5RR4 - Impacts - schools159RR4 - Impacts - schools and development39RR4 - Impacts - specific business8RR4 - Impacts - specific industry / business9RR4 - Impacts - specific industry / business143RR4 - Impacts - unfair / no benefits to local area121RR4 - Impacts - unfair / unequal treatment8RR4 - Impacts - water supply and sewage works17RR4 - Impacts - wildlife68RR4 - Impacts - wildlife68RR4 - Impacts - wildlife5RR4 - Impacts - wildlife20	RR4 - Impacts - noise and vibration	374
RR4 - Impacts - property REVIEW1RR4 - Impacts - safety5RR4 - Impacts - schools159RR4 - Impacts - schools and development39RR4 - Impacts - specific business8RR4 - Impacts - specific industry / business9RR4 - Impacts - specific industry / business143RR4 - Impacts - unfair / no benefits to local area121RR4 - Impacts - unfair / unequal treatment8RR4 - Impacts - wellbeing / living standards57RR4 - Impacts - wildlife68RR4 - Impacts - wildlife5RR4 - Impacts - wildlife20	RR4 - Impacts - planned / future developments	15
RR4 - Impacts - safety5RR4 - Impacts - schools159RR4 - Impacts - schools and development39RR4 - Impacts - specific business8RR4 - Impacts - specific industry / business9RR4 - Impacts - specific industry / business143RR4 - Impacts - traffic / roads143RR4 - Impacts - unfair / no benefits to local area121RR4 - Impacts - unfair / unequal treatment8RR4 - Impacts - water supply and sewage works17RR4 - Impacts - wildlife68RR4 - Impacts - wildlife68RR4 - Mitigation - access to countryside (PRoW)5RR4 - Mitigation - amenities / recreation20	RR4 - Impacts - property (blight / values / demolition)	240
RR4 - Impacts - schools159RR4 - Impacts - schools and development39RR4 - Impacts - specific business8RR4 - Impacts - specific industry / business9RR4 - Impacts - specific industry / business143RR4 - Impacts - traffic / roads121RR4 - Impacts - unfair / no benefits to local area8RR4 - Impacts - unfair / unequal treatment8RR4 - Impacts - water supply and sewage works17RR4 - Impacts - wellbeing / living standards57RR4 - Impacts - wildlife68RR4 - Mitigation - access to countryside (PRoW)5RR4 - Mitigation - amenities / recreation20	RR4 - Impacts - property REVIEW	1
RR4 - Impacts - schools and development39RR4 - Impacts - specific business8RR4 - Impacts - specific industry / business9RR4 - Impacts - specific industry / business143RR4 - Impacts - traffic / roads143RR4 - Impacts - unfair / no benefits to local area121RR4 - Impacts - unfair / unequal treatment8RR4 - Impacts - water supply and sewage works17RR4 - Impacts - wellbeing / living standards57RR4 - Impacts - wildlife68RR4 - Mitigation - access to countryside (PRoW)5RR4 - Mitigation - amenities / recreation20	RR4 - Impacts - safety	5
RR4 - Impacts - specific business8RR4 - Impacts - specific industry / business9RR4 - Impacts - specific industry / business143RR4 - Impacts - traffic / roads121RR4 - Impacts - unfair / no benefits to local area121RR4 - Impacts - unfair / unequal treatment8RR4 - Impacts - water supply and sewage works17RR4 - Impacts - wellbeing / living standards57RR4 - Impacts - wildlife68RR4 - Mitigation - access to countryside (PRoW)5RR4 - Mitigation - amenities / recreation20	RR4 - Impacts - schools	159
RR4 - Impacts - specific industry / business9RR4 - Impacts - traffic / roads143RR4 - Impacts - unfair / no benefits to local area121RR4 - Impacts - unfair / unequal treatment8RR4 - Impacts - water supply and sewage works17RR4 - Impacts - wellbeing / living standards57RR4 - Impacts - wildlife68RR4 - Mitigation - access to countryside (PRoW)5RR4 - Mitigation - amenities / recreation20	RR4 - Impacts - schools and development	39
RR4 - Impacts - traffic / roads143RR4 - Impacts - unfair / no benefits to local area121RR4 - Impacts - unfair / unequal treatment8RR4 - Impacts - water supply and sewage works17RR4 - Impacts - wellbeing / living standards57RR4 - Impacts - wildlife68RR4 - Mitigation - access to countryside (PRoW)5RR4 - Mitigation - amenities / recreation20	RR4 - Impacts - specific business	8
RR4 - Impacts - unfair / no benefits to local area121RR4 - Impacts - unfair / unequal treatment8RR4 - Impacts - water supply and sewage works17RR4 - Impacts - wellbeing / living standards57RR4 - Impacts - wildlife68RR4 - Mitigation - access to countryside (PRoW)5RR4 - Mitigation - amenities / recreation20	RR4 - Impacts - specific industry / business	9
RR4 - Impacts - unfair / unequal treatment8RR4 - Impacts - water supply and sewage works17RR4 - Impacts - wellbeing / living standards57RR4 - Impacts - wildlife68RR4 - Mitigation - access to countryside (PRoW)5RR4 - Mitigation - amenities / recreation20	RR4 - Impacts - traffic / roads	143
RR4 - Impacts - water supply and sewage works17RR4 - Impacts - wellbeing / living standards57RR4 - Impacts - wildlife68RR4 - Mitigation - access to countryside (PRoW)5RR4 - Mitigation - amenities / recreation20	RR4 - Impacts - unfair / no benefits to local area	121
RR4 - Impacts - wellbeing / living standards       57         RR4 - Impacts - wildlife       68         RR4 - Mitigation - access to countryside (PRoW)       5         RR4 - Mitigation - amenities / recreation       20	RR4 - Impacts - unfair / unequal treatment	8
RR4 - Impacts - wildlife       68         RR4 - Mitigation - access to countryside (PRoW)       5         RR4 - Mitigation - amenities / recreation       20	RR4 - Impacts - water supply and sewage works	17
RR4 - Mitigation - access to countryside (PRoW)       5         RR4 - Mitigation - amenities / recreation       20	RR4 - Impacts - wellbeing / living standards	57
RR4 - Mitigation - amenities / recreation   20	RR4 - Impacts - wildlife	68
	RR4 - Mitigation - access to countryside (PRoW)	5
RR4 - Mitigation - construction 4	RR4 - Mitigation - amenities / recreation	20
	RR4 - Mitigation - construction	4
RR4 - Mitigation - environment 19	RR4 - Mitigation - environment	19
RR4 - Mitigation - flooding 3	RR4 - Mitigation - flooding	3
RR4 - Mitigation - general 7	RR4 - Mitigation - general	7
RR4 - Mitigation - heritage 5	RR4 - Mitigation - heritage	5

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7
251
236
99
11
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51
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41
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12

RR5 - Benefits - reduced heritage impacts	8
RR5 - Benefits - reduced impact on airport	1
RR5 - Benefits - reduced impact on other infrastructure	6
RR5 - Benefits - reduced impact on roads / traffic	2
RR5 - Benefits - reduced noise impacts	16
RR5 - Benefits - reduced visual impact	12
RR5 - Design and Route - business case challenge	32
RR5 - Design and Route - Midland Mainline connection	4
RR5 - Design and Route - previous proposal - prefer	24
RR5 - Design and Route - subsidence / mining - concerns	4
RR5 - Impacts - access to countryside (PRoW)	1
RR5 - Impacts - agriculture / greenbelt	5
RR5 - Impacts - air quality	15
RR5 - Impacts - amenities / recreation	5
RR5 - Impacts - calamity risk	13
RR5 - Impacts - construction	6
RR5 - Impacts - cumulative	35
RR5 - Impacts - environment	24
RR5 - Impacts - existing transport services	1
RR5 - Impacts - future development	1
RR5 - Impacts - health	1
RR5 - Impacts - heritage	6
RR5 - Impacts - landscape / visual	3
RR5 - Impacts - landscape and visual	39

RR5 - Impacts - local community / disruption general	48
RR5 - Impacts - local economy / businesses	7
RR5 - Impacts - local services	4
RR5 - Impacts - noise and vibration	47
RR5 - Impacts - planned developments	12
RR5 - Impacts - property (blight / demolition)	25
RR5 - Impacts - property values	13
RR5 - Impacts - schools and development	1
RR5 - Impacts - traffic / roads	33
RR5 - Impacts - unfair / no benefits to local area	35
RR5 - Impacts - wellbeing / living standards / quality of life	12
RR5 - Impacts - wildlife	10
RR5 - Mitigation - access	1
RR5 - Mitigation - connectivity	4
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RR7-NJU - Mitigation - local rail services	1
RR7-NJU - Mitigation - noise	6
RR7-NJU - Mitigation - property	3
RR7-NJU - Mitigation - public footpath	1
RR7-NJU - Mitigation - suggestion	2
RR7-NJU - Mitigation - traffic / roads	14
RR7-NJU - Mitigation - tunnels	4
RR7-NJU - Mitigation - wind	1
7c. Derbyshire to WY Crofton RSD (RR7-CRO)	
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RR7-CRO - Alternative - improve existing local infrastructure	5
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RR7-CRO - Design and Route - engineering / topography	28
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RR7-CRO - Impacts - noise and vibration	182
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RR7-STA - Impacts - access   4     RR7-STA - Impacts - Chesterfield Canal   1	RR7-STA - Design and Route - oppose (general)	2
RR7-STA - Impacts - Chesterfield Canal 1	RR7-STA - Design and Route - support (general)	8
	RR7-STA - Impacts - access	4
RR7-STA - Impacts - construction 1	RR7-STA - Impacts - Chesterfield Canal	1
	RR7-STA - Impacts - construction	1

RR7-STA - Impacts - environment / pollution	4
RR7-STA - Impacts - existing rail services	1
RR7-STA - Impacts - general	2
RR7-STA - Impacts - health	1
RR7-STA - Impacts - landscape / visual	4
RR7-STA - Impacts - local community / economy	3
RR7-STA - Impacts - noise	1
RR7-STA - Impacts - property	1
RR7-STA - Impacts - traffic / roads	1
RR7-STA - Impacts - wildlife	1
RR7-STA - Mitigation - access	3
RR7-STA - Mitigation - Chesterfield Canal	1
RR7-STA - Mitigation - environment	6
RR7-STA - Mitigation - general	1
RR7-STA - Mitigation - landscape / visual	2
RR7-STA - Mitigation - property	1
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7e. Derbyshire to WY stations (RR7-STN)	
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GE - Concern - subsoil / subsidence32GE - Concern - timeframe23GE - Concern - traffic / roads86GE - Concern - travel cost21GE - Concern - travel time24GE - Concern - unfair / no local benefit220GE - Concern - unfair / no local benefits3	GE - Concern - safety	39
GE - Concern - timeframe23GE - Concern - traffic / roads86GE - Concern - travel cost21GE - Concern - travel time24GE - Concern - unfair / no local benefit220GE - Concern - unfair / no local benefits3	GE - Concern - safety / security	2
GE - Concern - traffic / roads86GE - Concern - travel cost21GE - Concern - travel time24GE - Concern - unfair / no local benefit220GE - Concern - unfair / no local benefits3	GE - Concern - subsoil / subsidence	32
GE - Concern - travel cost       21         GE - Concern - travel time       24         GE - Concern - unfair / no local benefit       220         GE - Concern - unfair / no local benefits       3	GE - Concern - timeframe	23
GE - Concern - travel time       24         GE - Concern - unfair / no local benefit       220         GE - Concern - unfair / no local benefits       3	GE - Concern - traffic / roads	86
GE - Concern - unfair / no local benefit       220         GE - Concern - unfair / no local benefits       3	GE - Concern - travel cost	21
GE - Concern - unfair / no local benefits 3	GE - Concern - travel time	24
	GE - Concern - unfair / no local benefit	220
GE - Concern - unpopular 42	GE - Concern - unfair / no local benefits	3
	GE - Concern - unpopular	42

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GE - Concern - wellbeing / quality of life64GE - Concern - wildlife130GE - Mitigation - access10GE - Mitigation - air quality8GE - Mitigation - construction/disruption8GE - Mitigation - construction/disruption25GE - Mitigation - environment / pollution16GE - Mitigation - general16GE - Mitigation - heritage4GE - Mitigation - landscape / visual32GE - Mitigation - landscape / visual32GE - Mitigation - local economy / employment1GE - Mitigation - noise25GE - Mitigation - noise25GE - No comment / opinion14GE - Opposition (general)1566GE - Opposition to H52 line (Phase 2b)30GE - Opposition to specific phase/branch of H5210GE - Policy - avoid residences692GE - Policy - challenge need / business case692GE - Policy - challenge need for specific H52 feature / link5	GE - Concern - used for freight trains	5
GE - Concern - wildlife130GE - Mitigation - access10GE - Mitigation - air quality8GE - Mitigation - construction/disruption8GE - Mitigation - environment / pollution25GE - Mitigation - general16GE - Mitigation - heritage4GE - Mitigation - heritage4GE - Mitigation - landscape / visual32GE - Mitigation - landscape and visual32GE - Mitigation - local economy / employment11GE - Mitigation - noise25GE - Mitigation - traffic / roads12GE - No comment / polinon14GE - Opposition (general)30GE - Opposition to H52 line (Phase 2b)30GE - Policy - avoid residences1GE - Policy - challenge need / business case692GE - Policy - challenge need for specific H52 feature / link5	GE - Concern - waterways	1
GE - Mitigation - access10GE - Mitigation - air quality8GE - Mitigation - construction/disruption8GE - Mitigation - construction/disruption25GE - Mitigation - environment / pollution16GE - Mitigation - general16GE - Mitigation - heritage4GE - Mitigation - landscape / visual32GE - Mitigation - landscape / visual32GE - Mitigation - landscape / visual10GE - Mitigation - landscape / visual12GE - Mitigation - landscape / visual13GE - Mitigation - noise12GE - Mitigation - noise13GE - Opposition (general)14GE - Opposition (general)10GE - Opposition to HS2 line (Phase 2b)30GE - Policy - avoid residences62GE - Policy - challenge need / business case62GE - Policy - challenge need for specific HS2 feature / link15GE - Policy - environment5	GE - Concern - wellbeing / quality of life	64
GE - Mitigation - air quality8GE - Mitigation - construction/disruption8GE - Mitigation - environment / pollution25GE - Mitigation - general16GE - Mitigation - heritage4GE - Mitigation - heritage32GE - Mitigation - landscape / visual32GE - Mitigation - landscape and visual32GE - Mitigation - local economy / employment1GE - Mitigation - noise25GE - Mitigation - noise12GE - No comment / opinion14GE - Opposition (general)30GE - Opposition to HS2 line (Phase 2b)30GE - Policy - avoid residences692GE - Policy - challenge need / business case692GE - Policy - challenge need for specific HS2 feature / link5	GE - Concern - wildlife	130
GE - Mitigation - construction/disruption8GE - Mitigation - environment / pollution25GE - Mitigation - general16GE - Mitigation - heritage4GE - Mitigation - landscape / visual32GE - Mitigation - landscape and visual32GE - Mitigation - local economy / employment1GE - Mitigation - noise25GE - Mitigation - noise12GE - No comment / opinion14GE - Opposition (general)30GE - Opposition to HS2 line (Phase 2b)30GE - Policy - avoid residences11GE - Policy - challenge need / business case692GE - Policy - challenge need for specific HS2 feature / link5	GE - Mitigation - access	10
GE - Mitigation - environment / pollution25GE - Mitigation - general16GE - Mitigation - heritage4GE - Mitigation - landscape / visual32GE - Mitigation - landscape and visual32GE - Mitigation - local economy / employment1GE - Mitigation - noise25GE - Mitigation - noise12GE - No comment / opinion14GE - Opposition (general)1566GE - Opposition to HS2 line (Phase 2b)30GE - Policy - avoid residences1GE - Policy - challenge need / business case692GE - Policy - environment15GE - Policy - environment5	GE - Mitigation - air quality	8
GE - Mitigation - general16GE - Mitigation - heritage4GE - Mitigation - landscape / visual4GE - Mitigation - landscape and visual32GE - Mitigation - local economy / employment1GE - Mitigation - noise25GE - Mitigation - noise12GE - Mitigation - traffic / roads12GE - No comment / opinion14GE - Opposition (general)1566GE - Opposition to HS2 line (Phase 2b)30GE - Policy - avoid residences1GE - Policy - challenge need / business case692GE - Policy - challenge need for specific HS2 feature / link15GE - Policy - environment5	GE - Mitigation - construction/disruption	8
GE - Mitigation - heritage4GE - Mitigation - landscape / visual4GE - Mitigation - landscape and visual32GE - Mitigation - local economy / employment1GE - Mitigation - noise25GE - Mitigation - noise12GE - No comment / opinion14GE - Opposition (general)30GE - Opposition to HS2 line (Phase 2b)30GE - Policy - avoid residences1GE - Policy - challenge need / business case692GE - Policy - environment5	GE - Mitigation - environment / pollution	25
GE - Mitigation - landscape / visual4GE - Mitigation - landscape and visual32GE - Mitigation - local economy / employment1GE - Mitigation - noise25GE - Mitigation - traffic / roads12GE - No comment / opinion14GE - Opposition (general)1566GE - Opposition to HS2 line (Phase 2b)30GE - Policy - avoid residences11GE - Policy - challenge need / business case692GE - Policy - environment15GE - Policy - environment5	GE - Mitigation - general	16
GE - Mitigation - landscape and visual32GE - Mitigation - local economy / employment1GE - Mitigation - noise25GE - Mitigation - traffic / roads12GE - No comment / opinion14GE - Opposition (general)1566GE - Opposition to HS2 line (Phase 2b)30GE - Opposition to specific phase/branch of HS210GE - Policy - avoid residences692GE - Policy - challenge need / business case5	GE - Mitigation - heritage	4
GE - Mitigation - local economy / employment1GE - Mitigation - noise25GE - Mitigation - traffic / roads12GE - No comment / opinion14GE - Opposition (general)1566GE - Opposition to HS2 line (Phase 2b)30GE - Opposition to specific phase/branch of HS210GE - Policy - avoid residences1GE - Policy - challenge need / business case692GE - Policy - environment5	GE - Mitigation - landscape / visual	4
GE - Mitigation - noise25GE - Mitigation - traffic / roads12GE - No comment / opinion14GE - Opposition (general)1566GE - Opposition to HS2 line (Phase 2b)30GE - Opposition to specific phase/branch of HS210GE - Policy - avoid residences1GE - Policy - challenge need / business case692GE - Policy - environment5	GE - Mitigation - landscape and visual	32
GE - Mitigation - traffic / roads12GE - No comment / opinion14GE - Opposition (general)1566GE - Opposition to HS2 line (Phase 2b)30GE - Opposition to specific phase/branch of HS210GE - Policy - avoid residences1GE - Policy - challenge need / business case692GE - Policy - challenge need for specific HS2 feature / link15GE - Policy - environment5	GE - Mitigation - local economy / employment	1
GE - No comment / opinion14GE - Opposition (general)1566GE - Opposition to HS2 line (Phase 2b)30GE - Opposition to specific phase/branch of HS210GE - Policy - avoid residences1GE - Policy - challenge need / business case692GE - Policy - challenge need for specific HS2 feature / link15GE - Policy - environment5	GE - Mitigation - noise	25
GE - Opposition (general)1566GE - Opposition to HS2 line (Phase 2b)30GE - Opposition to specific phase/branch of HS210GE - Policy - avoid residences1GE - Policy - challenge need / business case692GE - Policy - challenge need for specific HS2 feature / link15GE - Policy - environment5	GE - Mitigation - traffic / roads	12
GE - Opposition to HS2 line (Phase 2b)30GE - Opposition to specific phase/branch of HS210GE - Policy - avoid residences1GE - Policy - challenge need / business case692GE - Policy - challenge need for specific HS2 feature / link15GE - Policy - environment5	GE - No comment / opinion	14
GE - Opposition to specific phase/branch of HS2       10         GE - Policy - avoid residences       1         GE - Policy - challenge need / business case       692         GE - Policy - challenge need for specific HS2 feature / link       15         GE - Policy - environment       5	GE - Opposition (general)	1566
GE - Policy - avoid residences       1         GE - Policy - challenge need / business case       692         GE - Policy - challenge need for specific HS2 feature / link       15         GE - Policy - environment       5	GE - Opposition to HS2 line (Phase 2b)	30
GE - Policy - challenge need / business case       692         GE - Policy - challenge need for specific HS2 feature / link       15         GE - Policy - environment       5	GE - Opposition to specific phase/branch of HS2	10
GE - Policy - challenge need for specific HS2 feature / link       15         GE - Policy - environment       5	GE - Policy - avoid residences	1
GE - Policy - environment 5	GE - Policy - challenge need / business case	692
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GE - Policy - local employment	4
GE - Policy - Northern powerhouse (rail) comments	126
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GE - Support - specific HS2 feature / link	9
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GE - Support with caveats	27
Locations (LO)	
LO - Shimmer Estate	37
LO - A1	30
LO - A1(M)	1
LO - A162	1
LO - A34	2
LO - A360	1
LO - A38	13
LO - A4097	1
LO - A42	233
LO - A44	1
LO - A444	18
LO - A446	1

