

HIGH SPEED TWO PHASE 2B:

CREWE TO MANCHESTER, WEST MIDLANDS TO LEEDS

High Speed Two Phase 2b Crewe to Manchester West Midlands to Leeds Eastern Leg

Rolling Stock Depot Consultation Summary Report

Final version (04 July 2018)

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OVERVIEW OF THE CONSULTATION

CHAPTER 1 – OVERVIEW OF THE CONSULTATION

BACKGROUND TO THE PROPOSED CHANGE

High Speed Two (HS2) is a new high speed railway proposed by the Government to connect major cities in Great Britain. It will be built in phases. Phase One of the HS2 network will run from London to the West Midlands, with a connection to the West Coast Main Line (WCML) near Lichfield, and will become operational in 2026. Phase Two will extend HS2 to the north of England with trains running to Manchester via Crewe, and to Leeds via the East Midlands and South Yorkshire. Connections to the East Coast and West Coast Main Lines will enable HS2 services to travel onwards on the existing rail network. A connection to the Midland Mainline near Clay Cross will also provide HS2 services to Sheffield city centre.

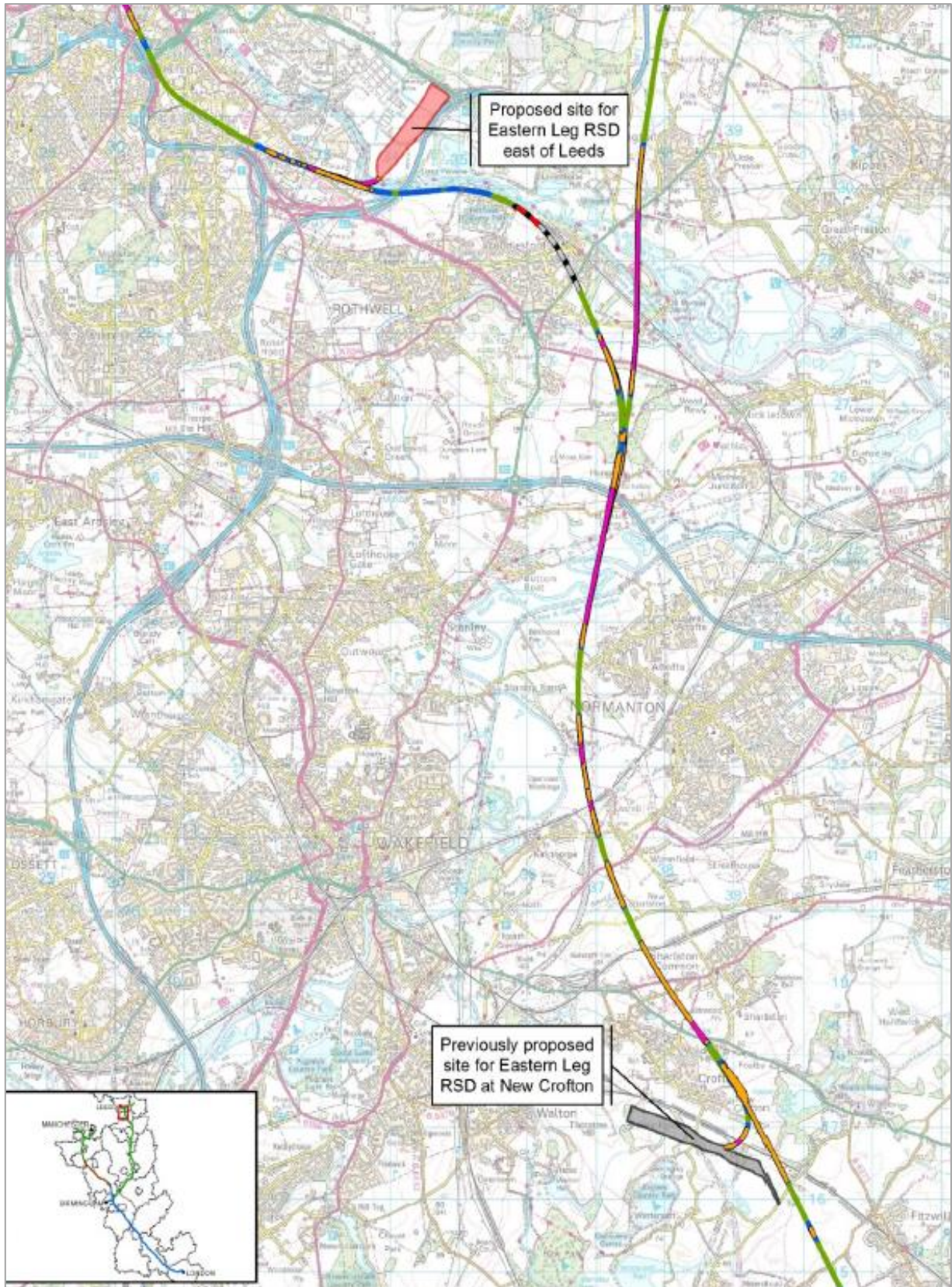
In 2013 the Government put forward its proposed route for Phase Two. The route proposed a Rolling Stock Depot (RSD) on the Eastern Leg of Phase Two at New Crofton, to the south east of Wakefield. The 2013 route alignment resulted in the main high speed line passing to the west of the proposed RSD site. This site was initially identified as it represented a good fit with the engineering, operation and design requirements of a RSD.

In 2015 the Government outlined plans to accelerate part of the Phase Two route from the West Midlands to Crewe and set-out its preferred route for what is known as Phase 2a. The rest of the Phase Two route, the sections from Crewe to Manchester and West Midlands to Leeds is known as Phase 2b.

In November 2016, the Government confirmed the majority of the Phase 2b route and launched a consultation on seven substantial changes to the Phase 2b route. One of these proposed changes (the M18/Eastern route refinement) involved a realignment of the route from Derbyshire to West Yorkshire to reflect a change in the proposals for serving the region. This proposed route change meant that the main high speed line would pass to the east of the New Crofton depot site, rather than the west, as had been proposed in 2013. This change altered the access to the RSD and, as a result, appeared likely to have a greater impact on the local community in Crofton.

As a result, and in response to concerns raised by the local community during engagement activities, in November 2016 the Secretary of State requested a study to consider alternative sites for an RSD on the Eastern Leg of the Phase 2b route. HS2 Ltd completed the study requested by the Secretary of State and proposed an alternative site for the depot, east of Leeds in the Aire Valley adjacent to the M1 (see Figure 1.1).

Figure 1.1: Original and proposed revised location of Phase 2b eastern leg Rolling Stock Depot



Before the consultation took place, the Government said it was minded to favour the proposed relocation of the depot for the following reasons.

“The site is brownfield land, previously used for industrial purposes. There are good connections to the local highway network, and the site has planning consent for a large area of commercial development.