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IO - A453         14           IO - A47         1           IO - A5         15           IO - A50         8           IO - A500         1           IO - A500         1           IO - A510         1           IO - A511         5           IO - A512         3           IO - A512         1           IO - A52         7           IO - A530         1           IO - A530         1           IO - A532         1           IO - A533         1           IO - A534         1           IO - A538         1           IO - A556         1           IO - A556         1           IO - A560         1	LO - A447	1
L0 - A471L0 - A515L0 - A508L0 - A5001L0 - A5001L0 - A5115L0 - A5123L0 - A5121L0 - A51227L0 - A51250L0 - A53050L0 - A5331L0 - A5341L0 - A5341L0 - A5361L0 - A551L0 - A556103L0 - A5591L0 - A5591L0 - A5591L0 - A5591L0 - A5601L0 - A5601	LO - A452	1
L0 - A5       15         L0 - A50       8         L0 - A500       1         L0 - A510       1         L0 - A511       5         L0 - A512       3         L0 - A5120       1         L0 - A520       27         L0 - A520       27         L0 - A520       50         L0 - A530       1         L0 - A533       1         L0 - A534       1         L0 - A554       1         L0 - A556       1         L0 - A559       8         L0 - A560       1	LO - A453	14
IO - A50       8         IO - A500       1         IO - A510       1         IO - A511       5         IO - A512       3         IO - A5120       1         IO - A520       27         IO - A520       50         IO - A520       50         IO - A530       1         IO - A530       1         IO - A532       1         IO - A533       1         IO - A534       1         IO - A534       1         IO - A55       1         IO - A55       1         IO - A54       22         IO - A556       103         IO - A559       8         IO - A566       2	LO - A47	1
IO - A500         1           IO - A51         1           IO - A511         5           IO - A512         3           IO - A512         1           IO - A512         27           IO - A52         27           IO - A530         50           IO - A530         1           IO - A532         1           IO - A533         13           IO - A534         1           IO - A538         1           IO - A536         1           IO - A538         1           IO - A556         103           IO - A559         8           IO - A550         1	LO - A5	15
IO - A51         1           IO - A511         5           IO - A512         3           IO - A5129         1           IO - A52         27           IO - A530         50           IO - A532         1           IO - A532         1           IO - A533         1           IO - A534         1           IO - A534         1           IO - A554         1           IO - A554         1           IO - A554         1           IO - A554         1           IO - A556         1           IO - A556         1           IO - A559         1	LO - A50	8
LO - A511       5         LO - A512       3         LO - A5129       1         LO - A52       27         LO - A530       50         LO - A530       1         LO - A532       1         LO - A533       13         LO - A534       1         LO - A538       1         LO - A554       22         LO - A554       13         LO - A554       13         LO - A556       13         LO - A559       13         LO - A566       2	LO - A500	1
LO - A512       3         LO - A5129       1         LO - A52       27         LO - A530       50         LO - A530       1         LO - A532       13         LO - A533       13         LO - A534       1         LO - A538       1         LO - A54       22         LO - A556       103         LO - A556       103         LO - A566       2	LO - A51	1
LO - A5129       1         LO - A52       27         LO - A530       50         LO - A532       1         LO - A533       13         LO - A534       1         LO - A538       1         LO - A554       22         LO - A556       103         LO - A556       103         LO - A556       2	LO - A511	5
L0 - A52       27         L0 - A530       50         L0 - A532       1         L0 - A533       13         L0 - A534       1         L0 - A538       1         L0 - A554       22         L0 - A555       103         L0 - A556       103         L0 - A559       2         L0 - A560       2	LO - A512	3
ICI         ICI           ICI         A530         50           ICI         A532         1           ICI         A533         13           ICI         A534         1           ICI         A538         1           ICI         A54         22           ICI         A556         103           ICI         A559         1           ICI         A560         1	LO - A5129	1
LO - A532       1         LO - A533       13         LO - A534       1         LO - A538       1         LO - A54       22         LO - A55       1         LO - A556       103         LO - A559       8         LO - A560       1	LO - A52	27
L0 - A533       13         L0 - A534       1         L0 - A538       1         L0 - A54       22         L0 - A55       1         L0 - A556       103         L0 - A560       1	LO - A530	50
LO - A534       1         LO - A538       1         LO - A54       22         LO - A55       1         LO - A556       103         LO - A560       1	LO - A532	1
LO - A538       1         LO - A54       22         LO - A55       1         LO - A556       103         LO - A559       8         LO - A560       1	LO - A533	13
IO - A54       22         IO - A55       1         IO - A556       103         IO - A559       8         IO - A560       1	LO - A534	1
LO - A55       1         LO - A556       103         LO - A559       8         LO - A560       1         LO - A566       2	LO - A538	1
LO - A556 103 LO - A559 8 LO - A560 11 LO - A566 2	LO - A54	22
LO - A559 8 LO - A560 1 LO - A566 2	LO - A55	1
LO - A560 1 LO - A566 2	LO - A556	103
LO - A566 2	LO - A559	8
	LO - A560	1
LO - A57 38	LO - A566	2
	LO - A57	38

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LO - A572	1
LO - A580	2
LO - A590	1
LO - A6	11
LO - A6005	11
LO - A6007	4
LO - A6023	2
LO - A607	1
LO - A609	8
LO - A61	2
LO - A610	2
LO - A6135	4
LO - A616	1
LO - A617	5
LO - A6175	1
LO - A618	3
LO - A619	3
LO - A623	1
LO - A630	9
LO - A631	69
LO - A631.	1
LO - A632	3
LO - A635	10
LO - A637	1

LO - A639 5 LO - A642 2	
LO - A642 2 LO - A645 1	
LO - A645 1	)
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LO - Abram Flashes SSSI 8	11
	3
LO - Abu Dhabi 1	L
LO - Adwick-upon-Dearne 3	3
LO - Agbrigg 2	2
LO - Agden 5	5
LO - Agden Brow 3	3
LO - Aire and Calder Navigation 3	35
LO - Aire Gap 1	L
LO - Aire Valley 1	17
LO - Alder Valley 1	L
LO - Alderley Edge 2	2
LO - Aldwarke 2	2
LO - Alfreton 1	19
LO - Alfreton Parkway Station 1	L
LO - Alsager 1	L
LO - Altoft 1	L
LO - Altofts 34	39
LO - Altrincham 5	5
LO - Alvecote 2	2
LO - Anglers Country Park 5.	55

LO - Anker Valley	5
LO - Annesley Woodhouse Quarries SSSI	1
LO - Anston	1
LO - Appleby	2
LO - Appleby Hill	30
LO - Appleby Magna	107
LO - Appleby Magna / Appleby	41
LO - Appleby Parva	29
LO - Ardsley	1
LO - Ardwick	10
LO - Ardwick Station	1
LO - Arley Brook	1
LO - Ashburys	2
LO - Ashby	4
LO - Ashby Canal	31
LO - Ashby Road	6
LO - Ashby-de-la-Zouch	24
LO - Ashby-de-la-Zouch / Ashby	30
LO - Ashfield	1
LO - Ashfield Lodge	1
LO - Ashley	12
LO - Ashton Canal	1
LO - Asplin Woods	1
LO - Aston	101

LO - Aston on Trent	1
LO - Astwith	1
LO - Atherstone	2
LO - Atherstone Road	34
LO - Attenborough	1
LO - Attenborough Gravel Pits	1
LO - Attenborough Nature Reserve SSSI	5
LO - Attercliffe	3
LO - Aughton	5
LO - Ault Hucknall	2
LO - Austrey	94
LO - Austrey C of E Primary School	2
LO - Austrey Meadows	2
LO - Aylesbury	1
LO - Aysgarth Avenue	2
LO - B4116	4
LO - B500	1
LO - B5000	12
LO - B5010	1
LO - B5026	1
LO - B587	1
LO - B6002	2
LO - B6003	2
LO - B6009	1

LO - B6053	1
LO - B6059	1
LO - B6067	10
LO - B6104	1
LO - B6372	1
LO - B6378	3
LO - B6419	2
LO - B6428	1
LO - B6540	1
LO - Baddesley Colliery	1
LO - Bamfurlong	5
LO - Bank Farm	3
LO - Banks Road Estate	1
LO - Banner Cross (Sheffield)	1
LO - Bardon	1
LO - Barkston Ash	2
LO - Barlborough	13
LO - Barnburgh	172
LO - Barnburgh Cliff	1
LO - Barnburgh Crags	11
LO - Barns Heath Farm	2
LO - Barnsley	431
LO - Barons Quay Retail	1
LO - Barrow Hill	5

LO - Barrow Hill HS2 Infrastructure Maintenance Facility	1
LO - Basford	3
LO - Basford Hall	1
LO - Bassetlaw	7
LO - Bawtry	1
LO - Bedford	1
LO - Beeching	1
LO - Beeston	1
LO - Beighton	8
LO - Bellway	2
LO - Belton	4
LO - Bennett Street	4
LO - Bessacarr	3
LO - Bessell Lane	1
LO - Bilham	2
LO - Billinge	9
LO - Billinge Flash Viaduct	1
LO - Billinge Green	5
LO - Bingley	1
LO - Birch Lane	1
LO - Birchmoor	16
LO - Birchwood	1
LO - Birmingham	268
LO - Birmingham International	1

LO - Black Horse Hill	1
LO - Blackburn	3
LO - Blackpool	1
LO - Blackwell	141
LO - Blackwood	1
LO - Bluebell wood	1
LO - Bodymoor Heath	1
LO - Boggs Farm	1
LO - Bollin Valley	5
LO - Bolsover	40
LO - Bolsover Woodhouse	1
LO - Bolton-upon-Dearne	3
LO - Bonsall Street	6
LO - Bostock	3
LO - Bostock Conservation Area	2
LO - Bostock Estate	1
LO - Bostock Green	6
LO - Bostock Hall	19
LO - Bostock Marina	18
LO - Bostock Road	1
LO - Bosworth Road	36
LO - Bottom Boat	1
LO - Bowden	1
LO - Bradfield Road	1

L0 - Braidford11L0 - Brainthwell1L0 - Bramble Cutting268L0 - Bramley268L0 - Brampton4L0 - Branburgh1L0 - Braunston Lock1L0 - Braunston Napton Area1L0 - Breedon2L0 - Breedon Cloud Wood1L0 - Breedon Oudarry34L0 - Bridge Street1L0 - Bridge Street1L0 - Bridge Street1L0 - Bridge Street3L0 - Bridge Street1L0 - Briently Gap1L0 - Brinington1L0 - Bristol1L0 - Bristol<		
LO - Bramble Cutting1LO - Bramley268LO - Brampton4LO - Branburgh1LO - Braunston Lock1LO - Braunston Napton Area1LO - Breadon2LO - Breedon1LO - Breedon Cloud Wood1LO - Breedon Ouarry1LO - Bridge Street1LO - Bridge Street1LO - Brierly Gap2LO - Brightside (Sheffield)1LO - Brinsworth1LO - Bristol4LO - Bristol4	LO - Bradford	11
LO - Bramley268LO - Brampton4LO - Branburgh1LO - Braunston Lock1LO - Braunston Napton Area1LO - Breaston8LO - Breedon2LO - Breedon Cloud Wood1LO - Breedon Ouarry1LO - Bridge Street1LO - Bridge Street1LO - Bridge Street1LO - Brierly3LO - Brierly Gap2LO - Bringhtside (Sheffield)1LO - Brinsworth1LO - Bristol4LO - Bristol4	LO - Braithwell	1
LO - Brampton4LO - Branburgh1LO - Braunston Lock1LO - Braunston Napton Area1LO - Breaston8LO - Breedon2LO - Breedon Cloud Wood1LO - Breedon on the Hill34LO - Breedon Quarry1LO - Bridge Farm1LO - Bridge Street1LO - Bridge Street1LO - Bridge Street1LO - Bridge Street1LO - Brightside (Sheffield)1LO - Brightside (Sheffield)1LO - Brinsworth1LO - Bristol4LO - Bristol4	LO - Bramble Cutting	1
LO - Branburgh1LO - Braunston Lock1LO - Braunston Napton Area1LO - Breaston8LO - Breedon2LO - Breedon Cloud Wood1LO - Breedon on the Hill34LO - Breedon Quarry1LO - Bridge Farm1LO - Bridge Street1LO - Bridge Street1LO - Bridge Mater Canal2LO - Brierly Gap2LO - Bringhtside (Sheffield)1LO - Brinsworth1LO - Brinsworth1LO - Bristol4LO - Bristol49	LO - Bramley	268
LO - Braunston Lock1LO - Braunston Napton Area1LO - Breaston8LO - Breedon2LO - Breedon Cloud Wood1LO - Breedon Cloud Wood34LO - Breedon Quarry1LO - Bridge Farm1LO - Bridge Street1LO - Bridgewater Canal3LO - Brierly Gap2LO - Brightside (Sheffield)1LO - Brinsworth1LO - Bristol4LO - Bristol49	LO - Brampton	4
LO - Braunston Napton Area1LO - Breaston8LO - Breedon2LO - Breedon Cloud Wood1LO - Breedon Cloud Wood34LO - Breedon Quarry1LO - Breedon Quarry1LO - Bridge Farm1LO - Bridge Street1LO - Bridgewater Canal3LO - Brierly Gap2LO - Brightside (Sheffield)1LO - Brinsworth1LO - Brinsworth3LO - Bristol4	LO - Branburgh	1
LO - Breaston8LO - Breedon2LO - Breedon Cloud Wood1LO - Breedon on the Hill34LO - Breedon Quarry1LO - Bridge Farm1LO - Bridge Street1LO - Bridge water Canal1LO - Brierly3LO - Brierly Gap2LO - Brightside (Sheffield)1LO - Brinsworth1LO - Brinsworth4LO - Bristol49	LO - Braunston Lock	1
LO - Breedon2LO - Breedon Cloud Wood1LO - Breedon on the Hill34LO - Breedon Quarry1LO - Bridge Farm1LO - Bridge Street1LO - Bridgewater Canal1LO - Brierly3LO - Brierly Gap2LO - Brightside (Sheffield)1LO - Brinsworth1LO - Bristol4	LO - Braunston Napton Area	1
LO - Breedon Cloud Wood1LO - Breedon on the Hill34LO - Breedon Quarry1LO - Bridge Farm1LO - Bridge Street1LO - Bridgewater Canal1LO - Brierly3LO - Brierly Gap2LO - Brightside (Sheffield)1LO - Brinsworth1LO - Brinsworth4LO - Bristol49	LO - Breaston	8
LO - Breedon on the Hill34LO - Breedon Quarry1LO - Bridge Farm1LO - Bridge Street1LO - Bridgewater Canal1LO - Brierly3LO - Brierly Gap2LO - Brightside (Sheffield)1LO - Brimington1LO - Brinsworth4LO - Bristol49	LO - Breedon	2
LO - Breedon Quarry 1 LO - Bridge Farm 1 LO - Bridge Street 1 LO - Bridgewater Canal 1 LO - Brierly 3 LO - Brierly Gap 2 LO - Brightside (Sheffield) 1 LO - Brinnington 1 LO - Brinnington 1 LO - Brinsworth 1 LO - Bristol 4 LO - Broadlands Estate 4	LO - Breedon Cloud Wood	1
LO - Bridge Farm1LO - Bridge Street1LO - Bridgewater Canal1LO - Brierly3LO - Brierly Gap2LO - Brightside (Sheffield)1LO - Brimington1LO - Brinsworth1LO - Bristol4LO - Broadlands Estate49	LO - Breedon on the Hill	34
LO - Bridge Street1LO - Bridgewater Canal1LO - Brierly3LO - Brierly Gap2LO - Brightside (Sheffield)1LO - Brimington1LO - Brinsworth1LO - Bristol4LO - Broadlands Estate49	LO - Breedon Quarry	1
LO - Bridgewater Canal1LO - Brierly3LO - Brierly Gap2LO - Brightside (Sheffield)1LO - Brimington1LO - Brinsworth1LO - Bristol4LO - Broadlands Estate49	LO - Bridge Farm	1
LO - Brierly3LO - Brierly Gap2LO - Brightside (Sheffield)1LO - Brimington1LO - Brinsworth1LO - Bristol4LO - Broadlands Estate49	LO - Bridge Street	1
LO - Brierly Gap2LO - Brightside (Sheffield)1LO - Brimington1LO - Brinsworth1LO - Bristol4LO - Broadlands Estate49	LO - Bridgewater Canal	1
LO - Brightside (Sheffield) 1 LO - Brimington 1 LO - Brinsworth 1 LO - Bristol 4 LO - Broadlands Estate 49	LO - Brierly	3
LO - Brinsworth 1 LO - Bristol 4 LO - Broadlands Estate 49	LO - Brierly Gap	2
LO - Brinsworth 1 LO - Bristol 4 LO - Broadlands Estate 49	LO - Brightside (Sheffield)	1
LO - Bristol 4 LO - Broadlands Estate 49	LO - Brimington	1
LO - Broadlands Estate 49	LO - Brinsworth	1
	LO - Bristol	4
LO - Brodsworth 1	LO - Broadlands Estate	49
	LO - Brodsworth	1

LO - Broken Cross8LO - Broughton Road1LO - Broxtowe2LO - Bucklow Hill bypass1LO - Bulls Wood3LO - Bullwell Wood3LO - Burtwood1LO - Burton on Trent1LO - Burton Road1LO - Burton Road1LO - Burton Noad1LO - Burton Wood1LO - Burton Wood1LO - Burton Wood1LO - Burton Wood1LO - Calder Grove2LO - Calder Grove1LO - Candron Tip1LO - Candron Tip5LO - Cariton1LO - Cariton5LO - Cariton5LO - Carr Vale Nature Reserve3		
LO - Broxtowe2LO - Bucklow Hill bypass1LO - Bulk Wood1LO - Bulwell Wood3LO - Burton OM1LO - Burton on Trent1LO - Burton Road1LO - Burton Noad1LO - Burton Hall7LO - Cardeby2LO - Calder Grove1LO - Calder Valley1LO - Candbro Tip1LO - Canden1LO - Carnisle5LO - Cartvale1LO - Cartvale5	LO - Broken Cross	8
LO - Bucklow Hill bypass1LO - Bulls Wood1LO - Bullwell Wood3LO - Burtwood3LO - Burton on Trent1LO - Burton Road1LO - Burton - Nrent4LO - Burton - Nrent1LO - Gurton Hall1LO - Carlisle1LO - Carlisle5LO - Carlisle1LO - Carlisle5LO - Carly - Nrent5LO - Carly - N	LO - Broughton Road	1
LO - Bulls Wood1LO - Bulwell Wood3LO - Burntwood1LO - Burton on Trent1LO - Burton Road1LO - Burton-on-Trent4LO - Burton Wood1LO - Burton Wood1LO - Byrom Hall7LO - Cadeby2LO - Calder Grove1LO - Calder Valley1LO - Candben Tip1LO - Candben Tip1LO - Carlisle5LO - Carlisle5LO - Carlyan Model1	LO - Broxtowe	2
LO - Bulwell Wood3LO - Burntwood3LO - Burton on Trent1LO - Burton Road4LO - Burton-on-Trent4LO - Burton Hall7LO - Byrom Wood1LO - Cadder Grove2LO - Calder Grove13LO - Calder Valley1LO - Candron Tip1LO - Candron Tip5LO - Caritole5	LO - Bucklow Hill bypass	1
LO - Burntwood         3           LO - Burton on Trent         1           LO - Burton Road         1           LO - Burton Road         4           LO - Burton -n-Trent         4           LO - Buxton         1           LO - Buxton         2           LO - Buyrom Hall         2           LO - Cadeby         2           LO - Calder Grove         1           LO - Calder Valley         1           LO - Candron Tip         1           LO - Candron Tip         1           LO - Canal Bridge         1           LO - Carlisle         5           LO - Carlton         5	LO - Bulls Wood	1
LO - Burton on Trent         1           LO - Burton Road         1           LO - Burton -on-Trent         4           LO - Buxton         1           LO - Byrom Hall         7           LO - Byrom Wood         1           LO - Cadeby         2           LO - Calder Grove         2           LO - Calder Valley         13           LO - Canden         1           LO - Canden         1           LO - Canden         1           LO - Carlisle         5           LO - Carlton         1	LO - Bulwell Wood	3
LO - Burton Road1LO - Burton -On-Trent4LO - Buxton1LO - Buxton7LO - Byrom Hall7LO - Gayrom Wood1LO - Cadeby2LO - Calder Grove2LO - Calder Valley13LO - Canden1LO - Carnisle1LO - Cartisle5LO - Cartivale5	LO - Burntwood	3
LO - Burton-on-Trent         4           LO - Buxton         1           LO - Byrom Hall         7           LO - Byrom Wood         1           LO - Cadeby         2           LO - Cadeby         2           LO - Calder Grove         1           LO - Calder Valley         13           LO - Carder Valley         1           LO - Canden         1           LO - Carnisle         1           LO - Carrivale         5           LO - Carrivale         5	LO - Burton on Trent	1
LO - Buxton       1         LO - Byrom Hall       7         LO - Byrom Wood       1         LO - Cadeby       2         LO - Calder Grove       2         LO - Calder Valley       13         LO - Calder Valley       1         LO - Candbro Tip       1         LO - Canal Bridge       1         LO - Cartisle       5         LO - Carton       5	LO - Burton Road	1
LO - Byrom Hall       7         LO - Byrom Wood       1         LO - Cadeby       2         LO - Cadeby       1         LO - Calder Grove       13         LO - Calder Valley       1         LO - Calder Valley       1         LO - Candbro Tip       1         LO - Canden       1         LO - Canden       1         LO - Carnisle       5         LO - Carlton       1	LO - Burton-on-Trent	4
LO - Byrom Wood1LO - Cadeby2LO - Calder Grove2LO - Calder Valley13LO - Calderdale1LO - Cambro Tip1LO - Camden1LO - Canal Bridge1LO - Carlton5LO - Carlton1	LO - Buxton	1
LO - Cadeby2LO - Calder Grove2LO - Calder Valley13LO - Calderdale1LO - Cambro Tip1LO - Camden1LO - Canal Bridge1LO - Carlisle5LO - Carlton1LO - Carlton5	LO - Byrom Hall	7
LO - Calder Grove2LO - Calder Valley13LO - Calderdale1LO - Cambro Tip1LO - Camden1LO - Canal Bridge1LO - Carlisle5LO - Carlton1	LO - Byrom Wood	1
LO - Calder Valley 13 LO - Calderdale 1 LO - Cambro Tip 1 LO - Camden 1 LO - Camden 1 LO - Canal Bridge 1 LO - Carlisle 5 LO - Carlton 1 LO - Carlton 5	LO - Cadeby	2
LO - Calderdale1LO - Cambro Tip1LO - Camden1LO - Canal Bridge1LO - Carlisle5LO - Carlton1LO - Carlton5	LO - Calder Grove	2
LO - Cambro Tip 1 LO - Camden 1 LO - Canal Bridge 1 LO - Carlisle 5 LO - Carlton 1 LO - Carlton 5	LO - Calder Valley	13
LO - Camden 1 LO - Canal Bridge 1 LO - Carlisle 5 LO - Carlton 1 LO - Carr Vale 5	LO - Calderdale	1
LO - Canal Bridge 1 LO - Carlisle 5 LO - Carlton 1 LO - Carr Vale 5	LO - Cambro Tip	1
LO - Carlisle 5 LO - Carlton 1 LO - Carr Vale 5	LO - Camden	1
LO - Carlton 1 LO - Carr Vale 5	LO - Canal Bridge	1
LO - Carr Vale 5	LO - Carlisle	5
	LO - Carlton	1
LO - Carr Vale Nature Reserve 3	LO - Carr Vale	5
	LO - Carr Vale Nature Reserve	3

LO - Carrington1LO - Castle Bromwich1LO - Castleford24LO - Castlegate1LO - Castleton1LO - Castleton6LO - Cathill1	
LO - Castleford24LO - Castlegate1LO - Castleton1LO - Castleton6	
LO - Castlegate     1       LO - Castleton     1       LO - Catcliffe     6	
LO - Castleton 1 LO - Catcliffe 6	
LO - Catcliffe 6	
LO - Cathill 1	
LO - Cedar Court Hotel 2	
LO - Central Northwick 1	
LO - Chaddesden 1	
LO - Champney Springs 16	
LO - Chapeltown 2	
LO - Chapletown 1	
LO - Chatsworth 1	
LO - Chatsworth Estate 1	
LO - Cheshire 108	8
LO - Cheshire Business Park 1	
LO - Cheshire East 3	
LO - Cheshire Mid 4	
LO - Cheshire Plain East 2	
LO - Cheshire Salt District 1	
LO - Cheshire Salt Plains 11	
LO - Cheshire West 10	
LO - Chester 20	

LO - Chesterfield Canal 16 LO - Chilcote 1 LO - Chiltern 1 LO - Chiltern 5	
LO - Chilcote 1 LO - Chiltern 1 LO - Chilwell 5	L
LO - Chiltern 1 LO - Chilwell 5	
LO - Chilwell 5	L
	5
LO - Cholmondeston Lock 1	L
LO - Chorlton 3	3
LO - Christie Hospital 4	Ļ
LO - Church Fenton 9	)
LO - Church Lane 3	3
LO - Church Minshull 1	L
LO - Church Road 1	L
LO - Clay Cross 56	56
LO - Clayfield Avenue 2	2
LO - Clayton 1:	188
LO - Cleethorpes 2	2
LO - Cliff 1	L
LO - Clifton 2	2
LO - Clive 1	L
LO - Clive Green 1	L
LO - Clive Green Lane 6	5
LO - Cloud Quarry 2	2
LO - Clowne 1	L

	1 1
LO - Coalite Works Site	1
LO - Coalpit Lane	2
LO - Coalville	6
LO - Cold Hiendley	1
LO - Cold Hiendley Reservoirs	1
LO - Coleorton	2
LO - Coleorton Hall	1
LO - Coleshill	2
LO - Colton	4
LO - Congleton	2
LO - Conisborough	3
LO - Conisbrough	32
LO - Cooks Lane	2
LO - Corby	1
LO - Corn Brook	1
LO - Cossall	3
LO - Coventry	7
LO - Coventry Canal	1
LO - Cowley	1
LO - Cranfleet Canal	2
LO - Crewe	209
LO - Crewe Road	1
LO - Croft	2
LO - Crofton	578

LO - Cross Green	1
LO - Croxton	2
LO - Croxton Billinge	1
LO - Cudworth	5
LO - Culcheth	8
LO - Culcheth Linear Park	1
LO - Cumbria	2
LO - Curdworth	1
LO - Curzon Street	1
LO - Dane Valley	8
LO - Danesmoor	2
LO - Daresbury	1
LO - Darfield	2
LO - Darlington	3
LO - Darnall	2
LO - Davenham	3
LO - Davenham Road	1
LO - Davenport Green	5
LO - Deane Valley	6
LO - Dearne Valley	83
LO - Delta junction	1
LO - Denaby	1
LO - Denaby Ings	22
LO - Denaby Main	7

LO - Denaby Wood	2
LO - Derby	132
LO - Derby Road	2
LO - Derbyshire	122
LO - Derbyshire Avenue	1
LO - Dewsbury	1
LO - Didsbury	9
LO - Dinnington	3
LO - Diseworth	20
LO - Disworth Gorse	1
LO - Dockholm Lock	1
LO - Doe Hill Country Park	38
LO - Doe Lea	1
LO - Doe Lea Flash	2
LO - Doe Lea Valley	4
LO - Doe Valley	3
LO - Don Valley	7
LO - Doncaster	970
LO - Doncaster Road	25
LO - Doncaster Sheffield Airport	2
LO - Doncaster Sheffield Airport / Robin Hood Airport	6
LO - Donington Park	1
LO - Donnington Castle	1
LO - Donnington Hall	1

LO - Donnington Park	1
LO - Dordon	5
LO - Dore	4
LO - Dore & Totley Station	1
LO - Draycott	1
LO - Dronfield	5
LO - Dubai	1
LO - Ducie Street	1
LO - Duckery Clay Quarry	1
LO - Dunham	2
LO - Dunham Park	1
LO - Dunton Hall	3
LO - Dunton Island	1
LO - Durham	4
LO - East - West Pennine	1
LO - East Lancashire Road Corridor	1
LO - East Measham	2
LO - East Midlands	13
LO - East Midlands Airport	88
LO - East Midlands Gateway Strategic Rail Freight Interchange	1
LO - East Midlands Hub	16
LO - East Midlands hub station	19
LO - East Midlands Parkway	36
LO - East Midlands Strategic Rail Exchange	1

L0 - East Winsford2L0 - East Yorkshire1L0 - Edkington1L0 - Edkingtory2L0 - Edlingtorgh2L0 - Edlington1L0 - Edlington4L0 - Ellenby1L0 - Enderby1L0 - Enderby1L0 - Erewash Canal2L0 - Erewash Canal1L0 - Erewash Canal Local Wildlife Site3L0 - Erewash Grasslands LWS1L0 - Erewash Rilway Line4L0 - Erewash Nalley Trail3L0 - Erewash Valley Trail3L0 - Erewash Valley Trail1L0 - Ereitorport1L0 - Ereitorport3L0 - Ereitorport3L0 - Ereitorport3L0 - Ereitorport3L0 - Fairfield Street3L0 - Freitorport3L0 - Freitorport3L0 - Freitorport3L0 - Freitorport3L0 - Freitorport3L0 - Fieltorport3L0 - Fieltorport3		
LO - Eckington1LO - Eddisbury5LO - Eddisburgh21LO - Edlington2LO - Ellenby1LO - Enley Moor4LO - Enderby1LO - Enderby1LO - Erewash6LO - Erewash Canal12LO - Erewash Canal1LO - Erewash Grasslands LWS1LO - Erewash Railway Line4LO - Erewash Valley73LO - Erewash Valley Trail3LO - Erewash Valley Trail1LO - Furthort1LO - Furthort1LO - Furthort1LO - Furthort1LO - Furthort2LO - Furthort2LO - Furthort2LO - Furthort3LO - Furthort3LO - Furthort2LO - Furthort3LO - Furthort3 <td>LO - East Winsford</td> <td>2</td>	LO - East Winsford	2
LO - Eddisbury5LO - Edlinburgh21LO - Edlington2LO - Edlenby1LO - Enlenby4LO - Ennley Moor4LO - Ennley Moor1LO - Enderby1LO - Erewash6LO - Erewash12LO - Erewash Canal12LO - Erewash Canal Local Wildlife Site3LO - Erewash Grasslands LWS1LO - Erewash River / Valley23LO - Erewash Nailway Line4LO - Erewash Valley Trail3LO - Erewash Valley Trail1LO - Fueroport1LO - Fatherstone3LO - Freytypridge2LO - Freytypridge3	LO - East Yorkshire	1
LO - Edinburgh21LO - Edington2LO - Ellenby1LO - Emley Moor4LO - Emley Moor1LO - Enderby1LO - Erewash6LO - Erewash Canal12LO - Erewash Canal Local Wildlife Site3LO - Erewash Grasslands LWS1LO - Erewash Railway Line4LO - Erewash Valley12LO - Erewash Valley Trail3LO - Erewash Valley Trail1LO - Europort1LO - Fathreit Street3LO - Fathreit Street3 <trr>LO - Fathreit Street<t< td=""><td>LO - Eckington</td><td>1</td></t<></trr>	LO - Eckington	1
LO - Edlington2LO - Ellenby1LO - Enley Moor4LO - Enderby1LO - Enderby6LO - Erewash12LO - Erewash Canal2LO - Erewash Canal Local Wildlife Site3LO - Erewash Grasslands LWS1LO - Erewash Railway Line4LO - Erewash Nalley73LO - Erewash Valley1LO - Erewash Valley Trail3LO - Erewash Valley Trail1LO - Fairfield Street1LO - Featherstone3LO - Ferrybridge2LO - Fibbersley1	LO - Eddisbury	5
LO - Ellenby1LO - Emley Moor4LO - Emley Moor1LO - Enderby1LO - Erewash6LO - Erewash Canal12LO - Erewash Canal Local Wildlife Site3LO - Erewash Grasslands LWS1LO - Erewash Railway Line4LO - Erewash Nailey Trail3LO - Erewash Valley Trail3LO - Erewash Valley Trail1LO - Faitrfield Street1LO - Faitrfield Street3LO - Fertybridge2LO - Fertybridge1	LO - Edinburgh	21
LO - Emley Moor4LO - Enderby1LO - Enderby6LO - Erewash12LO - Erewash Canal12LO - Erewash Canal Local Wildlife Site3LO - Erewash Grasslands LWS1LO - Erewash Railway Line4LO - Erewash River / Valley12LO - Erewash Valley Trail3LO - Europort1LO - Europort1LO - Fairfield Street1LO - Featherstone3LO - Fertybridge2LO - Fierybridge1	LO - Edlington	2
LO - Enderby1LO - Erewash6LO - Erewash Canal12LO - Erewash Canal Local Wildlife Site3LO - Erewash Canal Local Wildlife Site1LO - Erewash Grasslands LWS1LO - Erewash Railway Line4LO - Erewash River / Valley12LO - Erewash Valley Trail3LO - Europort1LO - Europort1LO - Fairfield Street1LO - Featherstone3LO - Ferrybridge2LO - Fibbersley1	LO - Ellenby	1
LO - Erewash6LO - Erewash Canal12LO - Erewash Canal Local Wildlife Site3LO - Erewash Grasslands LWS1LO - Erewash Grasslands LWS4LO - Erewash Railway Line4LO - Erewash River / Valley12LO - Erewash Valley73LO - Erewash Valley Trail3LO - Europort1LO - Europort1LO - Fairfield Street1LO - Featherstone3LO - Ferrybridge2LO - Fibbersley1	LO - Emley Moor	4
LO - Erewash Canal12LO - Erewash Canal Local Wildlife Site3LO - Erewash Grasslands LWS1LO - Erewash Railway Line4LO - Erewash River / Valley12LO - Erewash Nalley73LO - Erewash Valley3LO - Erewash Valley Trail3LO - Europort1LO - Europort1LO - Fairfield Street3LO - Featherstone3LO - Ferrybridge2LO - Fibbersley1	LO - Enderby	1
LO - Erewash Canal Local Wildlife Site3LO - Erewash Grasslands LWS1LO - Erewash Railway Line4LO - Erewash Railway Line12LO - Erewash Nalley73LO - Erewash Valley3LO - Erewash Valley Trail3LO - Europort1LO - Euston1LO - Fairfield Street3LO - Featherstone3LO - Fereybridge2LO - Fibbersley1	LO - Erewash	6
LO - Erewash Grasslands LWS 1 LO - Erewash Railway Line 4 LO - Erewash River / Valley 12 LO - Erewash Valley 73 LO - Erewash Valley Trail 3 LO - Europort 1 LO - Euston 1 LO - Fairfield Street 1 LO - Featherstone 3 LO - Ferrybridge 2 LO - Fibbersley 1	LO - Erewash Canal	12
LO - Erewash Railway Line 4 LO - Erewash River / Valley 12 LO - Erewash Valley 73 LO - Erewash Valley Trail 3 LO - Europort 1 LO - Euston 1 LO - Fairfield Street 1 LO - Fairfield Street 3 LO - Featherstone 3 LO - Ferrybridge 2 LO - Fibbersley 1	LO - Erewash Canal Local Wildlife Site	3
LO - Erewash River / Valley 12 LO - Erewash Valley 73 LO - Erewash Valley Trail 3 LO - Europort 1 LO - Euston 1 LO - Fairfield Street 1 LO - Featherstone 3 LO - Ferrybridge 2 LO - Fibbersley 1	LO - Erewash Grasslands LWS	1
LO - Erewash Valley Trail 73 LO - Erewash Valley Trail 3 LO - Europort 1 LO - Euston 1 LO - Fairfield Street 1 LO - Featherstone 3 LO - Ferrybridge 2 LO - Fibbersley 1	LO - Erewash Railway Line	4
LO - Erewash Valley Trail3LO - Europort1LO - Euston1LO - Fairfield Street1LO - Featherstone3LO - Ferrybridge2LO - Fibbersley1	LO - Erewash River / Valley	12
LO - Europort 1 LO - Euston 1 LO - Fairfield Street 1 LO - Featherstone 3 LO - Ferrybridge 2 LO - Fibbersley 1	LO - Erewash Valley	73
LO - Euston 1 LO - Fairfield Street 1 LO - Featherstone 3 LO - Ferrybridge 2 LO - Fibbersley 1	LO - Erewash Valley Trail	3
LO - Fairfield Street1LO - Featherstone3LO - Ferrybridge2LO - Fibbersley1	LO - Europort	1
LO - Featherstone       3         LO - Ferrybridge       2         LO - Fibbersley       1	LO - Euston	1
LO - Ferrybridge 2 LO - Fibbersley 1	LO - Fairfield Street	1
LO - Fibbersley 1	LO - Featherstone	3
	LO - Ferrybridge	2
LO - Field Farm 1	LO - Fibbersley	1
	LO - Field Farm	1