This site provides operational benefits when compared to the previously proposed site at New Crofton, and there is potential to further improve the site’s operational suitability without increasing costs or impacts. The site also has the potential to provide an operational cost saving due to its proximity to Leeds as this will reduce the distance empty trains need to run from the station to the depot.”¹

However, the Government requested a consultation be undertaken on this proposed change. This report summarises the responses to the consultation.

¹ High Speed Two Phase 2b, Crewe to Manchester. West Midlands to Leeds: Eastern Leg Rolling Stock Depot Consultation document (July 2017)

SUMMARY OF RESPONSES TO THE CONSULTATION

A total of 293 respondees took part in the consultation (270 individual members of the public and 23 organisations), submitting a total of 294 responses. Of these responses, 194 made a positive comment about the proposal to relocate the RSD east of Leeds, with 56 making a negative comment on this proposed change.

The positive comments were most often about the reduced impact on local communities, particularly New Crofton. Many respondees expected the original proposed location of the RSD to have a very negative effect on this village as a result of increasing noise, pollution, traffic, loss of greenbelt land and visual blight. Moving the site of the RSD east of Leeds was therefore welcomed. Other comments made in favour of the proposal were that it would make more efficient use of the local road network and that it would reduce journey times between the RSD and Leeds if the site was moved to the Aire Valley. In addition, some respondees mentioned reduced effects on local wildlife, on local heritage sites and improved job opportunities, as reasons why they supported the proposal.

Negative comments were most often about the effect of relocating the RSD to towns and villages east of Leeds, especially Swillington and Woodlesford. These comments mentioned that this area would be heavily affected by the HS2 route even without the depot. The addition of the depot was expected to cause increased noise, pollution and traffic on local roads, as well as the destruction of local countryside.

Various respondees put forward their own suggestions. Some members of the public thought Healey Mill Goods Depot would be a better site, with more access to stations across the region. Suggestions also came from organisations such as the Leeds City Region Enterprise Partnership, the West Yorkshire Combined Authority and Leeds City Council. In their combined response, they supported the idea of moving the RSD to the site in the Aire Valley but were worried about the loss of economic potential through the specific configuration on the site. They made their own proposal for how the site could be used for the depot and economic regeneration.

Several other organisations, such as the Canal & River Trust, the National Trust and the Trans-Pennine Trail Partnership were not opposed to the proposals in theory. However, they did make suggestions for reducing the effect on property or sites they manage. Highways England's suggestions were about how best it could work with HS2 Ltd to manage the effect of the proposal on the local road network.

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THE CONSULTATION PROCESS

CHAPTER 2 – THE CONSULTATION PROCESS

TAKING PART IN THE CONSULTATION

The consultation on the proposed location of the RSD began on Monday 17 July 2017 and closed on Thursday 12 October 2017. The purpose of the consultation was to give both individuals and organisations the chance to put forward their views on the proposed relocation of the depot.

The consultation was publicised in a number of ways:

- a letter and leaflet sent to a total of 329,723 properties within 1km of the confirmed Phase 2b route on 15 and 16 August 2017;
- adverts placed in local newspapers circulating in the vicinity of New Crofton and the proposed site east of Leeds;
- via posts on the HS2 Facebook page and Twitter feed; and
- on the gov.uk website.

The consultation document was made available to view and download from the website; it provided details on the proposed relocation, plans for the previously proposed depot site at New Crofton and for the newly proposed RSD east of Leeds. The web page also provided links to an online version of the consultation response form and a printable version of the response form that could be downloaded, printed, completed and mailed back to the designated Freepost address.

Copies of the consultation document and response form were also sent to relevant local authorities and statutory consultees.

In tandem with the consultation, HS2 Ltd held a series of public information events along the Phase 2b line of route during September 2017; it included events in the vicinity of New Crofton and the new proposed site east of Leeds.² These events provided an opportunity for local people to review the consultation information, understand more about the implications for their local area and to speak directly to members of the project team about the proposed change. Copies of the consultation document and paper response form were

² Please follow the link for the list of all HS2 Ltd events:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/638036/hs2_phase_2b_information_events_leaflet.pdf

made available at these events for respondents to take away with them, complete and submit via the Freepost address

Respondents could submit responses to the consultation by email to a dedicated consultation email address (HS2Phase2bRSD@ipsos.com) or by sending written material to the designated postal address (FREEPOST HS2 PHASE 2B RSD).

TIMING OF THE CONSULTATION

The consultation ran from Monday 17 July to 11.45pm on Thursday 12 October 2017. All responses dated and received within this period were analysed and considered in producing this report. In addition, to make allowance for any potential delays with the post or misdirection of emails, Ipsos MORI continued to review incoming paper responses, letters and emails up until 15 October 2017 to check the date and time they were sent. Responses sent before the closing deadline were accepted. All responses with a postmark on or before 12 October 2017, or other verifiable proof of postage before the deadline, were included in the analysis. There were 12 email responses received after the deadline. These responses were stored securely and shared with HS2 but are not captured in this report.

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RESPONSES TO THE CONSULTATION

CHAPTER 3 – RESPONSES TO THE CONSULTATION

NUMBER OF RESPONSES

In total, **293** members of the public and organisations provided responses within the consultation period. This included 270 individual members of the public and 23 organisations. Responses were sent through a number of different response channels, the breakdown of which is set out below:

Table 3.1 Response type	All	Individuals	Organisations
Online response form Responses completed through the response form on the consultation website	106	101	5
Hard copy response form Responses completed through a hard copy response form that was scanned or emailed	14	9	5
Letters and emails sent to the consultation response address Responses submitted by post/email not using the response form structure (letters, emails, postcards, reports)	174	160	14
Total	294	270	24*

* One stakeholder organisation sent a response form and separate email response. The table above is a count of the 294 responses, not respondees. If the table were a count of respondees, the total would be 293.

Organisational responses were taken to be all those not from individual members of the public; it included individuals who were responding in an official capacity, such as elected representatives. The range of organisations that responded to the consultation was varied and included some with a national remit (e.g. the National Trust, Highways England, the Environment Agency), one Member of Parliament (Jon Trickett, MP for Hemsworth) and other organisations with a specifically local focus (e.g. North Yorkshire County Council, Oulton & Woodlesford Neighbourhood Forum and The Leeds Civic Trust). A full list of organisations that responded is included in Appendix A.

At both the booking in and data processing stages, a number of duplicate responses were identified. These were instances where the same individual or organisation had submitted more than one identical response. Where these duplicates were identified, the duplicate was removed from the final dataset and excluded from the final tally of responses.

Responses received after the official close of the consultation were classified as “late returns”. Each of these responses has been logged and forwarded on to HS2 Ltd for consideration, but will not form part of this report. As of 15 November 2017, 12 late responses have been received (since the close of the consultation period on 12 October 2017). A total of 12 late responses were received.

The process of coding responses is set out in Appendix C

CAMPAIGN RESPONSES

It is common in high profile public consultations for interest or campaigning groups to ask their members, supporters and others to submit responses conveying the same specific views. Where identically worded responses have been received (either as letters, postcards or emails), these have been treated as *organised campaign responses*.

A total of 13 responses were received which, although largely written in the respondents' own words, still used some standardised sentences or phrases. This suggested that those who submitted these responses had agreed on a particular form of words. The text of the campaign is covered in Appendix B. Some 21 responses were received which used variations on a similar set of sentences to criticise the HS2 Phase 2b line of route through the Woodlesford area. These were considered to be out of scope of the consultation, which was specifically about the relocation of the Rolling Stock Depot to the Aire Valley. An example of one of these responses is shown in Appendix B.

4

COMMENTS ON THE PROPOSED NEW LOCATION FOR THE EASTERN LEG ROLLING STOCK DEPOT

CHAPTER 4 – COMMENTS ON THE PROPOSED NEW LOCATION OF THE ROLLING STOCK DEPOT

This chapter provides a summary of responses to the consultation that address the issues relating to the question in the consultation document.

Consultation question

Q. Do you support the proposal to locate the Eastern Leg Rolling Stock Depot on a site east of Leeds in the Aire Valley adjacent to the M1? Please indicate whether or not you support the proposal, together with your reasons.

This chapter firstly looks at the overall balance of comments about the proposed relocation for the Rolling Stock Depot (RSD), before going on to look in more detail at specific comments made.

Summary of consultation responses

Approximately two in three responses (194 out of 294) contained positive comments about the proposed relocation. These most often included general statements in support of the proposed relocation of the depot, comments on the suitability of the site east of Leeds and on the reduced effects its use would have on local communities and local roads, compared with the New Crofton site.

Around one in five responses (56) contained negative comments about the proposed relocation. Most often, opposition was to do with anticipated negative effects of the depot on local communities or roads in the Swillington and Woodlesford area.

A further 32 responses put forward an alternative location for the depot or additional suggestions about the proposal, such as changing the configuration of the site and how best to manage the impact on certain heritage sites. There were an additional 100 responses that contained comments about HS2 that were deemed out of scope as they did not relate to the proposed relocation of the depot; most often they related to the line of the Phase 2b route through Woodlesford.

4.1 The impact on local communities

Positive comments about the impact on communities

Across all the positive comments made about the proposal, the most frequent specific type were general statements of support, usually because the proposed relocation would take the RSD away from New Crofton (89 responses contained such a comment).

“I support this proposal as it is a much better site. Putting it in New Crofton is ridiculous. Crofton is a peaceful village and siting it here would destroy the area considerably.”

Member of the public

“I support the proposal to locate the Eastern Leg RSD on a site east of Leeds in the Aire Valley adjacent to the M1 because I do not want it to be in Crofton. It is better on the outskirts of Leeds because it is near the motorway for access and nearer the rail connections, therefore it won't disturb the village life of Crofton or the surrounding areas.”

Member of the public

Just under half of all responses (131 out of 294) had positive comments about a specific difference the proposed relocation would make to **local communities** and/or to **local people and their quality of life**. Most of these comments were about how the proposal would reduce the impact on New Crofton, which these respondents expected to be heavily affected. For example, it was expected that railway tracks could have surrounded the village and siting the depot at New Crofton could change the character of the village.

“The new proposed site is in an industrial location next to the M1 and will have minimal impact on any residential property or the natural landscape, unlike the original proposal in New Crofton, where the village would have found itself surrounded on three sides by railway lines and industrial buildings.”

Member of the public

“I support this. If the depot was built in Crofton, it would blight a small community cutting it in half and ruining a place of beauty.”

Member of the public

For some respondees, the depot would have introduced a barrier between New Crofton and the countryside around it.

“The previous location at Crofton would have separated the village from neighbouring villages and country parks. To reach these would have involved long circuitous routes.”

Member of the public

There were also comments about the potential effect of increased noise on New Crofton, both from the passage of the trains themselves and the cleaning and other maintenance work done in the depot.

“How would a peaceful life be possible with the RSD operating 24 hours a day, 7 days a week, 365/366 days a year, with trains going out very early in the morning and coming back very late in the evening/ early hours of the morning?”

Member of the public

Other forms of pollution were also mentioned as part of the cumulative impact on New Crofton residents from the noise, emissions and light in the depot.

“I do not support the original proposal of situating the depot at Crofton owing to the huge impact on Crofton, the wildlife, the standard of living for all abiding in Crofton re: noise, pollution, light pollution and 24 hr use of the line. It is better situated at the Leeds site.”

Member of the public

The effects on local house prices, the integrity of buildings and the threat of demolition were also major concerns for some respondees, especially in the New Crofton area. Some felt very personally affected by the original prospect of having the RSD nearby and they were consequently all the more supportive of a relocated RSD east of Leeds.

“The reason I believe that the rolling stock depot should be moved to the Leeds site is because it would not mean the demolition of my home, which HS2 did not have any plans of actually being where it is.”

Member of the public

These views were also expressed by other respondees in a more general sense, without reference to specific places. They took the view that the proposed RSD east of Leeds would have less effect on local villages as it would be further from residential areas.

“I support the new location of the Rolling Stock Depot. I believe it will have less disruption to villages... People, homes and villages need to be considered a lot more than they have been throughout this development.”

Member of the public

Comments about the effect of the original site on local people were also made by several organisations which favoured a relocation east of Leeds. For example, the Yorkshire Against HS2 Group criticised the original proposed location of the RSD because of the potential effect of low-level noise on the general quality of life in New Crofton.

“Crofton has 6,000 people who won't sleep if the depot is built close to the village with 24 hours operation, lighting, noise.”

Yorkshire Against HS2 Group

The group went on to criticise the New Crofton site for other reasons, stating that the impact could potentially close Santingley Lane, lead to the demolition of four homes, impinge on a community business project, reduce job opportunities at a proposed local drift mine and affect a bird sanctuary for herons.

Jon Trickett MP questioned the initial identification of the site at New Crofton and mentioned perceived repercussions for the people who lived nearby. The proposal to relocate the depot east of Leeds was therefore welcomed by him.

“I support the proposal to locate the Eastern Leg Rolling Stock Depot on a site east of Leeds in the Aire Valley adjacent to the M1...HS2 made several fundamental mistakes when they identified Crofton as a potential site. Firstly, they believed the site was a brownfield and they were wrong; it was returned to a greenfield after the mines were closed down. HS2 failed to appreciate how close the depot would be to the new housing development in Crofton. It failed to recognise the impact the RSD would have on the day- to-day lives of people living in this close-knit community.”