LO - Fieldhouse Farm1LO - Firsby6LO - Firsby Reservoir LWS1LO - Firsby Reservoir LWS17LO - Fitzwilliam12LO - Fleet2LO - Fleet Lane1LO - Flittogate Farm1LO - Forers Wood LWS1LO - Forers Wood LWS1LO - Fordley Area1LO - Frickley31LO - Frickley Park31LO - Frickley Park2LO - Fordsham1LO - Gadbrook Business Park12LO - Gadbrook Road12LO - Gadbrook Road12LO - Galbrook Long12LO - Galbrook Road12LO - Galbrook Long12LO - Galbrook Long </th <th></th> <th></th>		
LO - Firsby6LO - Firsby Reservoir LWS1LO - Fitzwilliam17LO - Filet12LO - Fleet Lane3LO - Fliettogate Farm1LO - Flittogate Lane1LO - Fores Wood LWS1LO - Forbes Hole LNR1LO - Fradley Area1LO - Frickley Name3LO - Frickley Area1LO - Frickley Park3LO - Frickley Park1LO - Gadbrook Business Park1LO - Gadbrook Road12	LO - Fieldhouse Farm	1
LO - Firsby Reservoir LWS1LO - Fitzwilliam17LO - Fitzwilliam12LO - Fleet12LO - Fleet Lane3LO - Flittogate Farm1LO - Flittogate Lane1LO - Fores Wood LWS1LO - Forbes Hole LNR1LO - Foradley Area1LO - Frickley Park31LO - Frickley Park31LO - Frickley Park1LO - Gadbrook Business Park1LO - Gadbrook Road12	LO - Fields Farm Road	1
LO - Fitzwilliam17LO - Fleet12LO - Fleet Lane3LO - Flittogate Farm1LO - Flittogate Lane1LO - Fores Wood LWS1LO - Forbes Hole LNR1LO - Foulby8LO - Froulby1LO - Freasley1LO - Frickley Park31LO - Frickley Park1LO - Fordsham1LO - Gadbrook Business Park1LO - Gadbrook Road12	LO - Firsby	6
LO - Fleet12LO - Fleet Lane3LO - Flittogate Farm1LO - Flittogate Lane1LO - Foers Wood LWS1LO - Forbes Hole LNR1LO - Forulby8LO - Fradley Area1LO - Frickley31LO - Frickley Park3LO - Frodsham1LO - Gadbrook Area2LO - Gadbrook Road12	LO - Firsby Reservoir LWS	1
LO - Fleet Lane3LO - Flittogate Farm1LO - Flittogate Lane1LO - Foers Wood LWS1LO - Forbes Hole LNR1LO - Foulby8LO - Foulby1LO - Fradley Area1LO - Frickley Park31LO - Frickley Park2LO - Frodsham1LO - Gadbrook Business Park12LO - Gadbrook Road12	LO - Fitzwilliam	17
LO - Flittogate Farm1LO - Flittogate Lane1LO - Foers Wood LWS1LO - Forbes Hole LNR1LO - Foulby8LO - Foulby1LO - Fradley Area1LO - Frickley Area31LO - Frickley Park31LO - Frickley Park1LO - Gadbrook Business Park1LO - Gadbrook Road12	LO - Fleet	12
LO - Flittogate Lane1LO - Foers Wood LWS1LO - Forbes Hole LNR1LO - Foulby8LO - Fradley Area1LO - Fradley Area1LO - Freasley31LO - Frickley Park3LO - Frickley Park1LO - Gadbrook area2LO - Gadbrook Road12	LO - Fleet Lane	3
LO - Foers Wood LWS 1 LO - Forbes Hole LNR 1 LO - Foulby 8 LO - Fradley Area 1 LO - Fradley Area 1 LO - Frasley 1 LO - Fressley 3 LO - Frickley Park 3 LO - Frickley Park 1 LO - Frodsham 1 LO - Gadbrook area 2 LO - Gadbrook Business Park 1 LO - Gadbrook Road 12	LO - Flittogate Farm	1
LO - Forbes Hole LNR1LO - Foulby8LO - Foulby Area1LO - Fradley Area1LO - Freasley31LO - Frickley Park3LO - Frickley Park1LO - Gadbrook area2LO - Gadbrook Business Park12LO - Gadbrook Road1	LO - Flittogate Lane	1
LO - Foulby 8 LO - Fradley Area 1 LO - Fradley Area 1 LO - Freasley 1 LO - Frickley 1 LO - Frickley Park 3 LO - Fridsham 1 LO - Gadbrook area 2 LO - Gadbrook Business Park 1 LO - Gadbrook Rusiness Park 12 LO - Gadbrook 12 LO - Gadbrook 12 LO - Gadbrook 12 LO - Gadbrook 1	LO - Foers Wood LWS	1
LO - Fradley Area1LO - Freasley1LO - Frickley31LO - Frickley Park3LO - Frickley Park1LO - Gadbrook area2LO - Gadbrook Business Park1LO - Gadbrook Road12	LO - Forbes Hole LNR	1
LO - Freasley1LO - Frickley31LO - Frickley Park3LO - Frodsham1LO - Gadbrook area2LO - Gadbrook Business Park1LO - Gadbrook Road12	LO - Foulby	8
LO - Frickley31LO - Frickley Park3LO - Frodsham1LO - Gadbrook area2LO - Gadbrook Business Park1LO - Gadbrook Road2	LO - Fradley Area	1
LO - Frickley Park 3 LO - Frodsham 1 LO - Gadbrook area 2 LO - Gadbrook Business Park 1 LO - Gadbrook Park 12	LO - Freasley	1
LO - Frodsham 1 LO - Gadbrook area 2 LO - Gadbrook Business Park 1 LO - Gadbrook Park 12 LO - Gadbrook Road 1	LO - Frickley	31
LO - Gadbrook area       2         LO - Gadbrook Business Park       1         LO - Gadbrook Park       12         LO - Gadbrook Road       1	LO - Frickley Park	3
LO - Gadbrook Business Park 1 LO - Gadbrook Park 21 LO - Gadbrook Road 1	LO - Frodsham	1
LO - Gadbrook Park 12 LO - Gadbrook Road 1	LO - Gadbrook area	2
LO - Gadbrook Road 1	LO - Gadbrook Business Park	1
	LO - Gadbrook Park	12
LO - Gallows Lane 20	LO - Gadbrook Road	1
	LO - Gallows Lane	20
LO - Garforth 19	LO - Garforth	19
LO - Gargrave 1	LO - Gargrave	1

LO - Gatley	1
LO - Gaydon	1
LO - Gelsoe Lodge Farm	1
LO - Gilson	1
LO - Gilwiskaw	5
LO - Gilwiskaw Brook	18
LO - Gilwiskaw conservation area	24
LO - Glasgow	10
LO - Glazebrook	3
LO - Golborne	82
LO - Golboston	1
LO - Goldthorpe	9
LO - Goodiers Green Farm	1
LO - Goole	4
LO - Goosehill	1
LO - Goostrey	2
LO - Gorton	2
LO - Gotham	1
LO - Great Haywood	1
LO - Greater Manchester	1
LO - Greenfield Road	3
LO - Greenhays Farm	1
LO - Greenside Housing Estate	1
LO - Grendon	1

LO - Griffiths Road1LO - Grimethorpe2LO - Grimsby2LO - Grimsby1LO - Grimsby1LO - Grimethorpe Park1LO - Hale3LO - Hale1LO - Hale1LO - Hale1LO - Halffax1LO - Hambleton1LO - Hambleton Junction1LO - Hamburgh1LO - Hamburgh1LO - Hamburgh2LO - Hamborgh1LO - Handsacre1LO - Hardwick Xalley / Hardwick Hall2LO - Harris Road1LO - Harrington1LO - Harrogate1LO - Hartford4LO - Hartford1LO - Hartford2LO - Hartford1LO - Hartford1<		
LO - Grimsby2LO - Grimsby1LO - Gulliver's Valley Theme Park1LO - Gulliver's Valley Theme Park3LO - Hale3LO - Hale1LO - Hale Barns1LO - Halifax1LO - Hambleton1LO - Hambleton Junction1LO - Hamburgh1LO - Hamburgh1LO - Handscre1LO - Hardwick Sank2LO - Hardwick Valley / Hardwick Hall7LO - Hardrogate1LO - Harris Road1LO - Harrogate1LO - Hartford2LO - Hartford1	LO - Griffiths Road	1
LO - Grindley Brook Lock1LO - Grindley Brook Lock1LO - Grindley Theme Park3LO - Hale3LO - Hale1LO - Hale Barns1LO - Halffax1LO - Hambleton1LO - Hambleton Junction1LO - Hamburgh1LO - Hampole1LO - Handsacre2LO - Hardwick Sank3LO - Hardwick Valley / Hardwick Hall7LO - Harris Road1LO - Harris Road1LO - Hartford4LO - Hartford1LO - Hartford1	LO - Grimethorpe	1
LO - Gulliver's Valley Theme Park1LO - Hale3LO - Hale Barns1LO - Halifax1LO - Halifax1LO - Hambleton1LO - Hambleton Junction1LO - Hamborgh1LO - Hampole1LO - Handsacre1LO - Hardwick Valley / Hardwick Hall7LO - Harris Road1LO - Hartford4LO - Hartford1LO - Hart	LO - Grimsby	2
LO - Hale3LO - Hale Barns1LO - Halifax1LO - Hambleton1LO - Hambleton Junction1LO - Hambleton Junction1LO - Hamborgh1LO - Hampole1LO - Handsacre1LO - Hardwick Valley / Hardwick Hall7LO - Harrington62LO - Harrington1LO - Harrington2LO - Harthrift3LO - Harrington1LO - Harthrift1LO - Harthrift1LO - Hartogate1LO - Harthrift1LO - Harthrift1 <trr>LO - Harthrif</trr>	LO - Grindley Brook Lock	1
LO - Hale Barns1LO - Halifax1LO - Hambleton1LO - Hambleton Junction1LO - Hamburgh1LO - Hampole1LO - Handsacre1LO - Hardwick Valley / Hardwick Hall7LO - Harrington2LO - Harrington1LO - Harrington2LO - Harrington2LO - Harrington1LO - Harrington2LO - Harrington2LO - Harrington1LO - Hartford1LO - Hartford1<	LO - Gulliver's Valley Theme Park	1
LO - Hailfax 1 I.O - Hambleton 1 I.O - Hambleton Junction 1 I.O - Hamburgh 1 I.O - Hampole 1 I.O - Hancock's Bank 2 I.O - Hancock's Bank 2 I.O - Hancock's Bank 3 I.O - Handsacre 1 I.O - Hardwick Valley / Hardwick Hall 7 I.O - Hardwick Valley / Hardwick Hall 7 I.O - Hardwick Valley / Hardwick Hall 1 I.O - Harris Road 1 I.O - Harris Road 1 I.O - Harris Road 1 I.O - Hartford 1 I.O - Harthill 2 I.O - Harthill 2 I.O - Harthill 1 I.O - Harthill	LO - Hale	3
LO - Hambleton1LO - Hambleton Junction1LO - Hamburgh1LO - Hampole1LO - Hancock's Bank2LO - Handsacre1LO - Hardwick3LO - Hardwick Valley / Hardwick Hall7LO - Hare Park2LO - Harris Road1LO - Hartford1LO - Hartford1LO - Hartford1	LO - Hale Barns	1
LO - Hambleton Junction1LO - Hamburgh1LO - Hampole1LO - Hancock's Bank2LO - Handsacre1LO - Hardwick3LO - Hardwick Valley / Hardwick Hall7LO - Hare Park2LO - Harrington62LO - Harrogate1LO - Hartford4LO - Hartford2LO - Hartford1	LO - Halifax	1
LO - Hamburgh         1           LO - Hampole         1           LO - Hancock's Bank         2           LO - Handsacre         1           LO - Handwick         3           LO - Hardwick Valley / Hardwick Hall         7           LO - Harrington         62           LO - Harrington         1           LO - Harrington         1           LO - Harrington         1           LO - Harrington         1           LO - Harrington         2           LO - Harrington         1           LO - Harrington         3	LO - Hambleton	1
LO - Hampole 1 LO - Hancock's Bank 2 LO - Handsacre 1 LO - Hardwick 3 LO - Hardwick Valley / Hardwick Hall 7 LO - Hardwick Valley / Hardwick Hall 7 LO - Hare Park 2 LO - Harris Road 1 LO - Harris Road 1 LO - Harris Road 1 LO - Harrogate 1 LO - Hartford 4 LO - Hartford 1 LO - Hartfo	LO - Hambleton Junction	1
LO - Hancock's Bank2LO - Handsacre1LO - Hardwick3LO - Hardwick Valley / Hardwick Hall7LO - Hare Park2LO - Harlington62LO - Harris Road1LO - Harrogate1LO - Hartford4LO - Harthill2LO - Harthill1	LO - Hamburgh	1
LO - Handsacre 1 LO - Hardwick 3 LO - Hardwick Valley / Hardwick Hall 7 LO - Hare Park 2 LO - Harlington 62 LO - Harris Road 1 LO - Harris Road 1 LO - Harrogate 4 LO - Hartford 4 LO - Hartford 1 LO -	LO - Hampole	1
LO - Hardwick Alley / Hardwick Hall 7 LO - Hardwick Valley / Hardwick Hall 7 LO - Hare Park 2 LO - Harlington 62 LO - Harris Road 1 LO - Harrogate 1 LO - Hartford 4 LO - Hartford 2 LO - Hartford 1	LO - Hancock's Bank	2
LO - Hardwick Valley / Hardwick Hall 7 LO - Hare Park 2 LO - Harlington 62 LO - Harris Road 1 LO - Harrogate 1 LO - Hartford 4 LO - Harthill 2	LO - Handsacre	1
LO - Hare Park2LO - Harlington62LO - Harris Road1LO - Harrogate1LO - Hartford4LO - Harthill2LO - Havercroft11	LO - Hardwick	3
LO - Harlington 62 LO - Harris Road 1 LO - Harrogate 1 LO - Hartford 4 LO - Harthill 2 LO - Havercroft 11	LO - Hardwick Valley / Hardwick Hall	7
LO - Harris Road 1 LO - Harrogate 1 LO - Hartford 4 LO - Harthill 2 LO - Havercroft 11	LO - Hare Park	2
LO - Harrogate 1 LO - Hartford 4 LO - Harthill 2 LO - Havercroft 11	LO - Harlington	62
LO - Hartford 4 LO - Harthill 2 LO - Havercroft 11	LO - Harris Road	1
LO - Harthill 2 LO - Havercroft 11	LO - Harrogate	1
LO - Havercroft 11	LO - Hartford	4
	LO - Harthill	2
LO - Haw Woods 6	LO - Havercroft	11
	LO - Haw Woods	6

LO - Healey Mills	7
LO - Healy Mills	1
LO - Heath	8
LO - Heather	2
LO - Heatley	1
LO - Hellaby	46
LO - Hellaby Hall Hotel	6
LO - Hellaby Industrial Estate	9
LO - Hemington	1
LO - Hemsworth	41
LO - Heronry Centre	3
LO - Heyrose Golf Course	1
LO - Hickleton	72
LO - Hiendley	2
LO - Higgins Lane Farm	2
LO - High Ackworth	1
LO - High Legh	2
LO - High Leigh	1
LO - High Melton	24
LO - High Wood and Thompson's Holt Local Wildlife Site	2
LO - Higher Shurlach	3
LO - Higher Wincham	1
LO - Hilcote	64
LO - Hill Top Farm	1

LO - Hill Wood	1
LO - Hole House	1
LO - Holford	7
LO - Holford Brinefields	4
LO - Holford Natural Gas Storage	1
LO - Hollins Green	1
LO - Holmes Chapel	1
LO - Holmfirth	1
LO - Holy Rood Church	5
LO - Hoo Green	1
LO - Hooton Cliff LWS	3
LO - Hooton Pagnel	43
LO - Hooton Pagnell	24
LO - Hooton Roberts	17
LO - Hope Valley	26
LO - Horbury	2
LO - Horncastle Wood	2
LO - Horton	1
LO - Hough	1
LO - Howell Woods	12
LO - Hoyland	1
LO - Hucknall	4
LO - Huddersfield	9
LO - Hughes Bridge	1

LO - Hull	26
LO - Hundall	1
LO - Hunslet	1
LO - Hunslett	1
LO - Hurleston Llangollen Area	1
LO - Huthwaite	42
LO - Huthwaite Lane	1
LO - Ibstock	2
LO - Ilkeston	9
LO - Ilkeston Railway Station	1
LO - Ilkeston Road	4
LO - Inovyn	1
LO - Iona Drive	1
LO - Isley cum Langley	1
LO - Ivanhoe Way	4
LO - J1	3
LO - J18	2
LO - J19	1
LO - J28	3
LO - J29	2
LO - J31	17
LO - J32	1
LO - J35a	1
LO - J36	2

	1
LO - J37	1
LO - John Moore School	3
LO - Jordanthorpe (Sheffield)	1
LO - Kegworth	62
LO - Keighley	1
LO - Kelham Island	1
LO - Kellingley	1
LO - Kettering	1
LO - Kettlebrook Nature Reserve	1
LO - Killamarsh	25
LO - Kilnhurst	3
LO - King Street	6
LO - Kings Cross	2
LO - Kings Cross Station	11
LO - Kings Pond Plantation LWS	1
LO - Kingsbury	8
LO - Kingsbury Road	1
LO - Kingsbury Water Park	4
LO - Kinsley	6
LO - Kippax	1
LO - Kirklees	1
LO - Kirkthorpe	17
LO - Kisses Barn Lane	1
LO - Kiverton	1

LO - Kiveton	4
LO - Knottingley	12
LO - Knowingly	1
LO - Knutsford	19
LO - Lach Dennis	5
LO - Lake District	2
LO - Lancashire	3
LO - Lancaster	3
LO - Langey Mill	1
LO - Langley	3
LO - Langley Mill	1
LO - Langley Priory	1
LO - Laughton	1
LO - Laughton en le Morthen	1
LO - Lea Hall	7
LO - Lea Hall Farm	1
LO - Lea Marston	1
LO - Leeds	1225
LO - Leeds-Bradford Airport	2
LO - Leicester	66
LO - Leicester Road	24
LO - Leicestershire	46
LO - Leigh	5
LO - Leighton	1

L0 - Leighton Hospital6L0 - Lenton Lane1L0 - Leonards and Smokers Wood3L0 - Leonard's Wood1L0 - Leonard's Wood4L0 - Lichfield4L0 - Lightshaw Hall5L0 - Lightshaw Meadows1L0 - Line Beds1L0 - Line Beds1L0 - Lincolnshire2L0 - Ling Hall1L0 - Ling Gamma1L0 - Ling Gamma1L0 - Ling Hall1L0 - Ling Hall1L0 - Ling Mang1L0 - Ling Mang1L0 - Ling Gamma1L0 - Ling Gamma1L0 - Ling Gamma1L0 - Lockington Marshes1L0 - London1L0 - London Euston8L0 - London Road1		
LO - Lenton Street1LO - Leonards and Smokers Wood3LO - Leonard's Wood1LO - Lichfield4LO - Lichfield5LO - Lightshaw Hall5LO - Lightshaw Meadows1LO - Lightshaw Meadows1LO - Lime Beds1LO - Lime Street1LO - Lincoln3LO - Lincolnshire2LO - Ling Hall1LO - Ling Hall1LO - Ling Hall1LO - Lincolnshire1LO - Lincolnshire1LO - Ling Hall1LO - Ling Hall1 <trr>LO - Ling Hall1</trr>	LO - Leighton Hospital	6
LO - Leonards and Smokers Wood3LO - Leonard's Wood1LO - Liochifield4LO - Lightshaw Hall5LO - Lightshaw Meadows1LO - Lime Beds1LO - Lime Street1LO - Lincoln3LO - Lincolnshire2LO - Ling Hall1LO - Ling Hall1LO - Lincolnshire1LO - Lockington1LO - Lockington Marshes1LO - Lockington Marshes1LO - London914LO - London8	LO - Lenton Lane	1
LO - Leonard's Wood         1           LO - Lichfield         4           LO - Lightshaw Hall         5           LO - Lightshaw Meadows         1           LO - Lightshaw Meadows         1           LO - Lime Beds         1           LO - Lime Street         1           LO - Lincoln         3           LO - Lincolnshire         2           LO - Ling Hall         1           LO - Linde Scale         1           LO - Lincolnshire         2           LO - Lincolnshire         1           LO - Lincolnscoli         1           LO - Lincolne Canal         1           LO - Lockington Marshes         1           LO - Lochonon         1           LO - London Euston         8	LO - Lenton Street	1
LO - Lichfield4LO - Lightshaw Hall5LO - Lightshaw Meadows1LO - Lime Beds1LO - Lime Street1LO - Lincoln3LO - Lincolnshire2LO - Ling Hall1LO - Linnards Lane1LO - Liverpool60LO - Liverpool1LO - Lockington Marshes1LO - Lockington Marshes1LO - Lochthouse1LO - London Euston914LO - London Euston8	LO - Leonards and Smokers Wood	3
LO - Lightshaw Hall         5           LO - Lightshaw Meadows         1           LO - Lime Beds         1           LO - Lime Street         1           LO - Lincoln         3           LO - Lincolnshire         2           LO - Ling Hall         1           LO - Ling Hall         1           LO - Linte Preston         1           LO - Liverpool         60           LO - Lockington Marshes         1           LO - Lockington Marshes         1           LO - London Euston         914	LO - Leonard's Wood	1
LO - Lightshaw Meadows1LO - Lime Beds1LO - Lime Street1LO - Lincoln3LO - Lincolnshire2LO - Ling Hall1LO - Linnards Lane1LO - Little Preston1LO - Linagollen Canal1LO - Lockington1LO - Lockington Marshes1LO - Lordon914LO - London8	LO - Lichfield	4
LO - Lime Beds1LO - Lime Street1LO - Lincoln3LO - Lincolnshire2LO - Ling Hall1LO - Ling Hall1LO - Lintel Preston1LO - Little Preston60LO - Liverpool1LO - Lockington Marshes1LO - Lockington Marshes1LO - London914LO - London Euston8	LO - Lightshaw Hall	5
LO - Lime Street1LO - Lincoln3LO - Lincolnshire2LO - Ling Hall1LO - Ling Hall1LO - Linnards Lane1LO - Little Preston1LO - Liverpool60LO - Lockington1LO - Lockington Marshes1LO - Lockington Marshes1LO - London914LO - London Euston8	LO - Lightshaw Meadows	1
LO - Lincoln3LO - Lincolnshire2LO - Ling Hall1LO - Ling Hall1LO - Linnards Lane1LO - Little Preston1LO - Liverpool60LO - Liverpool1LO - Lockington1LO - Lockington Marshes1LO - Lordnon914LO - London Euston8	LO - Lime Beds	1
LO - Lincolnshire2LO - Ling Hall1LO - Ling Hall1LO - Linnards Lane1LO - Little Preston60LO - Liverpool60LO - Llangollen Canal1LO - Lockington1LO - Lockington Marshes1LO - London914LO - London Euston8	LO - Lime Street	1
LO - Ling Hall         1           LO - Linnards Lane         1           LO - Little Preston         1           LO - Little Preston         60           LO - Liverpool         60           LO - Lookington Canal         1           LO - Lockington Marshes         1           LO - Lofthouse         1           LO - London         914	LO - Lincoln	3
LO - Linnards Lane1LO - Little Preston1LO - Liverpool60LO - Llangollen Canal1LO - Lockington1LO - Lockington Marshes1LO - Lofthouse1LO - London914LO - London Euston8	LO - Lincolnshire	2
LO - Little Preston1LO - Liverpool60LO - Liongollen Canal1LO - Lockington1LO - Lockington Marshes1LO - Lofthouse1LO - London914LO - London Euston8	LO - Ling Hall	1
LO - Liverpool60LO - Llangollen Canal1LO - Lockington1LO - Lockington Marshes1LO - Lofthouse1LO - London914LO - London Euston8	LO - Linnards Lane	1
LO - Llangollen Canal 1 LO - Lockington 1 LO - Lockington Marshes 1 LO - Lofthouse 1 LO - London Euston 8	LO - Little Preston	1
LO - Lockington1LO - Lockington Marshes1LO - Lofthouse1LO - London914LO - London Euston8	LO - Liverpool	60
LO - Lockington Marshes 1 LO - Lofthouse 1 LO - London 914 LO - London Euston 8	LO - Llangollen Canal	1
LO - Lofthouse1LO - London914LO - London Euston8	LO - Lockington	1
LO - London Euston 914 8	LO - Lockington Marshes	1
LO - London Euston 8	LO - Lofthouse	1
	LO - London	914
LO - London Road 1	LO - London Euston	8
	LO - London Road	1
LO - Long Duckmanton 1	LO - Long Duckmanton	1

LO - Long Eaton	165
LO - Long Whatton	29
LO - Long Wood	3
LO - Longe	1
LO - Longmoor Lane	1
LO - Longwood Park	2
LO - Loscue	1
LO - Lostock	1
LO - Lostock Gralam	39
LO - Lostock Green	18
LO - Lostock Plain	2
LO - Lostock Triangle	4
LO - Loughborough	8
LO - Lount	3
LO - Lower Don Valley	2
LO - Lower Peover	2
LO - Lowes Lane	1
LO - Lowgates	1
LO - Lowland Meadow	1
LO - Lowton	10
LO - Lowton St. Mary's	1
LO - Luton	2
LO - Lymm	6
LO - M1	435

LO - M1 J24	2
LO - M1 J25	1
LO - M1 J26	1
LO - M11	1
LO - M16	1
LO - M17	1
LO - M18	568
LO - M18/A631	2
LO - M180	1
LO - M2	1
LO - M20	1
LO - M21	1
LO - M30	1
LO - M35	1
LO - M36	1
LO - M42	177
LO - M5	2
LO - M50	1
LO - M52	1
LO - M55	1
LO - M56	24
LO - M57	1
LO - M6	72
LO - M60	3

LO - M612LO - M6271LO - M6213LO - M671LO - M692LO - Macclesfield5LO - Main Street7LO - Malham1LO - Maltby75LO - Manchester289LO - Manchester Airport31LO - Manchester Piccadilly41LO - Manor Farm3LO - Manvers3LO - Manvers Lake1LO - Manvers Lake1LO - Manvers Lake1LO - Market Harborough1LO - Markham Vale1		
LO - M621         3           LO - M67         1           LO - M69         2           LO - Macclesfield         5           LO - Main Street         7           LO - Malham         1           LO - Maltby         75           LO - Manchester         289           LO - Manchester Airport         31           LO - Manchester Piccadilly         41           LO - Manchester Ship Canal         6           LO - Mansfield         7           LO - Manvers         3           LO - Manvers Lake         1           LO - Marche Covert         1	LO - M61	2
LO - M671LO - M692LO - Macclesfield5LO - Main Street7LO - Malham1LO - Maltby75LO - Manchester289LO - Manchester Airport31LO - Manchester Piccadilly41LO - Manchester Ship Canal6LO - Mansfield7LO - Manvers3LO - Manvers1LO - Mankester Airport1	LO - M62	71
LO - M692LO - Macclesfield5LO - Main Street7LO - Main Street1LO - Malham1LO - Maltby75LO - Manchester289LO - Manchester Airport31LO - Manchester Piccadilly41LO - Manchester Ship Canal6LO - Mansfield7LO - Manvers3LO - Manvers1LO - Manvers3LO - Manvers Lake1LO - March Covert1	LO - M621	3
LO - Macclesfield5LO - Main Street7LO - Malham1LO - Maltby75LO - Manchester289LO - Manchester Airport31LO - Manchester Piccadilly41LO - Manchester Ship Canal6LO - Mansfield7LO - Manvers3LO - Manvers1LO - Manvers Lake1LO - Market Harborough1	LO - M67	1
LO - Main Street7LO - Malham1LO - Maltby75LO - Manchester289LO - Manchester Airport31LO - Manchester Piccadilly41LO - Manchester Ship Canal6LO - Manor Farm3LO - Mansfield7LO - Manvers3LO - Manvers1LO - Manvers Lake1LO - Market Harborough1	LO - M69	2
LO - Malham1LO - Maltby75LO - Manchester289LO - Manchester Airport31LO - Manchester Piccadilly41LO - Manchester Ship Canal6LO - Manor Farm3LO - Mansfield7LO - Manvers3LO - Manvers1LO - Manvers Lake1LO - Market Harborough1	LO - Macclesfield	5
LO - Maltby75LO - Manchester289LO - Manchester Airport31LO - Manchester Piccadilly41LO - Manchester Ship Canal6LO - Manor Farm3LO - Mansfield7LO - Manvers3LO - Manvers1LO - Manvers Lake1LO - March Covert1	LO - Main Street	7
LO - Manchester289LO - Manchester Airport31LO - Manchester Piccadilly41LO - Manchester Ship Canal6LO - Manor Farm3LO - Mansfield7LO - Manvers3LO - Manvers1LO - Manvers Lake1LO - March Covert1	LO - Malham	1
LO - Manchester Airport31LO - Manchester Piccadilly41LO - Manchester Ship Canal6LO - Manor Farm3LO - Mansfield7LO - Manvers3LO - Manvers1LO - Manvers Lake1LO - March Covert1LO - Market Harborough1	LO - Maltby	75
LO - Manchester Piccadilly41LO - Manchester Ship Canal6LO - Manor Farm3LO - Mansfield7LO - Manvers3LO - Manvers1LO - Manvers Lake1LO - March Covert1LO - Market Harborough1	LO - Manchester	289
LO - Manchester Ship Canal6LO - Manor Farm3LO - Mansfield7LO - Manvers3LO - Manvers1LO - Manvers Lake1LO - March Covert1LO - Market Harborough1	LO - Manchester Airport	31
LO - Manor Farm3LO - Mansfield7LO - Manvers3LO - Manvers Lake1LO - March Covert1LO - Market Harborough1	LO - Manchester Piccadilly	41
LO - Mansfield7LO - Manvers3LO - Manvers Lake1LO - March Covert1LO - Market Harborough1	LO - Manchester Ship Canal	6
LO - Manvers       3         LO - Manvers Lake       1         LO - March Covert       1         LO - Market Harborough       1	LO - Manor Farm	3
LO - Manvers Lake 1 LO - March Covert 1 LO - Market Harborough 1	LO - Mansfield	7
LO - March Covert 1 LO - Market Harborough 1	LO - Manvers	3
LO - Market Harborough 1	LO - Manvers Lake	1
	LO - March Covert	1
LO - Markham Vale 1	LO - Market Harborough	1
	LO - Markham Vale	1
LO - Marr 12	LO - Marr	12
LO - Marsden 1	LO - Marsden	1
LO - Marshall's Gorse 1	LO - Marshall's Gorse	1
LO - Marston 4	LO - Marston	4

LO - Masborough	2
LO - Mastin Moor	2
LO - Matlock	2
LO - Mayfield	1
LO - McArthur Glen	2
LO - Meadow Lane	3
LO - Meadow Lane Junction	2
LO - Meadowhall	2205
LO - Mease SAC	6
LO - Mease SSSI	2
LO - Mease Valley	4
LO - Measham	307
LO - Measham Brickworks	3
LO - Measham cemetery	35
LO - Measham Colliery	1
LO - Measham High Street	3
LO - Measham Road	10
LO - Measham Wharf	6
LO - Melton Field	1
LO - Mere	2
LO - Mere Estate	1
LO - Mersey	2
LO - Mersey Canal	8
LO - Methley	73

LO - Mexborough	262
LO - Micklebury	1
LO - Micklefield	2
LO - Middle Bickenhall	1
LO - Middlesbrough	2
LO - Middleton Lakes	1
LO - Middlewich	106
LO - Midland Road	1
LO - Mill Street	17
LO - Millington	5
LO - Milton Keynes	1
LO - Minshull Vernon	3
LO - Mobberly	3
LO - Moira	1
LO - Monk Bretton	1
LO - Moorbridge Lane	1
LO - Moorhouse	1
LO - Moorhouse Lane Ponds	1
LO - Moorthorpe	5
LO - Morrisons Distribution	7
LO - Morton	25
LO - Morton Pinxton	1
LO - Mossbrow	1
LO - Moston	1

LO - Nantwich2LO - Nantwich Road10LO - National Forest18LO - Nether Poppleton1LO - Netherthorpe2LO - New Bolsover1LO - New Crofton59LO - New Sharlston3LO - New Tythe Street5LO - Newbold1LO - Newcastle48LO - Newmarket2LO - Newton Burgoland1LO - Newton Burgoland3LO - Newton Fields2LO - Newton Fields2LO - Newton Kegis3LO - Newton Kegis3LO - Newton Margoland1LO - Newton Kegis3LO - Newton Kegis1LO - Newton Margoland1LO - Newton Kegis3LO - Newton Kegis3LO - Newton Angels1LO - Neuton Angels1LO - Newton		
LO - National Forest18LO - Nether Poppleton1LO - Netherthorpe2LO - New Bolsover1LO - New Crofton59LO - New Sharlston3LO - New Starlston1LO - New Starlston1LO - Newbold1LO - Newcastle48LO - Newmarket2LO - Newton Burgoland1LO - Newton Fields217LO - Newton Fields2LO - Newton Regis3LO - Newton Regis3LO - Nicker Wood1LO - Nicker Wood1	LO - Nantwich	2
LO - Nether Poppleton1LO - Netherthorpe2LO - New Bolsover1LO - New Crofton59LO - New Sharlston3LO - New Tythe Street5LO - Newbold1LO - Newbold48LO - Newhill1LO - Newmarket2LO - Newton Burgoland11LO - Newton Fields217LO - Newton Fields2LO - Newton Regis3LO - Newton Regis3LO - Newton Nord Lane1LO - Newton Wold Lane1LO - Nicker Wood1LO - Nicker Wood1LO - Nicker Wood1	LO - Nantwich Road	10
LO - Netherthorpe2LO - New Bolsover1LO - New Crofton59LO - New Sharlston3LO - New Tythe Street5LO - Newbold1LO - Newbold48LO - Newcastle48LO - Newmarket2LO - Newmarket1LO - Newton Burgoland3LO - Newton Fields2LO - Newton Fields3LO - Newton Regis3LO - Newton Regis3LO - Newton Wood Lane1LO - Nicker Wood1LO - Nicker Wood1	LO - National Forest	18
LO - New Bolsover1LO - New Crofton59LO - New Shariston3LO - New Tythe Street5LO - Newbold1LO - Newcastle48LO - Newhill1LO - Newmarket2LO - Newton Burgoland1LO - Newton Fields3LO - Newton Edition3LO - Newton Case3LO - Newton Lane5LO - Newton Neugis3LO - Newton Neugis3LO - Newton Case3LO - Newton Case3LO - Newton Regis3LO - Newton Case1LO - Neuton Case1LO - Neuton Case3LO - Neuton Regis3LO - Neuton Case1LO - Neuton Case1LO - Neuton Case1LO - Neuton Case1LO - Neuton Regis1LO - Neuton Case1LO - Neuton Case1LO - Nicker Wood1LO - Nicker Wood1	LO - Nether Poppleton	1
LO - New Crofton59LO - New Sharlston3LO - New Tythe Street5LO - Newbold1LO - Newbold48LO - Newcastle48LO - Newhill1LO - Newmarket2LO - Newmillerdam1LO - Newton Burgoland3LO - Newton Fields2LO - Newton Regis3LO - Newton Regis3LO - Newton Market2LO - Newton Chane1LO - Newton Regis3LO - Newton Regis3LO - Nicker Wood1LO - Nicker Wood1	LO - Netherthorpe	2
LO - New Sharlston3LO - New Tythe Street5LO - Newbold1LO - Newbold48LO - Newcastle48LO - Newhill1LO - Newmarket2LO - Newmillerdam1LO - Newton Burgoland3LO - Newton Fields2LO - Newton Lane5LO - Newton Regis3LO - Newton Wood Lane1LO - Nicker Wood and Ponds LWS1	LO - New Bolsover	1
LO - New Tythe Street5LO - Newbold1LO - Newcastle48LO - Newhill1LO - Newmarket2LO - Newmillerdam1LO - Newton Burgoland31LO - Newton Fields2LO - Newton Fields5LO - Newton Cane3LO - Newton Regis3LO - Newton Wood Lane1LO - Nicker Wood and Ponds LWS1	LO - New Crofton	59
LO - Newbold1LO - Newcastle48LO - Newhill1LO - Newhill2LO - Newmarket2LO - Newmillerdam1LO - Newton217LO - Newton Burgoland3LO - Newton Disused Railway1LO - Newton Fields2LO - Newton Regis3LO - Newton Regis3LO - Newton Regis1LO - Nicker Wood1LO - Nicker Wood and Ponds LWS1	LO - New Sharlston	3
LO - Newcastle48LO - Newhill1LO - Newmarket2LO - Newmillerdam1LO - Newton217LO - Newton Burgoland3LO - Newton Disused Railway1LO - Newton Fields2LO - Newton Regis3LO - Newton Regis3LO - Newton Regis1LO - Nicker Wood1LO - Nicker Wood1	LO - New Tythe Street	5
LO - Newhill1LO - Newmarket2LO - Newmillerdam1LO - Newton217LO - Newton Burgoland3LO - Newton Disused Railway1LO - Newton Fields2LO - Newton Regis3LO - Newton Regis3LO - Newton Wood Lane1LO - Nicker Wood1LO - Nickerwood and Ponds LWS1	LO - Newbold	1
LO - Newmarket2LO - Newmillerdam1LO - Newton217LO - Newton Burgoland3LO - Newton Disused Railway1LO - Newton Fields2LO - Newton Lane5LO - Newton Regis3LO - Newton Wood Lane1LO - Nicker Wood1LO - Nicker wood and Ponds LWS1	LO - Newcastle	48
LO - Newmillerdam1LO - Newton217LO - Newton Burgoland3LO - Newton Disused Railway1LO - Newton Fields2LO - Newton Lane5LO - Newton Regis3LO - Newton wood Lane1LO - Nicker Wood1LO - Nicker Wood and Ponds LWS1	LO - Newhill	1
LO - Newton217LO - Newton Burgoland3LO - Newton Disused Railway1LO - Newton Fields2LO - Newton Lane5LO - Newton Regis3LO - Newton wood Lane1LO - Nicker Wood1LO - Nicker wood and Ponds LWS1	LO - Newmarket	2
LO - Newton Burgoland3LO - Newton Disused Railway1LO - Newton Fields2LO - Newton Lane5LO - Newton Regis3LO - Newtonwood Lane1LO - Nicker Wood1LO - Nicker wood and Ponds LWS1	LO - Newmillerdam	1
LO - Newton Disused Railway1LO - Newton Fields2LO - Newton Lane5LO - Newton Regis3LO - Newtonwood Lane1LO - Nicker Wood1LO - Nicker wood and Ponds LWS1	LO - Newton	217
LO - Newton Fields2LO - Newton Lane5LO - Newton Regis3LO - Newtonwood Lane1LO - Nicker Wood1LO - Nickerwood and Ponds LWS1	LO - Newton Burgoland	3
LO - Newton Lane       5         LO - Newton Regis       3         LO - Newtonwood Lane       1         LO - Nicker Wood       1         LO - Nickerwood and Ponds LWS       1	LO - Newton Disused Railway	1
LO - Newton Regis       3         LO - Newtonwood Lane       1         LO - Nicker Wood       1         LO - Nicker wood and Ponds LWS       1	LO - Newton Fields	2
LO - Newtonwood Lane       1         LO - Nicker Wood       1         LO - Nickerwood and Ponds LWS       1	LO - Newton Lane	5
LO - Nicker Wood and Ponds LWS 1	LO - Newton Regis	3
LO - Nickerwood and Ponds LWS 1	LO - Newtonwood Lane	1
	LO - Nicker Wood	1
LO - No Mans Heath 2	LO - Nickerwood and Ponds LWS	1
	LO - No Mans Heath	2