Jon Trickett, MP

Negative comments about the impact on communities

Among those responses with negative comments about the proposal (56 out of 294), the most frequent negative comments were about the effect of the proposed relocation on communities east of Leeds, most often Woodlesford and Swillington. One of the most consistent of these comments was that this area would already be considerably affected by the HS2 route and that the addition of the depot would make the disruption even greater:

“This area, along with the surrounding areas, is already going to face unprecedented, and unacceptable levels of blight with the construction of the main and spur lines going through Woodlesford, and up through Swillington, and Garforth.”

Member of the public

The reasons for the proposed relocation of the depot from New Crofton were recognised by some individual members of the public. However, it was thought that this was simply shifting the impacts from one place to another.

“I understand part of the reason this was moved from near Crofton on the original plan was because of the level of blight it was going to cause to that area... How can the same level of blight be thought appropriate for LS26 Woodlesford / Swillington?”

Member of the public

“If the idea to move this away from Crofton is because they are impacted significantly by the project then why is this different for Woodlesford and the LS26 area?”

Member of the public

Specific reasons for opposing the proposed relocation were similar to those for supporting a move from New Crofton. This included permanent noise from vehicles and trains, air pollution and visual blight from houses being overlooked by the depot. The combination of these factors was expected to have a negative effect on residents' health and general standard of living.

“Once the depot is complete, it will be in operation 24 hrs a day, 7 days a week, 52 weeks a year... Have the potential detrimental health affects been considered? The continual noise will make it very difficult for my family and myself to live a normal life, disturbed sleep, being unable to enjoy my garden not to mention the impact on the value of my property.”

Member of the public

4.2 The suitability of the proposed relocated site

Positive comments about the suitability of the relocated site

Among the comments in support of the proposed relocation, there were general statements that the site was more suitable for the RSD (made in 32 responses) and more specific comments that it was brownfield land, already built up and industrialised and therefore preferable to building on a greenfield site (made in 73 responses). Those who made these comments frequently pointed to the reduced impact on local communities and the visual environment from using brownfield land. They also mentioned the economic potential of using an existing industrial site.

“The advantages are: the area located is brownfield site; it is large; the land is barren; there is no adjacent private housing and it is easily accessible via the M1 motorway. It is more logical to site the depot in an area fully designated for industrial development rather than a rural site.”

Member of the public

“I support the proposal to relocate the Eastern Leg RSD to the site east of Leeds as this is a more appropriate site. The area is already an industrial estate rather than rural and residential. The impact on homes and people's quality of life will be much reduced than at the previously proposed site.”

Member of the public

The fact that the proposed RSD east of Leeds would be on brownfield land was also identified as favourable by organisations such as Crofton Against HS2 – Technical Group and Network Space. For example, the Crofton Against HS2 – Technical Group said the site would have a lower visual impact, would create less noise and that there were few residential properties nearby that would be affected. The Group also contested the efforts of Leeds City Council and its business partners to develop the site, commenting that none of the anticipated jobs yet existed at this location.

Permanent Rail Engineering Ltd, an independent rail engineering consultant, also supported the proposed relocation to the east of Leeds, contrasting this site with the effect of having the depot in New Crofton.

“Furthermore, the Crofton proposals result in a greater impact to greenfield sites not sterilised by road or rail corridors. They also potentially impact adversely on the route of the former Dearne Valley Junction Railway, which has the potential to provide additional transport or pedestrian (cycle) corridor capacity.”

Permanent Rail Engineering (UK) Limited

Ferdinand Properties Ltd responded positively to the proposal as well. It holds two portions of land near the proposed relocation east of Leeds. These portions amount to 10.8 acres and the company considered these to form an excellent site for development by HS2 Ltd as part of the depot. Reasons included the flat, brownfield nature of the land and the fact there was an existing railway line that ran to and from Leeds City Station. Ferdinand Properties Ltd also suggested that the site was suitable for 24-hour working and accessible to the local transport system. The site was also considered suitable for the immediate open storage of construction materials, maintenance loops or items for servicing the infrastructure of HS2.

Negative comments about the suitability of the relocated site

The Environment Agency was not opposed to a relocated RSD east of Leeds. However, it did raise some concerns about the quality of the ground where the relocated depot would be built.

“The proposed relocation is now situated across two former landfill sites. One of these sites is thought to contain toxic materials and asbestos. Groundwater and landfill gas monitoring continues to be undertaken and submitted to the Environment Agency from one of the sites. Part of the site make up is described as a very soft, black, organic silty material to depths of up to 10m and is in a semi-solid to liquid state.”

Environment Agency

In addition, the Environment Agency was concerned about the plans to culvert a significant section of the Wyke Beck. Overall, the Agency recommended careful consideration of the advice from local experts, including on environmental mitigation, environmental and social opportunities as well as legislative controls. It also warned there was potential for significant impacts on people and the environment if the proposal was implemented without stringent environmental planning.

One respondent also sent in a detailed response that was critical of the Aire Valley location for much the same reasons as the Environment Agency. The response stated that the southern section of the proposed site was a former fly ash lagoon and it was estimated to hold 4.5 million cubic metres of fly ash and bottom ash clinker from the former Skelton Grange coal fired power station. The respondent thought this made the site unstable for a Rolling Stock Depot and dangerous for construction workers.

“Removing sediment from mine waste settling lagoons is not to be taken lightly. If the method of extraction is not fully thought through, then from my personal experience, the results can lead to very unfortunate consequences. As an example, on Springfield opencast coal mine, near Featherstone, a bulldozer driver was killed whilst working on removing washery discard from such a lagoon when he and his machine became engulfed.”

Member of the public

4.3 Transport issues and the effect on HS2 operations

Positive comments about the impact on local transport and HS2 operations

Approximately three in ten responses (85 out of 294) made a positive comment about how the proposed relocation of the RSD would affect the local transport network around the site and the efficiency of HS2 itself. The most frequent of these comments was that relocating the RSD east of Leeds would give better access to Leeds station, with less distance for trains to go from the RSD (38 responses). The savings in time, energy and money were often noted.

“The new site proposed is the closest you can get to Leeds Station without disturbing residential areas. This means SHORTER journeys between the terminus and the maintenance sheds.”

Member of the public

“The proximity of the depot closer to Leeds Station will reduce the distance for rolling stock to travel (saving costs).”

Member of the public

“The distance to Leeds Station is short and this will save operating cost and energy consumption.”

Member of the public

Some respondents connected these efficiencies with a reduced impact on the quality of life of local people, for example, with less disturbance after dark.

“Being closer to Leeds, residents between Crofton and Leeds, including residents in Sharlston, New Sharlston, Warmfield, Kirkthorpe, Altofts, Rothwell, Oulton and Woodlesford would not suffer the same high degree of rail noise between midnight and 5am if the depot were to be sited in Leeds.”

Member of the public

Other respondents also commented that the relocated site would make more efficient use of the local road network. For example, some thought it would reduce journey times for staff at the depot and cause less traffic on the road network. A contrast was often drawn with the impact that a depot at New Crofton could have on roads around the village.