LO - No Man's Heath Lane	2
LO - Nor Wood	2
LO - Normanton	34
LO - Normanton Brook	1
LO - North Cheshire Way	1
LO - North Derbyshire	18
LO - North East Derbyshire	3
LO - North Ings	1
LO - North Midlands Hub	1
LO - North Wales	2
LO - North West England	1
LO - North West Leicestershire	2
LO - North Yorkshire	2
LO - Northampton	1
LO - Northenden	4
LO - Northenden Bridge	1
LO - Northern Crewe Town Tunnel	1
LO - Northumberland	1
LO - Northwich	78
LO - Norton-Juxta-Twycross	5
LO - Norwood	15
LO - Norwood and Locks LWS	1
LO - Norwood Tunnel	8
LO - Nostell	9

LO - Nottingham       18         LO - Nottingham Business Park       1         LO - Nottingham Canal       5         LO - Nottingham Canal       5         LO - Nottingham Canal       1	59 185 1 5
LO - Nottingham18LO - Nottingham Business Park1LO - Nottingham Canal5LO - Nottingham Canal Nature Reserve1	185 1 5
LO - Nottingham Business Park       1         LO - Nottingham Canal       5         LO - Nottingham Canal Nature Reserve       1	1
LO - Nottingham Canal       5         LO - Nottingham Canal Nature Reserve       1	5
LO - Nottingham Canal Nature Reserve 1	
	1
I Q - Nottingham Road	
	14
LO - Nottinghamshire 24	24
LO - Nottinhamshire 4	4
LO - Notton 1	1
LO - Nuneaton 4	4
LO - Nunnary 1	1
LO - Nunnery 1	1
LO - Nursery Fields 7	7
LO - Nursery Fields estate 7	7
LO - Nursery Gardens 1	1
LO - Nuthall 7	7
LO - Oakthorpe 2	2
LO - Old Blackwell 24	24
LO - Old Denaby 8	8
LO - Old Denaby Nature Reserve 5	5
LO - Old Edlington 1	1
LO - Old Snydale 1	1
LO - Old Trafford Football Stadium 1	1

LO - Orchard Marina	1
LO - Orgreave	2
LO - Orton on the Hill	2
LO - Ossett	3
LO - Oulton	104
LO - Oulton Beck	1
LO - Packington	167
LO - Packington Primary School	2
LO - Palatine Road	5
LO - Park Farmhouse	3
LO - Park Forest	2
LO - Park Hall Farm	2
LO - Parkers Road Bridge	1
LO - Parkfield Farm	1
LO - Parkgate	1
LO - Partington	1
LO - Pastures Court	2
LO - Pastures Mews	2
LO - Pastures Road	2
LO - Peak District National Park	2
LO - Peartree Farm Cottages	1
LO - Peas Wood	2
LO - Penistone	1
LO - Pennines	15

LO - Pennington Flash	3
LO - Pennys Lane	1
LO - Peover Eye	3
LO - Peter Fidler Nature Reserve	3
LO - Peter Fidler Reserve	3
LO - Peterborough	2
LO - Pickmere	53
LO - Pickmere Lane	2
LO - Pilsley	1
LO - Pinwall	1
LO - Pinxton	4
LO - Pipe Ridware	1
LO - Pit Lane	3
LO - Plumley	5
LO - Plumley Lime Beds	1
LO - Plumley Moor Road	1
LO - Pochin way	1
LO - Pocket Nook Lane	1
LO - Polesworth	23
LO - Pontcysyllte	1
LO - Pontefract	42
LO - Pontefract Road	3
LO - Pooley Country Park	7
LO - Pooley County Park	1

LO - Porter Brook	2
	1
LO - Potteries	
	2
LO - Preston	10
LO - Pritchard Drive	1
LO - Puddinglane Brook	1
LO - Pugneys Country Park	1
LO - Purston	1
LO - Radcliffe 2	1
LO - Radcliffe Power Station	2
LO - Ratcliffe on Soar	7
LO - Ratcliffe Power Station	5
LO - Ravenfield	10
LO - Rawmarsh	2
LO - Red Hill 6	6
LO - Red Hill Marina	2
LO - Redbeck	1
LO - Renishaw	17
LO - Renishaw Park Conservation Area	1
LO - Retford	9
LO - Ribblesdale	1
LO - Ringway	1
LO - River Aire	14
LO - River Anker	1

LO - River Bollin1LO - River Calder26LO - River Dane42LO - River Dearne18LO - River Doe Lea4LO - River Don20LO - River Dove1LO - River Base87LO - River Medlock1LO - River Mether3LO - River Shaf1LO - River Shaf3LO - River Mether3LO - River Mether3LO - River Mether3LO - River Shaf1LO - River Shaf1LO - River Mether3LO - River Mether3LO - River Mether1LO - River Mether1LO - River Shaf1LO - River Tame1LO - River Mether1LO - River Mether1LO - River Mether1LO - River Mether1LO - River Shaf1LO - River Shaf1LO - River Shaf1LO - River Mether1LO - River Mether3LO - River Mether3LO - River Mether1LO - River Mether1LO - River Mether3LO - River Mether1LO - River Mether <td< th=""><th></th><th></th></td<>		
LO - River Dane42LO - River Dearne18LO - River Doe Lea4LO - River Don20LO - River Dove1LO - River Erewash2LO - River Mease87LO - River Medlock1LO - River Methor3LO - River Sheaf1LO - River Sheaf1LO - River Tame1LO - River Tame21LO - River Wheelock1LO - River Wheelock1LO - River Tame21LO - River Wheelock1LO - River Measer6LO - River Measer2LO - River Shaf1LO - River Shaf1LO - River Tame2LO - River Tame2LO - River Mater6LO - River Mater1LO - River Shaf3LO - River Shafery3LO - Robin Hood Airport5	LO - River Bollin	1
LO - River Dearne18LO - River Doe Lea4LO - River Don20LO - River Dove1LO - River Dove2LO - River Mease87LO - River Medlock1LO - River Mersey7LO - River Sheaf3LO - River Sheaf1LO - River Sheaf1LO - River Tame1LO - River Tame1LO - River Weaver6LO - River Weaver1LO - River Mease1LO - River Sheaf1LO - River Tame1LO - River Tame21LO - River Mease6LO - River Sheaf1LO - River Sheaf1LO - River Tame21LO - River Tame21LO - River Sheaf1LO - River Sheaf1LO - River Sheaf3LO - River Sheaf3LO - River Sheaf1LO - River Sheaf3LO - Road One1LO - Robin Hood Airport5	LO - River Calder	26
LO - River Doe Lea4LO - River Don20LO - River Dove1LO - River Trewash2LO - River Mease87LO - River Medlock1LO - River Mersey7LO - River Sheaf1LO - River Sheaf1LO - River Trent21LO - River Trent21LO - River Weelock1LO - River Weelock1LO - River Trent21LO - River Trent21LO - River Meelock1LO - River Meelock1LO - River Meelock1LO - River Meelock1LO - Rivet Meelock1LO - Rivet Meelock1LO - Rivet Meelock3LO - Rivet Meelock3LO - Rivet Meelock3LO - Riveton Park3LO - Riveton Park3LO - Road One3LO - Roberts Bakery3LO - Robert Meol Airport5	LO - River Dane	42
LO - River Don20LO - River Dove1LO - River Erewash2LO - River Mease87LO - River Medlock1LO - River Mersey7LO - River Rother3LO - River Sheaf1LO - River Tame1LO - River Trent21LO - River Wheelock1LO - River Wheelock1LO - River Wheelock1LO - River Orent1LO - River Tame1LO - River Measer6LO - River Measer1LO - River Measer2LO - River Measer2LO - River Measer3LO - Ri	LO - River Dearne	18
LO - River Dove1LO - River Erewash2LO - River Mease87LO - River Medlock1LO - River Mersey7LO - River Rother3LO - River Sheaf1LO - River Tame1LO - River Trent21LO - River Wheelock1LO - River Wheelock1LO - River Wheelock1LO - River Trent21LO - River Measer6LO - River Measer1LO - River Measer2LO - River Measer3LO - River Measer3LO - River Measer1LO - River Measer3LO	LO - River Doe Lea	4
LO - River Erewash2LO - River Mease87LO - River Medlock1LO - River Medlock7LO - River Mersey7LO - River Sheaf1LO - River Sheaf3LO - River Tame1LO - River Trent21LO - River Wheelock1LO - River Wheelock1LO - River Mease6LO - River Mease1LO - River Mease3LO - River Mease3LO - River Mease3LO - River Mease1LO - River Mease3LO - River Mease3	LO - River Don	20
LO - River Mease87LO - River Medlock1LO - River Mersey7LO - River Rother3LO - River Sheaf1LO - River Soar3LO - River Tame1LO - River Trent21LO - River Weaver6LO - River Wheelock1LO - River Oark1LO - River Dark1LO - Rivet Meelock1LO - Rivet Meelock1LO - Rivet Meelock3LO - Rivet Meelock1LO - Rivet Meelock3LO - Roberts Bakery3LO - Roberts Bakery5	LO - River Dove	1
LO - River Medlock1LO - River Mersey7LO - River Rother3LO - River Sheaf1LO - River Soar3LO - River Tame1LO - River Trent21LO - River Weaver6LO - River Wheelock1LO - River Opark1LO - Rivet Darket1LO - Rivet Darket3LO - Rivet Meelock1LO - Rivet Dark3LO - Rivet Dark3LO - Rivet Dark3LO - Roberts Bakery3LO - Robin Hood Airport5	LO - River Erewash	2
LO - River Mersey7LO - River Rother3LO - River Sheaf1LO - River Soar3LO - River Tame1LO - River Trent21LO - River Weaver6LO - River Wheelock1LO - Rivet Or Park1LO - Rivet One1LO - Rivet Data3LO - Rivet Data3LO - Rivet Meelock1LO - Rivet One3LO - Rivet One3LO - Roberts Bakery3LO - Robert Data5	LO - River Mease	87
LO - River Rother3LO - River Sheaf1LO - River Soar3LO - River Tame1LO - River Trent21LO - River Weaver6LO - River Wheelock1LO - Riveton Park1LO - Rixton2LO - Roberts Bakery3LO - Roberts Bakery5	LO - River Medlock	1
LO - River Sheaf 1 LO - River Soar 3 LO - River Tame 1 LO - River Trent 21 LO - River Weaver 6 LO - River Wheelock 1 LO - Rivet on Park 1 LO - Riveton Park 2 LO - Roberts Bakery 3 LO - Robin Hood Airport 5	LO - River Mersey	7
LO - River Soar 3 LO - River Tame 1 LO - River Trent 21 LO - River Weaver 6 LO - River Wheelock 1 LO - Riveton Park 1 LO - Riveton Park 2 LO - Road One 1 LO - Roberts Bakery 3 LO - Robin Hood Airport 5	LO - River Rother	3
LO - River Tame 1 LO - River Trent 21 LO - River Weaver 6 LO - River Wheelock 1 LO - Riveton Park 1 LO - Riveton Park 2 LO - Road One 2 LO - Road One 1 LO - Roberts Bakery 3	LO - River Sheaf	1
LO - River Trent21LO - River Weaver6LO - River Wheelock1LO - Riveton Park1LO - Rixton2LO - Road One1LO - Roberts Bakery3LO - Robin Hood Airport5	LO - River Soar	3
LO - River Weaver 6 LO - River Wheelock 1 LO - Riveton Park 1 LO - Rixton 2 LO - Road One 1 LO - Roberts Bakery 3 LO - Robin Hood Airport 5	LO - River Tame	1
LO - River Wheelock 1 LO - Riveton Park 1 LO - Rixton 2 LO - Road One 1 LO - Roberts Bakery 3 LO - Robin Hood Airport 5	LO - River Trent	21
LO - Riveton Park 1 LO - Rixton 2 LO - Road One 1 LO - Roberts Bakery 3 LO - Robin Hood Airport 5	LO - River Weaver	6
LO - Rixton2LO - Road One1LO - Roberts Bakery3LO - Robin Hood Airport5	LO - River Wheelock	1
LO - Road One 1 LO - Roberts Bakery 3 LO - Robin Hood Airport 5	LO - Riveton Park	1
LO - Roberts Bakery 3 LO - Robin Hood Airport 5	LO - Rixton	2
LO - Robin Hood Airport 5	LO - Road One	1
· · · · · · · · · · · · · · · · · · ·	LO - Roberts Bakery	3
LO - Robinetts SSSI 1	LO - Robin Hood Airport	5
	LO - Robinetts SSSI	1

L0 - Robinsons Lumb1L0 - Rochdale Canal1L0 - Rootheq Wood1L0 - Roother Valley7L0 - Roother Valley7L0 - Rother Valley Country Park6L0 - Rother Valley Country Park20L0 - Rothwell20L0 - Rothwell21L0 - Rothwell Country Park1L0 - Rothwell Country Showground1L0 - Royal Cheshire Showground1L0 - Rugeley1L0 - Rugeley24L0 - Rugeley24L0 - Rugeley24L0 - Sant Street3L0 - Santdal2L0 - Sandbach Flashes1L0 - Sandbach Flashes1L0 - Sandbach Flashes1		
LO - Romeley Wood1LO - Rostherne1LO - Rother Valley7LO - Rother Valley Country Park6LO - Rother Valley Country Park20LO - Rothwell20LO - Rothwell20LO - Rothwell Country Park41LO - Rothwell Country Park1LO - Rothwell Country Park1LO - Rothwell Country Park1LO - Rothwell Country Park1LO - Royalt Cheshire County Showground1LO - Royal Cheshire County Showground21LO - Royal Cheshire Showground31LO - Royalone31LO - Royalone4LO - Royalone24LO - Royalone24LO - Royalone24LO - Royalone3LO - Royalone24LO - Sandal2LO - Sandbach Flashes1	LO - Robinsons Lumb	1
LO - Rostherne1LO - Rother Valley7LO - Rother Valley Country Park6LO - Rotherham577LO - Rothwell20LO - Rothwell41LO - Rothwell Country Park41LO - Rothwell Country Park1LO - Rothwell Country Showground1LO - Royal Cheshire Country Showground1LO - Royal Cheshire Showground31LO - Royaton4LO - Royaton4LO - Royaton3LO - Royaton4LO - Royaton4LO - Royaton3LO - Sandal2LO - Sandbach8LO - Sandbach Flashes1	LO - Rochdale Canal	1
LO - Rother Valley7LO - Rother Valley Country Park6LO - Rotherham577LO - Rothwell20LO - Rothwell Country Park41LO - Rothwell Country Park1LO - Rothill1LO - Roxhill Rail Interchange1LO - Royal Cheshire County Showground1LO - Royal Cheshire Showground31LO - Sudheath32LO - Sandbach3LO - Sandbach8LO - Sandbach Flashes1	LO - Romeley Wood	1
LO - Rother Valley Country Park6LO - Rotherham577LO - Rothwell20LO - Rothwell Country Park41LO - Roundthorn2LO - Roxhill1LO - Roxhill Rail Interchange1LO - Royal Cheshire County Showground21LO - Royal Cheshire Showground31LO - Royal Cheshire Showground31LO - Royal Cheshire Showground31LO - Royal Cheshire Showground31LO - Rudheath31LO - Rugeley1LO - Runcorn34LO - Sandbach3LO - Sandbach3LO - Sandbach Flashes1	LO - Rostherne	1
LO - Rotherham577LO - Rothwell20LO - Rothwell Country Park41LO - Roundthorn2LO - Roxhill1LO - Roxhill Rail Interchange1LO - Royal Cheshire County Showground1LO - Royal Cheshire Showground21LO - Royal Cheshire Showground31LO - Royal Cheshire Showground32LO - Sandal32LO - Sandbach Flashes31	LO - Rother Valley	7
LO - Rothwell20LO - Rothwell Country Park41LO - Roundthorn2LO - Roxhill1LO - Roxhill1LO - Roxhill Rail Interchange1LO - Royal Cheshire County Showground21LO - Royal Cheshire Showground21LO - Royal Cheshire Showground31LO - Sudgley31LO - Sandbach3LO - Sandbach Flashes1	LO - Rother Valley Country Park	6
LO - Rothwell Country Park41LO - Roundthorn2LO - Roxhill1LO - Roxhill Interchange1LO - Royal Cheshire County Showground1LO - Royal Cheshire Showground21LO - Royston5LO - Rudheath31LO - Rugeley1LO - Rugnorn4LO - Ryhill24LO - Sandbach3LO - Sandbach Flashes1	LO - Rotherham	577
LO - Roundthorn2LO - Roxhill1LO - Roxhill Rail Interchange1LO - Royal Cheshire County Showground1LO - Royal Cheshire Showground21LO - Royston5LO - Rudheath31LO - Rugeley1LO - Runcorn4LO - Sandbach3LO - Sandbach Flashes1	LO - Rothwell	20
LO - Roxhill1LO - Roxhill Rail Interchange1LO - Royal Cheshire County Showground1LO - Royal Cheshire Showground21LO - Royston5LO - Royston31LO - Rudheath31LO - Rugeley1LO - Runcorn4LO - Sandal24LO - Sandabach8LO - Sandabach Flashes1	LO - Rothwell Country Park	41
LO - Roxhill Rail Interchange1LO - Royal Cheshire County Showground1LO - Royal Cheshire Showground21LO - Royston5LO - Rudheath31LO - Rugeley1LO - Runcorn4LO - Salt Street3LO - Sandal2LO - Sandbach Flashes1	LO - Roundthorn	2
LO - Royal Cheshire County Showground1LO - Royal Cheshire Showground21LO - Royston5LO - Rugheath31LO - Rugeley1LO - Runcorn4LO - Ryhill24LO - Salt Street3LO - Sandal2LO - Sandbach Flashes1	LO - Roxhill	1
LO - Royal Cheshire Showground21LO - Royston5LO - Rudheath31LO - Rugeley1LO - Runcorn4LO - Ryhill24LO - Salt Street3LO - Sandal2LO - Sandbach Flashes1	LO - Roxhill Rail Interchange	1
LO - Royston5LO - Rudheath31LO - Rugeley1LO - Runcorn4LO - Ryhill24LO - Salt Street3LO - Sandal2LO - Sandbach Flashes1	LO - Royal Cheshire County Showground	1
LO - Rudheath31LO - Rugeley1LO - Runcorn4LO - Ryhill24LO - Salt Street3LO - Sandal2LO - Sandbach8LO - Sandbach Flashes1	LO - Royal Cheshire Showground	21
LO - Rugeley1LO - Runcorn4LO - Ryhill24LO - Salt Street3LO - Sandal2LO - Sandbach Flashes1	LO - Royston	5
LO - Runcorn4LO - Ryhill24LO - Salt Street3LO - Sandal2LO - Sandbach8LO - Sandbach Flashes1	LO - Rudheath	31
LO - Ryhill 24 LO - Salt Street 3 LO - Sandal 2 LO - Sandbach Flashes 1	LO - Rugeley	1
LO - Salt Street3LO - Sandal2LO - Sandbach8LO - Sandbach Flashes1	LO - Runcorn	4
LO - Sandal     2       LO - Sandbach     8       LO - Sandbach Flashes     1	LO - Ryhill	24
LO - Sandbach Flashes 8	LO - Salt Street	3
LO - Sandbach Flashes 1	LO - Sandal	2
	LO - Sandbach	8
LO - Sandiacre 69	LO - Sandbach Flashes	1
	LO - Sandiacre	69