“The RSD workforce will also be able to get in and out of their place of work without having to negotiate the already gridlocked A638 and then minor roads through rural areas which will more than likely be a good distance from the workers' homes.”

Member of the public

“The local infrastructure around Crofton would not be able to cope with the increase in traffic to serve the depot both in construction and when operational. The proposed site in the Aire Valley area is adjacent to the M1 with the new improved road links to the area.”

Member of the public

Relocating the RSD to the east of Leeds was also supported by several organisations because they thought this site would be better situated within the wider local transport network. For example, the National Trust believed the relocated site was more sustainable in transport terms as it would adjoin the East Leeds Link Road and would have direct access from the M1. This was also the view taken by Jon Trickett MP who supported the proposed relocation for its connections to the M1 and A63 corridor and the site's suitability for 24-hour working on the depot. He also believed the site's closer proximity to Leeds would make operational cost savings through shorter rail journey times.

Some organisations supported the new location but in a qualified sense, as they had some caveats about how the depot would function. For example, Network Rail was positive about the expected impact on rail journey times, but it also wanted the effect on other regional rail services to be carefully considered.

“Network Rail believes this is a positive location with much reduced journey time for empty stock movement from Leeds Station, albeit there may now be a need for York services to be outstabled. The extent of any outstabling needs to be understood which may require provision to be made accordingly.”

Network Rail

Similarly, North Yorkshire County Council also supported the proposed relocation, but wanted further consideration to be given to several aspects of the local rail network.

“Connectivity arrangements for trains servicing York and stations further north, or provide a commitment to delivering additional depot facilities to service the northern extent of the HS2 network; identifying the potential benefits of, and where practicable providing for, integration with Northern Powerhouse rail proposals and trans-Pennine routes. This could provide greater efficiency and reduce the overall impact and cost of rail infrastructure.”

North Yorkshire County Council

Across other organisations that responded, the Yorkshire Against HS2 Group was also positive about how the relocated site could be integrated into the local transport network. For instance, it stated that the new location fitted better with the Transport for the North proposal of a route to the west of the M1 (similar to the HS2 parked option west of Barnsley). In its view, the depot could connect with the route ‘west of M1’, removing the need for a tunnel at Woodlesford, and offer connection between Manchester, Sheffield and Leeds under the Northern Powerhouse Rail requirement.

Negative comments about the impact on local transport and HS2 operations

Negative comments that related to transport were almost all to do with the effect on the level of traffic around communities east of Leeds. It was felt that construction of the depot would place a great deal of strain on local roads, particularly around access to the M1 but also to several other local ‘A’ roads which respondents consider to be heavily congested, particularly around junctions.

“There are limited routes from Rothwell and Wakefield to the north. These routes take car and bus passengers via the A61, A639, M621, M1. These roads and the junctions serving them in the Stourton and Pontefract Road area are already congested and this will worsen with the increased traffic.”

Member of the public

“Access improvements (e.g. an extra lane) at Junction 45 of M1 will be required; the current park and ride at peak hours causes queues back onto M1 north.”

Member of the public

Oulton & Woodlesford Neighbourhood Forum was strongly opposed to the proposal largely because of the perceived effect on the levels of traffic from the depot on the L26 postcode area. It described the local transport infrastructure as unable to meet current needs.

“The depot will be [active] 24/7/365 which will have an impact on nearby villages. Prescribed routes are required to ensure traffic doesn’t short cut through local routes. All traffic needs to be routed via M1. Additional traffic at peak times will be a disaster. Traffic overnight would impact the quiet nature of the villages. Mitigation plans need to exist for the frequent motorway closures that occur.”

Oulton & Woodlesford Neighbourhood Forum

By way of mitigation, the forum suggested a series of changes including limiting all traffic access to the depot to Junction 45 of the M1 and re-opening Pontefract Lane; limiting the effect on rail services to and from Woodlesford Railway Station; ensuring only trains from Leeds could come into the depot, and curtailing light pollution. An almost identical response was sent by the same resposdee, who also sent in a response on behalf of the campaign group called SOWHAT (Swillington, Oulton, Woodlesford, HS2, Action Together).

4.4 Impact on the local environment

Positive comments about the impact on the environment

The impact on the environment was another reason put forward (by some) for supporting the proposal. Most often, these resposdees believed the proposed relocation east of Leeds would reduce the effect on the greenbelt or the landscape, either generally (15 responses) or specifically around New Crofton (31 responses).

“This is a vast improvement on the previous proposed site next to the village of Crofton which would disrupt the beautiful countryside of that residential area, not to mention the disruption for the local residents and wildlife.”

Member of the public

“This is a much better alternative to the destruction of Crofton village and the beautiful countryside surrounding it.”

Member of the public

The impact on local wildlife, especially around New Crofton, was also thought by some respondents to be a good reason to favour a proposed RSD east of Leeds. The closeness of the originally proposed location to the Winterset Reservoir received particular mention.

“The countryside and wildlife would be destroyed to an unnecessary extent. It should be appreciated that this area was designated by Wakefield MDC as an area to be developed as a wildlife and environmental sanctuary and educational and leisure park.”

Member of the public

“Having the nature reserve at Winterset so close to the original depot location in Crofton would have been extremely damaging for local wildlife in that area.”

Member of the public

Natural England suggested that an RSD east of Leeds was unlikely to have significant adverse impacts on designated or protected sites. However, it did note the closeness of the proposed depot to the Trans-Pennine Trail and also to Fairburn and Newton Ings Sites of Special Scientific Interest (SSSI) and the Mickletown Ings SSSI.

“The proposed RSD location is adjacent to the River Aire, upstream of the SSSIs, and therefore any potential impacts on the sites as a result of discharges to surface water will need to be considered and appropriately mitigated as part of the scheme.”

Natural England

As part of its response, Natural England included suggestions on how to mitigate the impact of the proposed depot, such as providing a new footpath through the development to link into existing rights of way and assessing the impact on protected species. Also, planting trees characteristic to the local area and restoring neglected environmental features (e.g. coppicing a prominent hedge that is in poor condition or clearing away an eyesore).

Negative comments about the impact on the environment

For the 25 responses that criticised the proposal for environmental reasons, this was mainly because of the perceived effect on local levels of pollution and on greenbelt land and countryside.

“This area is unfairly and disproportionately changing from residential villages to an industrial and transportation hub. The environmental impact on wildlife and likely pollution is also of vital importance in a city that already has a negative pollution result.”

Member of the public

“The lengthy construction of the RSD, along with the mainline and spur, would cause enormous problems in terms of construction traffic (in an already very busy area) and pollution, and would decimate an area which, at present, has many areas of tranquil countryside.”

Member of the public

4.5 Impact on the local economy

Positive comments about the economic impact

19 responses commented on the potential economic benefits of the proposed relocation. Most often, their comments related to greater job opportunities for the Leeds population, expected to come from moving the depot closer to the city.

“The location close to Leeds will provide skilled employment opportunities within the South/East area of the city.”

Member of the public

Some respondees also had comments in support of the proposed relocation because of the reduced economic effect on New Crofton. It was felt that the originally proposed location would have had a negative effect on local businesses, such as through reduced tourism flows and a potential loss of jobs at the local drift mine being developed.

“The proposal for Leeds is more suitable due to the location. If the depot was in Crofton it would mean that the proposed drift mine would be affected with loss of the proposed jobs.”

Member of the public

In their combined response, Leeds City Council, the West Yorkshire Combined Authority and the Leeds City Region Enterprise Partnership were positive, saying they were '*strong supporters of HS2*' and identifying potential economic benefits from moving the RSD site closer to Leeds. It had reservations about the specific configuration of the depot (see later section). Nonetheless, it thought the location east of Leeds would provide local employment opportunities. It also said that locating the facility in the Aire Valley would maximise the potential of the University of Leeds Institute for High Speed Rail and Systems Integration, which it strongly supported and which was also expected to be sited in the Aire Valley.

"This alongside the HS2 RSD creates broader economic growth opportunities as the city becomes recognised as a location of choice by the rail industry, strengthening our ability to attract growth and inward investment by the sector."

*Leeds City Council, the West Yorkshire Combined Authority and the
Leeds City Region Enterprise Partnership*

Negative comments about the economic impact

Several organisations had concerns about the proposed relocation. Among them was the Aire Valley Land LLP, which owns the Gateway 45 site that covers much of the proposed location east of Leeds. In turn, the LLP is owned jointly by the Harworth Group and the Evans Property Group. The Harworth Group also owns 'Logistics Leeds', an adjoining site to the south of Gateway 45 and which was the site of the former Skelton Grange Power Station.

In their joint response, these organisations were supportive of the principle of the proposed relocation but were concerned about the impact if both the Gateway 45 and Logistics Leeds properties on the site were subject to compulsory purchase. They quoted the potential loss of jobs through the development of these two commercial units.

"Far worse however, is the potential economic damage that the present RSD proposal would inflict on the Northern economy should both Gateway 45 Leeds and Logistics Leeds be subject to safeguarding and eventual compulsory purchase to allow the RSD to be built. If both developments were blighted, 6,800 jobs, over £300m in Gross Value Added per annum and nearly £8m of business rates to the Leeds LEP per year would be lost."

Aire Valley LLP and the Harworth Group

As this area is an Enterprise Zone site, the proposed relocation was also considered to be contrary to other Government policies, whilst preventing any public money invested in Gateway 45 from being repaid. Aire Valley Land LLP and the Harworth Group therefore considered the proposed relocation to go against the very reason for HS2: to build an economy that worked for all. They were also critical of what they thought to be a lack of advance warning about the proposed relocation.

These sentiments were shared by the Leeds Civic Trust, which welcomed the proposal to relocate the depot nearer to Leeds but was concerned that locating to a designated Enterprise Zone would take away new jobs and investment. The Trust suggested HS2 Ltd should carry out a comprehensive review of site options, in association with Leeds City Council and local landowners. It said the aim should be to find a new site which would allow the depot and the business developments to both go ahead.

A similar set of concerns was raised by Leeds City Council, the West Yorkshire Combined Authority and the Leeds City Region Enterprise Partnership. They supported the general principle of relocating the RSD east of Leeds, but were critical of the precise configuration of the site.

“The principle of locating the HS2 Eastern Leg RSD on land within the Leeds Aire Valley is supported by WYCA, LEP and LCC. However, the current proposal causes us significant concerns as it includes prime employment land which is located adjacent to Junction 45 of the M1 within the Leeds Enterprise Zone, and is immediately developable for a range of employment uses.”

*Leeds City Council, the West Yorkshire Combined Authority and the
Leeds City Region Enterprise Partnership*

In their combined response, they cited as drawbacks to the proposed location, the loss of more than one million square feet of potential employment floorspace; reduced ability of Leeds to support the growth of local businesses and secure inward investors, and a delay in the delivery of the wider Enterprise Zone due to blight and uncertainty. It was anticipated that the West Yorkshire Combined Authority would lose business rate receipts of up to £2m per annum after the site was fully occupied. Coupled with this was the risk to the recovery of loans made available to developers to deliver new road infrastructure.

Therefore, their view of the current proposal was critical. The proposed relocation was considered to have a decidedly negative effect on local prospects for economic development.

“The impact of the current proposal is substantial, causing development delays, blight and uncertainty, limiting the city’s ability to secure major inward investment, economic growth and job creation. Whilst alternative configurations would reduce this impact, it appears inevitable that there will be a loss of employment land through the delivery of the facility.”

*Leeds City Council, the West Yorkshire Combined Authority and the
Leeds City Region Enterprise Partnership*

4.6 Effect on local amenities and heritage sites

Positive comments about the impact on local amenities and heritage sites

A few respondents were supportive of relocating the RSD east of Leeds because they expected this to reduce the impact on local amenities, mainly footpaths near New Crofton. They expected the original location of the depot to have cut off these paths and reduced access to local heritage sites such as Nostell Priory and the Anglers Country Park.

“It cuts off public footpaths through lovely countryside and the heavy traffic necessary to access the site would have to travel over an old bridge and will greatly affect Nostell Priory, a National Trust building.”

Member of the public

“The proposal will mean the retention of public footpaths giving access to the facilities of Anglers Country Park which are increasingly used and benefitted from by Crofton residents and citizens of the Wakefield area and beyond.”

Member of the public

Support for the proposed relocation also came from the National Trust, which expected the originally proposed depot site to have had a negative effect on both Nostell Priory and the surrounding parkland.

“The proposal to relocate the Eastern Leg Rolling Stock Depot (RSD) is a significant change that is supported by the National Trust. The proposed alternative significantly reduces potential impacts on the Grade I-listed Nostell Priory by removing the construction and operational impacts of the RSD on the Priory, its Grade II registered parkland and the hundreds of thousands of visitors that enjoy it every year.”*

The National Trust

However, its support came with some caveats. If the depot was located east of Leeds, the National Trust wanted there to be a reduction of approximately six metres in the height of HS2’s proposed vertical alignment as the railway passed Nostell Priory.

The National Trust also noted that the proposed depot east of Leeds might affect Temple Newsam House, owned by Leeds City Council. Similarly, it noted that maintenance loops might affect other National Trust properties. It requested that HS2 Ltd work closely with it to identify and mitigate any effects there might be on National Trust properties.

Negative comments about the impact on local amenities and heritage sites

A few individual members of the public were critical of the proposal because they believed it would mean the loss of the Park and Ride facility near the selected site east of Leeds. They considered this to be an important local amenity and did not want to it be lost.

“I support the fact the the Eastern Leg RSD should be relocated from its original position which was by the village of Crofton, [but] the new location is located where the current NEW East Leeds Park and Ride is.”