LO - Sandiacre Marsh	4
LO - Sandiacre Road Bridge	1
LO - Santingley Lane	16
LO - Sawley	4
LO - Sawley Marina	2
LO - Scarborough	1
LO - Scholes	1
LO - Scotland	5
LO - Scunthorpe	5
LO - Seckington	1
LO - Selby	2
LO - Sellers Wood	1
LO - Selston	1
LO - Shafton	2
LO - Shakerley	1
LO - Sharlston	54
LO - Sharlston / Sharlston Common	13
LO - Sharlston Common	7
LO - Shay Lane	1
LO - Sheaf Valley	4
LO - Sheet Stores	1
LO - Sheffield	2102
LO - Sheffield and South Yorkshire Navigation Canal	1
LO - Sheffield Midland	600

LO - Sheffield Parkways	29
LO - Sheffield Victoria	9
LO - Shelbrooke	1
LO - Sheriff House Business Centre	1
LO - Sherwood Forest	1
LO - Shimmer	3
LO - Shimmer Estate	8
LO - Shipton	2
LO - Shiregreen	1
LO - Shropshire Union Canal	19
LO - Shurlach Road	1
LO - Shuttingdon	3
LO - Shuttington	1
LO - Shuttlewood	4
LO - Silverhill Trail	3
LO - Sir John Moore school	58
LO - Skelbrooke	1
LO - Skipton	1
LO - Slag Lane Lowton	1
LO - Smithfield Avenue	1
LO - Smoker Brook	1
LO - Smoker Wood	1
LO - Smooth Coppice Plantation	1
LO - Snake Pass	1

	15
I.O Sparestone Jane	
	15
LO - Snipe Bog Nature Reserve	2
LO - Soar (River)	1
LO - South Bostock	1
LO - South Elmsall	28
LO - South Hiendly	3
LO - South Kirkby	28
LO - South Normanton	25
LO - South Yorkshire	1115
LO - South Yorkshire Coalfield	2
LO - South Yorkshire Navigation Canal	3
LO - Southwell	1
LO - Spinkhill	5
LO - Spondon (Derby)	1
LO - Spring Lane	2
LO - Springfield	1
LO - Sproston Plain	2
LO - Sprotbrough	4
LO - St Aidan's Nature Reserve	4
LO - St Giles Church	12
LO - St Johns	2
LO - Stafford	6
LO - Staffordshire	7

LO - Stainsby	6
LO - Stanfree	1
LO - Stanley	1
LO - Stanthorne	36
LO - Stanthorne Hall	1
LO - Stanton	1
LO - Stanton Gate	48
LO - Stanton Gate LNR	1
LO - Stanton Sidings	1
LO - Stapleford	29
LO - Stapleford Lane	1
LO - Stapleford Road	1
LO - Station Road	10
LO - Station Street	8
LO - Staunton	1
LO - Staveley	54
LO - Stenson	1
LO - Stevenage	1
LO - Stockley Trail	1
LO - Stockport	7
LO - Stockport Viaduct	1
LO - Stocksbridge	2
LO - Stoke	2
LO - Stoke-on-Trent	6

LO - Stone	5
LO - Stonebroom	9
LO - Stoney Clouds	3
LO - Stoney Clouds Nature Reserve	6
LO - Store Street	1
LO - Stourton (Leeds)	11
LO - Stove Room Wood	1
LO - Streethouse	1
LO - Strelley	7
LO - Stretton	1
LO - Stublach	1
LO - Stublach Gas Storage	1
LO - Stublach Plain	2
LO - Stubshaw Cross	1
LO - Sutton Mill	1
LO - Sutton Scarsdale	3
LO - Sutton-cum-Duckmanton	1
LO - Sutton-in-Ashfield	1
LO - Swaithe	2
LO - Swallownest	8
LO - Swarcliffe	1
LO - Swepstone	3
LO - Swepstone Road	1
LO - Swillington	120

LO - Swine Lane	4
LO - Swinton	16
LO - Swire Lane	1
LO - Tabley	9
LO - Tamworth	26
LO - Tarporley	1
LO - Tatton	21
LO - Tatton Hall	1
LO - Teeside	1
LO - Teesside	1
LO - Teversal	1
LO - The Meadows	1
LO - Thorncliffe	1
LO - Thornton	1
LO - Thorpe	2
LO - Thorpe Park	2
LO - Thrumpton	1
LO - Thurcroft	71
LO - Thurnscoe	21
LO - Thybergh Country Park	1
LO - Tibshelf	51
LO - Timperley Wedge	2
LO - Tinsley	16
LO - Tipton	1

LO - Tiree Close	2
LO - Tonge	33
LO - Tonge Ginge	1
LO - Totley	2
LO - Toton	318
LO - Toton Fields	1
LO - Toton Lane	1
LO - Toton Sidings	9
LO - Towers Lane	4
LO - Towton	2
LO - Trafford	3
LO - Trans Pennine Bridleway / Trail	28
LO - Trans Pennine Trail	16
LO - Treeton	7
LO - Trent	1
LO - Trent and Mersey Canal	46
LO - Trent and Mersey Flash	1
LO - Trent and Mersey Puddinglake Brook Viaduct	1
LO - Trent Canal	3
LO - Trent Lane Junction	3
LO - Trent Lock	2
LO - Trent Valley	6
LO - Trent Valley Way	2
LO - Trowell	78

High Speed Two Phase 2b: Crewe to Manchester & West Midlands to Leeds Route Refinement Consultation 2016

LO - Trowell Church of England School	3
LO - Trowell Grove	1
LO - Trowell Moor	5
LO - Trowell Park	11
LO - Trowell Primary School	2
LO - Turnerwood	1
LO - Twycross	3
LO - Twycross Zoo	1
LO - Ulleskelf	1
LO - Ulley	9
LO - Wade Brook	4
LO - Wakefield	572
LO - Wakefield Westgate	22
LO - Wales (village)	29
LO - Wales Bar	1
LO - Walley Green	1
LO - Wallgate	1
LO - Walton	27
LO - Walton (Stone)	1
LO - Walton Colliery	1
LO - Warburton	4
LO - Wardle Lock	1
LO - Warmfield	5
LO - Warmingham	6

LO - Warmingham Brine Field7LO - Warmsworth22LO - Warrington21LO - Warton5LO - Warwickshire12LO - Washwood Heath4LO - Water Haigh Park52LO - Water Haigh Park (Oulton)1LO - Water Meadow1LO - Water Meadow2LO - Water Orton2LO - Water Orton3LO - Water I algh Park3LO - Water I algh Park1LO - Water Orton2LO - Water Orton3LO - Water I algh1LO - Water I algh1LO - Water I algh1LO - Water I algh2LO - Water I algh2LO - Water I algh1LO - Weaver Valley Area2LO - Weater I algh1LO - Weater I algh1LO - Weater I algh1LO - Weater I algh1LO - Weater I algh3LO - Weater I algh3 <trr>LO - Weater I algh3<t< th=""><th></th><th></th></t<></trr>		
LO - Warrington22LO - Warton5LO - Warwickshire12LO - Washwood Heath4LO - Water Haigh Park52LO - Water Haigh Park (Oulton)1LO - Water Haigh Park (Oulton)1LO - Water Meadow1LO - Water Orton2LO - Water Orton1LO - Water Orton3LO - Water I Aug3LO - Water I Aug3LO - Water I Aug1LO - Water Orton1LO - Water Orton3LO - Water I Aug1LO - Weaver Valley Area2LO - Weaver Way1LO - Weeland Road1LO - West Bretton1LO - West Coast3LO - West Coast Main Line3	LO - Warmingham Brine Field	7
LO - Warton5LO - Warwickshire12LO - Washwood Heath4LO - Water Haigh Park52LO - Water Haigh Park (Oulton)1LO - Water Meadow1LO - Water Meadow2LO - Water Orton2LO - Watford1LO - Wath-upon-Dearne3LO - Waterly4LO - Waverly1LO - Waverly1LO - Waverly1LO - Weaver Valley Area2LO - Weaver Way1LO - Weet Road2LO - Weet Road1LO - Weet Sartton1LO - Weet Road2LO - Weet Road2LO - Weet Road1LO - Weet Road2LO - Weet Road2LO - Weet Road3LO - Weet Coast3LO - Weet Coast3	LO - Warmsworth	3
LO - Warwickshire12LO - Washwood Heath4LO - Water Haigh Park52LO - Water Haigh Park (Oulton)1LO - Water Meadow1LO - Water Orton2LO - Water Orton1LO - Wathr-upon-Dearne3LO - Waverley4LO - Waverley1LO - Waverley1LO - Waverly1LO - Weaver Valley Area2LO - Weaver Way1LO - Weaver Way1LO - Weethorth2LO - West Bretton1LO - West Coast3LO - West Coast Main Line3	LO - Warrington	22
LO - Washwood Heath4LO - Water Haigh Park52LO - Water Haigh Park (Oulton)1LO - Water Meadow1LO - Water Orton2LO - Water Orton1LO - Wathrupon-Dearne3LO - Waterlay2LO - Waverley4LO - Waverly1LO - Waverly1LO - Weaver Valley Area2LO - Weeland Road2LO - Weets Bretton1LO - West Sretton3LO - West Coast Main Line3	LO - Warton	5
LO - Water Haigh Park52LO - Water Haigh Park (Oulton)1LO - Water Meadow1LO - Water Orton2LO - Watford1LO - Watford3LO - Wathon-Dearne3LO - Water Ily4LO - Waverley1LO - Waverley1LO - Waverly1LO - Weaver Valley Area2LO - Weaver Valley Area2LO - Weaver Way1LO - Weetnom1LO - Weetnom3LO - Weet Coast3LO - Weet Coast Main Line3	LO - Warwickshire	12
LO - Water Haigh Park (Oulton)1LO - Water Meadow1LO - Water Orton2LO - Watford1LO - Wath-upon-Dearne3LO - Watnall2LO - Water Icy4LO - Waverley1LO - Waverley1LO - Waverly1LO - Weaver Bank2LO - Weaver Valley Area2LO - Weaver Way1LO - Weeland Road2LO - West Bretton1LO - West Coast3LO - West Coast Main Line3	LO - Washwood Heath	4
LO - Water Meadow1LO - Water Orton2LO - Watford1LO - Wathoupon-Dearne3LO - Watnall2LO - Waverley4LO - Waverley1LO - Waverley1LO - Waverly1LO - Weaver Bank2LO - Weaver Valley Area2LO - Weaver Way1LO - Weaver Way1LO - Weet Koast3LO - West Coast3	LO - Water Haigh Park	52
LO - Water Orton2LO - Watford1LO - Wath-upon-Dearne3LO - Watnall2LO - Waverley4LO - Waverley1LO - Waverly1LO - Weaver Bank1LO - Weaver Valley Area2LO - Weaver Way1LO - Weatorth2LO - Weatorth3LO - Weatorth3LO - Weatorth3LO - Weatorth3LO - Weatorth3	LO - Water Haigh Park (Oulton)	1
LO - Watford1LO - Wath-upon-Dearne3LO - Watnall2LO - Waverley4LO - Waverly1LO - Waverly1LO - Weaver Bank2LO - Weaver Valley Area2LO - Weaver Way1LO - Weathon3LO - Weathon1LO - Weathon3LO - Weathon3LO - Weathon3	LO - Water Meadow	1
LO - Wath-upon-Dearne3LO - Watnall2LO - Waverley4LO - Waverly1LO - Waverly1LO - Weaver Bank1LO - Weaver Valley Area2LO - Weaver Valley Area1LO - Weaver Way1LO - Weeland Road2LO - West Bretton1LO - West Coast3LO - West Coast Main Line3	LO - Water Orton	2
LO - Watnall2LO - Waverley4LO - Waverly1LO - Waverly1LO - Weaver Bank1LO - Weaver Valley Area2LO - Weaver Valley Area1LO - Weaver Way1LO - Weeland Road2LO - Wentworth1LO - West Bretton3LO - West Coast3	LO - Watford	1
LO - Waverley 4 LO - Waverly 1 LO - Weaver Bank 1 LO - Weaver Valley Area 2 LO - Weaver Valley Area 2 LO - Weaver Way 1 LO - Weeland Road 2 LO - Wentworth 1 LO - West Bretton 1 LO - West Bretton 3 LO - West Coast Main Line 3	LO - Wath-upon-Dearne	3
LO - Waverly1LO - Weaver Bank1LO - Weaver Valley Area2LO - Weaver Way1LO - Weeland Road2LO - Wentworth1LO - West Bretton1LO - West Coast3LO - West Coast Main Line3	LO - Watnall	2
LO - Weaver Bank 1 LO - Weaver Valley Area 2 LO - Weaver Way 1 LO - Weeland Road 2 LO - Weeland Road 2 LO - Wentworth 1 LO - West Bretton 1 LO - West Coast Main Line 3	LO - Waverley	4
LO - Weaver Valley Area2LO - Weaver Way1LO - Weeland Road2LO - Wentworth1LO - West Bretton1LO - West Coast3LO - West Coast Main Line3	LO - Waverly	1
LO - Weaver Way1LO - Weeland Road2LO - Wentworth1LO - West Bretton1LO - West Coast3LO - West Coast Main Line3	LO - Weaver Bank	1
LO - Weeland Road 2 LO - Wentworth 1 LO - West Bretton 2 LO - West Coast 1 LO - West Coast Main Line 3	LO - Weaver Valley Area	2
LO - Wentworth       1         LO - West Bretton       1         LO - West Coast       3         LO - West Coast Main Line       3	LO - Weaver Way	1
LO - West Bretton 1 LO - West Coast Coast Main Line 3 	LO - Weeland Road	2
LO - West Coast Main Line 3	LO - Wentworth	1
LO - West Coast Main Line 3	LO - West Bretton	1
	LO - West Coast	3
10 - West Goostrey	LO - West Coast Main Line	3
	LO - West Goostrey	1

	5
LO - West Hardwick	1
LO - West Midlands	42
LO - West Park Leisure Centre	5
LO - West Stockwith	2
LO - West Yorkshire	216
LO - Westhare	1
LO - Westhouses	2
LO - Wetherby	1
LO - Whatcroft	33
LO - Whatcroft Hall	2
LO - Whatcroft Lane	2
LO - Whateley	2
LO - Whately	2
LO - Whatton Estate	1
LO - Whiston	3
LO - White Horse	1
LO - Wicker	1
LO - Wickersley	60
LO - Wigan	22
LO - Wilkesley	2
LO - Wilmslow	2
LO - Wilsthorpe	1
LO - Wimboldsley	74

LO - Wimboldsley Grange	4
LO - Wimboldsley Primary School	11
LO - Wimboldsley Wood	1
LO - Wimboldsley Wood SSSI	11
LO - Wimboldsley Woods	1
LO - Wincham	9
LO - Wincobank	1
LO - Wincobank (Sheffield)	1
LO - Windmill Hill	5
LO - Winnington	2
LO - Winnington Wood	5
LO - Winsford	50
LO - Winsford Academy	1
LO - Winsford Flashes	1
LO - Winsford Industrial Estate	9
LO - Winsford Road	1
LO - Winsford Salt Mine	5
LO - Winter	1
LO - Winterbottom	4
LO - Winterbottom Farm	1
LO - Wintersett	43
LO - Withington	5
LO - Withington Golf Club	5
LO - Withington Golf Course	2

LO - Witton	1
LO - Wombwell	2
LO - Woodall	6
LO - Woodend Lock	1
LO - Woodhead	5
LO - Woodheal	1
LO - Woodhouse	4
LO - Woodlesford	187
LO - Woodthorpe	2
LO - Worksop	36
LO - Worksop Road	16
LO - Worleston	1
LO - Worsbrough	1
LO - Worthington	8
LO - Wragby	2
LO - Wrengate	1
LO - Wythenshawe	2
LO - Yarnfield	1
LO - Yew Tree Farm	1
LO - York	59
LO - Yorkshire	90
Other comments (OT)	
OT - About respondent	17
OT - Commercial proposal	4

OT - Context / intro to response	1109
OT - Defers to local wildlife trusts	1
OT - General comment	199
OT - No comment	2
OT - Personal details	73
OT - Reference to attachment	313
OT - Reference to contract / MoU	1
OT - Reference to government	40
OT - Reference to government docs	8
OT - Reference to HS1	12
OT - Reference to Hybrid Bill	2
OT - Reference to legislation / regulation	10
OT - Reference to local government	23
OT - Reference to local group	1
OT - Reference to local politicians	48
OT - Reference to Member of Parliament	49
OT - Reference to other documentation / website	103
OT - Reference to other infrastructure project	45
OT - Reference to other question / response	1110
OT - Reference to other stakeholder / organisation	147
OT - Reference to previous consultation	84
OT - Reference to property consultation coded elsewhere	5
OT - Reference to public opinion / consensus	104
OT - Reference to report	65

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OT - Summary / stating of HS2 proposals	79
OT - Support DMBC response	1

## Appendix D Glossary of terms

**Amenity** - The benefits of enjoyment and well-being that are gained from a resource in line with its intended function. Amenity may be affected by a combination of factors such as: sound, noise and vibration; dust/air quality; traffic/congestion; and visual impacts.

**Biodiversity -** The variety of life in the world or in a particular habitat or ecosystem.

Culvert - A large pipe or small underbridge carrying a watercourse under a road or railway.

**East Coast Main Line** - Inter-urban rail line between London and Edinburgh, serving other cities on the route.

**Embankment** - Artificially raised ground, commonly made of rock or compacted soil, on which a new railway or road is constructed.

**High Speed Two (HS2)** - Proposed high speed rail line between London and the West Midlands (Phase One) and on to Manchester and Leeds (Phase Two). Phase 2a consists of the section between the West Midlands and Crewe, while Phase 2b consists of the sections between Crewe and Manchester on the western leg, and between the West Midlands and Leeds on the eastern leg.

**High Speed Two Limited (HS2 Ltd)** - The company set up by the Government to design and build the proposed high speed rail line connecting London with Manchester and Leeds.

**Information events** - a series of events at community venues along the Phase 2b line of route between 5 January and 25 February 2017 to provide members of the public an opportunity to view relevant maps and documents, and to speak with appropriately qualified members of staff about how the proposals might apply to them.

**Impact** - Changes to the environment and local communities that have the potential to occur as a result of the construction and/or operation of the Proposed Scheme.

**Infrastructure maintenance depot (IMD)** - A facility providing logistical support for the maintenance and repair of the HS2 railway track and associated infrastructure (excluding trains).

**Local planning authority -** The local authority or council that is empowered by law to exercise planning functions.

**Local wildlife site (LWS)** - A non-statutory site of nature conservation value that has been designated 'locally'. These sites are referred to differently between counties. Common terms including site of importance for nature conservation, county wildlife site, site of biological importance, site of local importance and sites of metropolitan importance.