Member of the public

“In order to mitigate the amount of traffic travelling into the city a new park and ride is proposed at Stourton. How will this be affected by construction and also the existing park and ride at Temple Green where traffic is already really busy at rush hour?”

Member of the public

Other critical comments came from the Trans Pennine Trail Partnership. It was supportive of HS2 in principle. However, it noted that the proposed RSD east of Leeds would directly affect the Trans Pennine Trail and was critical that the trail was not marked on any of HS2 Ltd’s plans of the site. It was also critical of a perceived failure of HS2 Ltd to liaise with the

Trans Pennine Trail Executive about the general effect of HS2 on the trail, not just regarding the RSD location. It insisted that efforts be made to mitigate the impact of the RSD on the trail through alternative bridleways and better access to the trail near the depot.

“Every opportunity should be sought to provide an improved route that is fully accessible to bridleway status...The development of the Eastern Leg Rolling Stock Depot should also include sustainable transport routes linking back to the Trans Pennine Trail and other local networks to encourage staff to utilise sustainable transport.”

Trans Pennine Trail Partnership

4.7 Alternatives and suggestions

There were 32 responses that put forward suggestions or recommendations, either as an alternative or an addition to what had been set out by HS2 Ltd.

Alternative locations to the Aire Valley

Several respondents put forward alternative locations for the RSD. The most common specific alternative was the Healey Mills Goods Depot (4 responses). This site was thought to have access to a wider range of stations.

“The unused (virtually) Healey Mills Depot to the south of Wakefield would be much better - both financially and access wise. This site gives direct access to Leeds, Sheffield and Manchester Piccadilly stations and has all the necessary railway infrastructure in place with the exception of overhead electric wires.”

Member of the public

One respondent also suggested the RSD be relocated to Swine Lane near Ryhill, to the south east of New Crofton. This was based on the perceived inadequacies of both the New Crofton and Aire Valley sites in terms of disruption, suitability of ground and impact of local job opportunities. The respondent concluded that a depot at Swine Lane would be less visible, would affect fewer roads, footpaths and waterways, would be built on more solid ground, would cause less damage to the local environment and would be better connected to the regional rail network. The respondent also said it would bring more high skilled jobs to Wakefield, which was thought to be more in need of this than Leeds.

Suggestions for the Aire Valley Site

If suggestions were put forward for the proposed site east of Leeds, these mostly came from organisations.

Aire Valley LLP and the Harworth Group

Amongst the organisations that responded, the Aire Valley Land LLP and Harworth Group suggested that HS2 Ltd only build on one part of the site east of Leeds. They suggested it be the Logistics Leeds site, the former location of Skelton Grange Power Station. It strongly recommended that the Gateway 45 site be left alone. Among the reasons for this were that the site of the old power station was large enough to accommodate the proposed depot and the infrastructure of the former power station could be used to power the depot and potentially the main line itself. Above all, it was claimed that not building the depot on the Gateway 45 site would allow development there to generate 5,570 jobs, £271.45 million of Gross Value Added (GVA) per annum and £6.3 million in Business Rates per annum for the Leeds City Region LEP once fully developed.

Leeds City Council, the West Yorkshire Combined Authority and The Leeds City Region Enterprise Partnership

In their combined response, these three organisations suggested an alternative configuration for the proposed depot east of Leeds. This would be one which would preserve land for development, provide room for the University of Leeds High Speed Rail and Systems Integration institute in the area, and also get financial mitigation from the Government.

In their response, they proposed two potential options for realigning the site of the depot. Option A involved a 45-degree rotation of the proposed depot so it made use of the western part of the Gateway 45 site. Option B involved a rotation of 90 degrees to locate the proposed depot within the Skelton Grange site. The respondents expressed a preference for Option A which was thought to be more cost effective and preserved more land for economic development.

The Canal & River Trust, the Inland Waterways Association and the Commercial Boat Operators Association

The Canal & River Trust did not object to the proposed relocation of the depot east of Leeds. However, this was contingent on how any maintenance sidings from the proposed depot were likely to affect the Aire & Calder Navigation waterway network owned by the

Trust. Furthermore, the Trust was concerned about the impact of a rail link over the waterway. To provide mitigation for the potential effect of this structure, it suggested the crossing over the waterway be moved north of the point currently proposed. The Canal & River Trust thought the benefits of this were: a shorter viaduct and therefore reduced cost; no need for piers to be used in the waterway and reduced visual impact. In addition, the Trust suggested the proposal might mean the pipe bridge would not have to be relocated and it believed this suggestion would reduce the impact on the woodland habitat at the site of the proposed crossing.

The Inland Waterways Association (IWA) and the Commercial Boat Operators Association (CBOA) sent in a similar set of recommendations to the Canal & River Trust. They said it was important not to have piers or any support structure in the sight line of the waterway, or in the waterway itself. Any restriction was said to be a serious matter given the size and weight of vessels that use the Aire & Calder Navigation. Similarly, they recommended a minimum clearance of 5 metres throughout this part of the waterway and that this should also include an allowance for high river levels. The CBOA also said there should not be any major interruption to the use of the waterway during the viaduct construction and it wanted to explore the possibility of a rail/water modal interchange at this site; this was thought beneficial to freight operations after the construction was complete.

Highways England

Highways England gave a detailed response that did not express an opinion on the proposal. Instead, it set out its priorities for liaising with HS2 Ltd. In particular, it wanted to work with HS2 Ltd to find out the precise size and outline of the depot and its adjacency to the Strategic Road Network (SRN). It commented about the effect on several parts of the local transport system, namely a nearby park and ride facility and an extension to an underpass under the M1 that was meant to improve a pedestrian and cycle route. It wanted due consideration to be given to the effects on these and how best to mitigate them.

If the depot went ahead east of Leeds, Highways England recommended that access should come from the Bell Wood roundabout on the A63 East Leeds Radial Road. It did not support a new access road directly into the depot from the A63 at any point between Bell Wood roundabout and M1 Junction 45 as the spacing of the junctions would be too closely spaced, and this could affect the performance of Junction 45. Similarly, it did not support direct access from Junction 45 which is part of the SRN.

Highways England also wanted the chance to comment on the transport assessment that would be required as part of the Environmental Impact Assessment (EIA). This was so it could:

- Identify the road traffic impact of the proposed depot during the construction and, once operational, the travel plans for traffic to and from the site.
- Determine whether any enhancement works were needed to provide the required capacity at M1 Junction 45 or any other location on the SRN.

Finally, Highways England also thought it necessary for arrangements for abnormal load movements to be agreed in advance. This particularly related to whether any large items of rolling stock would be moved to and from the depot by road; this might require enhancements to the network.