**Listed buildings** - Buildings of international or national importance classified in three grades. Grade I, Grade II and Grade II\*.

**Mitigation** - The measures put forward to prevent, reduce and where possible, offset any adverse effects on the environment, individuals and communities.

**Phase One -** Phase One of the proposed HS2 network, a high speed railway between London and the West Midlands with a connection via the West Coast Main Line at conventional speeds to the North West and Scotland.

**Phase Two** - Phase Two of the proposed HS2 network extends the high speed railway beyond the West Midlands to Manchester and Leeds with connections to conventional railway lines via the West Coast and East Coast Main Lines.

**Phase 2a** - The section of the Phase Two route between the West Midlands and Crewe. It will include a connection with Phase One at Fradley, to the north-east of Lichfield, and a connection with the WCML south of Crewe.

**Phase 2b** - The section of the Phase Two route between Crewe and Manchester, and the West Midlands and Leeds. It will include connections onto the West Coast Main Line at Golborne and East Coast Main Line at Church Fenton, as well as connections onto the existing network near Sheffield.

**Proposed Scheme** - Proposed high speed rail line between Crewe and Manchester, and between the West Midlands and Leeds (i.e. Phase 2b of HS2).

**Public right(s) of way (PRoW)** - A highway where the public has the right to walk and, depending on its class, use for other modes of travel. It can be a footpath (used for walking only), a bridleway (used for walking, riding a horse and cycling), a restricted byway (as a bridleway, but use by non-motorised vehicles also permitted) or a byway that is open to all traffic (include motor vehicles).

**Route refinement** - Proposed changes to the Phase 2b route following public consultation in 2013 and ongoing engagement with local communities and stakeholders. Changes may also reflect learning from the development of the design for the earlier phases of HS2, as well as wider policy developments.

**Safeguarded area** - An area of land subject to a Safeguarding Direction, meaning Local Planning Authorities are required to consult with Government before determining planning applications affecting any land within it, except where that type of application is exempted.

**Setting (cultural heritage)** – The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive, negative or neutral contribution to the significance of an asset and may affect the ability to appreciate it.

**Siding -** A section of track forming a branch off the main railway line. A siding can be used to store a train, or to allow trains to reverse and enter the main railway line running in the opposite direction from which they entered the siding.

**Site of biological importance (SBI)** - A non-statutory designation used by some local planning authorities to protect locally valued sites of biological diversity described as local wildlife sites by the UK Government.

**Site of special scientific interest (SSSI)** - Area of land notified by Natural England under Section 28 of the Wildlife and Countryside Act 1981 as being of special interest due to its flora, fauna or geological or physiological features.

Strategic Road Network (SRN) - The network of motorways and major trunk roads in England.

**Tunnel portal** – Tunnel entrances and exits.

**Viaduct** - A type of bridge composed of a series of spans, used to carry roads and railways across valleys or other infrastructure.

**West Coast Main Line (WCML)** - Inter-urban rail line connecting London, Birmingham, Manchester, Liverpool and Glasgow.

# Appendix E Equality and Diversity monitoring

- E1 As part of the consultation, respondents were asked to complete an equalities and diversity monitoring form through the consultation webform or on a printed response form. For confidentiality and data protection purposes, these forms were collected separately from consultation responses.
- E2 It is also important to note that this consultation ran at the same time as the Phase 2b Property Consultation, and that some respondents could have completed only one equalities and diversities monitoring form despite submitting to multiple consultations. As a result of these factors, the equalities and diversity monitoring forms of both consultations have been analysed together and reported on in each Consultation Summary Report.
- E3 The forms did not ask for contact details and therefore cannot be linked to individual consultation responses. For this reason we are also unable to confirm with certainty that those who completed the diversity form also responded to the consultation. Completing the form was voluntary. We received 5,788 diversity monitoring forms, compared to 8,975 consultation responses across both consultations. For these reasons the results presented below are only indicative and do not fully represent a complete description of respondents. In addition, as respondents often left the form completed blank or partially filled out the form, the total figure for the tables below is different in each case.
- E4 Where no respondents selected one of the given options on the form, it is not displayed in the results. A copy of the paper response form, which includes all possible options for each question, can be found in Appendix F. A breakdown of the results is presented below:

## National Identity

National identity	Count of responses
British	2,541
English	891
Northern Irish	4
Scottish	20
Welsh	11
Prefer not to say	146
Other	25

Question 1 asked 'How would you describe your national identity?'

Respondents who selected 'Other' identified as Irish (6), European (9), Spanish (1), German (2), South African (2), Indian (1), Italian (1) and Yorkshire (1).

## Ethnicity

Question 2 asked 'How would you describe your ethnicity?'

Ethnicity	Count of responses
Asian - Pakistani	4
Asian - Bangladeshi	1
Asian - Chinese	4
Other Asian background	2
Asian - Indian	11
Black - African	1
Black - Caribbean	1
Other Black background	1
Asian and White	4
Other Mixed background	1
White - English	3,199
White - Northern Irish	3
White - Gypsy or Irish Traveller	1
White - Scottish	44
White - Irish	15
White - Welsh	29
Other White background	46
Prefer not to say	191

Among the 46 respondents who selected 'other white background', respondents identified as follows: British (25), European (6), Yorkshire (3), German (2), South African (2), Jewish (1), Polish (1), Italian (1).

The two respondents who selected 'other Asian background' identified as Sri Lankan.

The respondent who selected 'other black background' identified as black British.

The respondent who selected 'other mixed background' identified as white, black Caribbean, south American and white European.

## Disability

Question 3 asked 'Do you consider yourself to be a disabled person?'

Disability	Count of responses
Yes	201
No	3,125
Prefer not to say	235

Among the 201 respondents who answered yes to this question, 92 further specified their disability as mobility, 31 as a hearing impairment, 6 as learning difficulties, 8 as a visual impairment, 11 as mental ill health, one as a manual dexterity impairment and 8 as 'other'. Some respondents specified more than one of these disabilities.

## Gender

Question 4 asked 'What is your gender?'

Gender	Count of responses
Female	1,629
Male	1,762
Prefer not to say	173

## **Religion and belief**

Question 5 asked 'What is your religion or belief?'

Religion and belief	Count of responses
Buddhist	10
Christian	2,012
Hindu	8
Jewish	7

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Muslim	7
Sikh	5
None	847
Prefer not to say	457
Other	49

Of the 49 respondents who answered 'other', respondents identified as follows: Atheist (9), Yogi/Yogini (3), Catholic (4), Church of England (3), Agnostic (2), Humanist (2), Pagan (2), Quaker (2), spiritual (2). A few other answers were given by single respondents.

## Marriage and Civil Partnerships

Question 6 asked 'Are you married or in a civil partnership?'

Married or in a civil partnership	Count of responses
Yes	2,429
Νο	719
Prefer not to say	343

## Age

Question 7 asked 'What is your age?'

Age	Count of responses
Under 16	14
16-24	86
25-29	90
30-34	202
35-39	251
40-44	269
45-49	349
50-54	392
55-59	352

60-64	391	
65+	885	
Prefer not to say	270	

## Sexual orientation

Question 8 asked 'What is your Sexual Orientation?'

Sexual orientation	Count of responses
Bisexual	24
Gay man	13
Gay women	6
Heterosexual / straight	2,760
Prefer not to say	546

# Appendix F Equality and Diversity monitoring form



## High Speed Two Phase 2b: Crewe to Manchester, West Midlands to Leeds Route Refinement Consultation 2016 About you

As part of our commitment to considering diversity in the delivery of HS2 we want to understand who is responding to our consultations.

Information you give us will help us improve future engagement activities.

November 2016

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Completing this form is voluntary and is not a requirement for your response to be accepted. The form will not be linked to the information you have provided in your response or your name and we won't share the information with anyone else. We will use this information to provide a summary of the types of people who responded to this consultation. This summary will not identify individuals who have provided information.

Please complete the information below and return this form with your response, either by email to route2b@dialoguebydesign.co.uk or by post, using the Freepost address below.

## FREEPOST HS2 PHASE 2B ROUTE REFINEMENT CONSULTATION

Please note: no additional address information is required and you do not need a stamp. Please use capital letters.

Q1. How would you describe y	our national identity?	
British	Scottish	Prefer not to say
English	Welsh	
Northern Irish	Other (please specify)	
Q2. How would you describe y Asian	our ethnicity?	
Bangladeshi	Chinese	Indian
Pakistani	Other Asian background (please specify)	
Black		
African	Caribbean	
Other Black background	(please specify)	
Mixed ethnic background		
Asian and White	Black African and White	Black Caribbean and White
Other Mixed background	(please specify)	
White		
English	Gypsy or Irish Traveller	Irish
Northern Irish	Scottish	Welsh
Other White background	(please specify)	
Prefer not to say		
Page 2 of 4	Ro	oute Refinement Consultation – About you

The E a physical long-to day-to	o you consider yourself to b quality Act 2010 defines a di sical or mental impairment, term adverse effect on the p p-day activities. Yes	sabled which erson's	l person as someone wit has a substantial and s ability to carry out nor No		Prefer not to say
	e tick as many as apply)	,	,		
	Hearing impairment		Mobility		Speech impairment
	Visual impairment		Mental ill health		Manual dexterity
	Learning difficulties (where a different way i.e. someone				Prefer not to say
	Other (please specify)				
04 W	/hat is your gender?				
	Male		Female		Prefer not to say
05 W	/hat is your religion or belie	f7			
	Buddhist	$\square$	Christian		Hindu
	Jewish		Muslim		Sikh
	Jewish				SIKI
	None		Prefer not to say		
	Other (please specify)				
06 4	re you married or in a civil r		rah in 2		
	Yes		No		Prefer not to say
	Tes		110		
Q7. W	/hat is your age?				
	Under 16		35-39		55-59
$\square$	16-24	$\square$	40-44		60-64
	25-29		45-49		65+
	30-34		50-54		Prefer not to say
Page 3	of 4		1	Route Refir	nement Consultation – About you



## **Data Protection**

All information supplied will be held by HS2 Ltd and will remain secure and confidential and will not be associated with other details provided in your response. The data will not be passed on to any third parties or used for marketing purposes in accordance with the Data Protection Act 1998.



Route Refinement Consultation - About you

# Appendix G Consultation response form



# High Speed Two Phase 2b: Crewe to Manchester, West Midlands to Leeds Route Refinement Consultation 2016 Response form

This consultation seeks your views on the Route Refinement Consultation document.

This consultation will close at 23:45 on 9 March 2017

For more information please visit www.gov.uk/hs2 or call 020 7944 4908 Please respond to us by using one of the methods below:

Online route2b.dialoguebydesign.net

By email route2b@dialoguebydesign.co.uk

#### By post

FREEPOST HS2 PHASE 2B ROUTE REFINEMENT CONSULTATION

A separate consultation is also being undertaken on the property compensation and assistance schemes the Government is planning to introduce for the Phase 2b route. There are separate response mechanisms for this consultation.

Please refer to the High Speed Two (HS2) website (www.gov.uk/hs2) for more details about the property consultation and how to respond.

November 2016

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#### High Speed Two Phase 2b: Crewe to Manchester, West Midlands to Leeds

#### **Route Refinement Consultation**

The questions on which the Government is seeking your views are set out below. In each case, the Government is interested in your views on its proposals, as well as any additional evidence you feel it should consider.

Please write your response clearly in black ink, within the boxes and, if applicable, attach additional evidence to the response form, clearly stating the question to which it refers.

#### Confidentiality and data protection

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act (DPA) 1998, and the Environmental Information Regulations 2004).

# If you want information that you provide to be treated as confidential please tick $\overline{\checkmark}$ the box below.

Please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals with, amongst other things, obligations of confidence.

In view of this, it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, in itself, be regarded as binding on the Department for Transport or HS2 Limited.

The Department for Transport and HS2 Limited will process your personal data in accordance with the DPA 1998, and in the majority of circumstances, this will mean that your personal data will not be disclosed to third parties.

I wish my response to be treated as confidential.

Please write your reasons below. Please attach additional pages as required.



## PART ONE

## Information about you

It is important to give us your name to ensure your response is included. Your email address will be used to inform you of the outcomes of the consultation.

## Your contact details

First name		
Surname		
Address		
Postcode		
Email		

## Are you responding on behalf of an organisation or group?

Yes	No
-----	----

## If yes, please state the name of your organisation:

Please note: if you are providing a response on behalf of an organisation or group the name and details of the organisation or group may be subject to publication or appear in the final report.

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What category of organisation or group are you representing? Please tick 🗹 one box that applies.
Academic (includes universities and other academic institutions)
Action group (includes rail and action groups specifically campaigning on the high speed rail network proposals)
Business (local, regional, national or international)
Elected representative (includes MPs, MEPs, and local councillors)
Environment, heritage, amenity or community group (includes environmental groups, schools, church groups, residents' associations, recreation groups, rail user groups and other community interest organisations)
Local government (includes county councils, district councils, parish and town councils and local partnerships)
Other representative group (includes chambers of commerce, trade unions, political parties and professional bodies)
Statutory agency
Real estate, housing associations or property-related organisations
Transport, infrastructure or utility organisation (includes transport bodies, transport providers, infrastructure providers and utility companies)
Other
Prefer not to say
Please tell us whom the organisation or group represents and, where applicable, how you assembled the views of members.
Please write in the box below. Please attach additional pages as required.

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## **PART TWO**

## **Consultation questions**

The HS2 Phase 2b: Crewe to Manchester, West Midlands to Leeds Route Refinement Consultation document provides information about seven substantial changes to the route that are being proposed. These changes introduce new or different impacts (both positive or negative) on people, the environment or property compared to the route consulted on in 2013.

The Secretary of State for Transport is seeking views on the questions listed below in the same order as they are listed in the consultation document. In each case, the Secretary of State for Transport is interested in your views and whether or not you support the proposed changes, and why, as well as any additional evidence that you feel the Secretary of State should consider in reaching his decision.

Before answering any of the questions please read the consultation document: 'HS2 Phase 2b: Crewe to Manchester, West Midlands to Leeds Route Refinement Consultation 2016' which can be found at: www.gov.uk/hs2

#### Question 1 – Relocation of western leg Rolling Stock Depot

(Section 2.1 of the 'HS2 Phase 2b: Crewe to Manchester, West Midlands to Leeds Route Refinement Consultation 2016' document).

The Secretary of State is minded to relocate the proposed western leg Rolling Stock Depot from Golborne to a site north of Crewe.

Do you support the proposal to locate the western leg Rolling Stock Depot on the site north of Crewe? Please indicate whether or not you support the proposal together with your reasons.

Please provide as much detail as possible in the box below. Please attach additional pages as required.

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## Question 2 - Route between Middlewich and Pickmere

(Section 2.2 of the 'HS2 Phase 2b: Crewe to Manchester, West Midlands to Leeds Route Refinement Consultation 2016' document).

The Secretary of State is minded to change the alignment between Middlewich and Pickmere and raise the route as it passes through the Cheshire salt plains.

Do you support the proposal to change the alignment and raise the route through the Cheshire salt plains? Please indicate whether or not you support the proposal together with your reasons.

Please provide as much detail as possible in the box below. Please attach additional pages as required.

## **Question 3 – Manchester Piccadilly approach**

(Section 2.3 of the 'HS2 Phase 2b: Crewe to Manchester, West Midlands to Leeds Route Refinement Consultation 2016' document).

The Secretary of State is minded to change the alignment of the approach to Manchester Piccadilly station so that it runs to the east of West Gorton, lengthen the tunnel on the approach and relocate the tunnel portal to the Ardwick rail depot.

Do you support the proposal to change the alignment of the approach to Manchester Piccadilly station? Please indicate whether or not you support the proposal together with your reasons.

Please provide as much detail as possible in the box below. Please attach additional pages as required.

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#### Question 4 - Route around Measham, Leicestershire

(Section 2.4 of the 'HS2 Phase 2b: Crewe to Manchester, West Midlands to Leeds Route Refinement Consultation 2016' document).

# The Secretary of State is minded to move the route so that it runs to the east of Measham, away from the A42.

Do you support the proposal to realign the route to the east of Measham? Please indicate whether or not you support the proposal together with your reasons.

Please provide as much detail as possible in the box below. Please attach additional pages as required.

## Question 5 - Route along A42 around East Midlands Airport

(Section 2.5 of the 'HS2 Phase 2b: Crewe to Manchester, West Midlands to Leeds Route Refinement Consultation 2016' document).

The Secretary of State is minded to move the route on the approach to East Midlands Airport so that it follows the eastern side of the A42 more closely before passing east of the runway and to the east of the M1.

Do you support the proposal to realign the route in the area around East Midlands Airport? Please indicate whether or not you support the proposal together with your reasons.

Please provide as much detail as possible in the box below. Please attach additional pages as required.

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## Question 6 - Changes to East Midlands Hub approach through Long Eaton

(Section 2.6 of the 'HS2 Phase 2b: Crewe to Manchester, West Midlands to Leeds Route Refinement Consultation 2016' document).

The Secretary of State is considering two options for the route as it passes through Long Eaton. Both options follow the same route but pass through Long Eaton at different heights. The two options are to:

- Either lengthen the viaduct over the River Trent floodplain so that the line passes through Long Eaton at a high level, directly to the east of the existing rail lines.
- Or, an alternative option where, after crossing the River Trent floodplain on a shorter viaduct the route passes through Long Eaton on a lower viaduct and embankment again directly to the east of the existing rail lines.

Do you support one of the two options being considered by the Secretary of State for the alignment through Long Eaton? Please indicate which option together with your reasons.

Please provide as much detail as possible in the box below. Please attach additional pages as required.



## Question 7 – Derbyshire to West Yorkshire (M18 / Eastern route)

(Section 2.7 of the 'HS2 Phase 2b: Crewe to Manchester, West Midlands to Leeds Route Refinement Consultation 2016' document).

The Secretary of State is minded to move the alignment of the route between Derbyshire and West Yorkshire to reflect a change in the proposals for serving Sheffield.

Do you support the proposal to amend the route to serve South and West Yorkshire? Please indicate whether or not you support the proposal together with your reasons.

Please provide as much detail as possible in the box below. Please attach additional pages as required.

## Questions 8 and 9 – Creating a northern junction

(Section 2.7 of the 'HS2 Phase 2b: Crewe to Manchester, West Midlands to Leeds Route Refinement Consultation 2016' document).

Changing the way Sheffield is served opens up the possibility of running high speed trains from Sheffield to Leeds via a dedicated link. The Secretary of State is also seeking views on the railway junction needed to create this northern 'loop'.

Do you support the potential development of a northern junction to enable high speed services stopping at Sheffield to continue further north? Please indicate whether or not you support the proposal and your reasons.

Please provide as much detail as possible in the box below. Please attach additional pages as required.

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Do you support the proposed location of the northern junction in the vicinity of Clayton? Please indicate whether or not you support the proposal and your reasons.

Please provide as much detail as possible in the box below. Please attach additional pages as required.



## PART THREE

## Submitting your response

Thank you for completing the response form. Please send it to the Freepost address below.

## FREEPOST HS2 PHASE 2B ROUTE REFINEMENT CONSULTATION

Please note: no additional address information is required and you do not need a stamp. Please use capital letters.

Or email your response to route2b@dialoguebydesign.co.uk

This consultation will close at 23:45 on 9 March 2017. Please ensure you send your response by this date.

Please only use the response mechanisms described in this form when responding to this consultation. We cannot guarantee that responses sent to other addresses will be included in this consultation.

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