4.8 General comments

One in three responses to the consultation (100 out of 294) also contained comments that were deemed to be out of scope. Most often, these comments were about opposition to the HS2 route around Woodlesford, especially the planned viaduct in the area (52 responses). This was followed by general statements that HS2 was a waste of money (21 responses), that it was unnecessary (15 responses) and would have a negative effect on the environment (11 responses) or on residential areas (11 responses).

GLOSSARY

Glossary

HS2	High Speed Two: a new high speed railway proposed by the Government to connect major cities in Great Britain
HS2 Ltd	The publicly owned company responsible for developing and promoting HS2
RSD	Rolling Stock Depot: a railway depot where trains are serviced and maintained
EIA	Environmental Impact Assessment: an assessment of the environmental consequences of a plan, policy, program, or actual projects prior to the decision to move forward with the proposed action
SSSI	Sites of Special Scientific Interest
LLP	Limited Liability Partnership
LEP	Local Enterprise Partnership: voluntary partnerships between local authorities and businesses to help determine local economic priorities and lead economic growth and job creation within the local area
NPR	Northern Powerhouse Rail
SRN	Strategic Road Network: the motorways and trunk roads in England

APPENDICES

Appendices

APPENDIX A – LIST OF ORGANISATIONS, GROUPS AND ELECTED REPRESENTATIVES TAKING PART

As well as responses from individuals, we received responses from organisations and groups. Below we outline the names of the organisations, groups and elected representatives who took part in the consultation, organised by category. Organisations that explicitly requested confidentiality are not listed below.

BUSINESSES AND PROPERTY INTERESTS

- Ferdinand Properties Ltd
- Aire Valley Land LLP and Harworth Group PLC
- Commercial Boat Operators Association
- Network Space
- Permanent Rail Engineering (UK) Limited

CAMPAIGN AND REPRESENTATIVE GROUPS

- Garforth and Swillington Independents
- Technical Group of Crofton Against HS2
- SOWHAT
- Yorkshire Against HS2 Group

ENVIRONMENT, HERITAGE, AMENITY OR COMMUNITY INTEREST GROUP

- The National Trust
- Canal & River Trust
- Trans Pennine Trail Partnership
- The Inland Waterways Association
- The Leeds Civic Trust

LOCAL AUTHORITIES, TOWN COUNCILS AND COUNCILLORS

- North Yorkshire County Council
- West Yorkshire Combined Authority, Leeds City Region Enterprise Partnership and Leeds City Council

PARLIAMENT

- Jon Trickett, Member of Parliament for Hemsworth

PUBLIC AND STATUTORY BODIES

- Highways England
- Environment Agency
- Natural England
- Historic England

RESIDENTS' ASSOCIATIONS

- Oulton & Woodlesford Neighbourhood Forum

TRANSPORT

- Network Rail

APPENDIX B – DETAILS OF CAMPAIGN RESPONSES

A total of **13 responses** were received which contained enough standardised text for them to be considered part of an *organised campaign*.

Table B1 Campaign submitted as part of the consultation on proposed relocation of the Phase 2b Rolling Stock Depot to the Aire Valley

	Number of responses
Standard/complete campaign response	4
Incomplete campaign response	4
Standard/complete response with additional comments	5
Total	13

The campaign was supportive of HS2 Ltd's proposal. The standard form from which respondees could delete or add text was as follows:

“Yes a.) Crofton has 6,000 people who won't sleep if the depot is build close to the village with 24 hours operation, lighting, noise b.) The Secretary of State Chris Grayling came to the village in secret and instructed HS2 Ltd to find another location as the effect of the depot and line was unacceptable on New Crofton c.) The Depot would close the Santingley Lane d.) The Depot would demolish 4 homes e.) The Depot would endanger a Community Business Project which could raise £10m in community funding for Crofton f.) The Depot would cost jobs at the proposed Drift Mine on the site g.) The Depot would create noise for the Heronry Bird Sanctuary h.) We have identified a Brownfield Site in Leeds next to the Motorway and a Sewage Plant which would cost less to operate than Crofton and not blight a community i.) The Depot is on a Restored Green Belt Site j.) The Depot will create HGV traffic on Swine Lane which will cause disruption to Wakefield Independent School and Nostell Priory k.) HS2 Limited has accepted Crofton's suggestion of a depot in Leeds l.) The Leeds Depot has been welcomed by the local MP and Leeds City Council m.) The Depot would be 47 hectares and would involve a viaduct which would encircle New Crofton”

In addition, Ipsos MORI received 21 responses which were critical about the line of the HS2 Phase 2b route through the Woodlesford area, especially the proposed viaduct work. This viaduct is on the HS2 mainline not the Leeds spur. Also, this viaduct was subject to consultation in 2013/14. These responses were deemed to be out of scope because this was not the subject of the consultation. No standard text existed, but rather variations on a similar set of sentences.

An example is set out below.

“I’m appalled that the proposal to build a 2.2 km long, 30+m high viaduct across the valleys alongside Methley and Woodlesford and between Woodlesford and Swillington is not subject to further consultation. This will be a major visual and noise blight on the area and will go straight through an area of natural beauty used for a number of recreational purposes. As well as being a permanent blight, the construction will devastate this green space. This viaduct must not go ahead and must be replaced with a tunnel. Please undertake further consultation on this area.”

APPENDIX C – CODING AND REPORTING OF RESPONSES

Analysis of the responses required coding of the data. Coding is the process by which responses are matched against standard codes Ipsos MORI has compiled, so that their content can be classified and tabulated. Each of these codes represents a discrete issue or viewpoint raised by a number of respondents in their verbatim responses. The codeframe was structured thematically, with geographical locations given in the text of code if a particular place was indicated.

We have provided overall numbers of comments in support of or opposition to the proposal for the relocation of the RSD, as well as alternative suggestions and more general comments made. It should be noted that the **consultation analysis is qualitative in nature as the consultation question was an open, free-text response question**. As this is a qualitative thematic analysis, numbers (where reported on) can never be treated as the complete picture of the views expressed.

As our analysis is qualitative, exploring the themes which have emerged from what respondents wrote in response to the consultation, these numbers need to be considered in that context. Some respondents have not expressed support or opposition to the proposed location. Where this is the case, it is not possible to infer levels of support or opposition or what their views might be. It is also possible and valid for the same respondent to provide positive, negative and neutral comments within a single response.

Ipsos MORI has used verbatim quotes to illustrate some of the points made by respondents. These quotes have been selected to provide a mix of positive and negative comments and to represent the views of both members of the public and stakeholders.

It is important to note that this report is a summary of the views of respondents about HS2 Ltd's proposal. Respondents' comments about or interpretations of these proposal may themselves be inaccurate or open to question.

Finally, it is important to bear in mind that **this report can only document the responses received to the consultation and cannot be extrapolated to measure how widely particular views and opinions are held**. The consultation does not comprise the responses of representative samples of the general public, businesses, or indeed other interested parties. There can be a tendency for responses to come from those more likely to consider themselves affected and more motivated to express their views. It may also be the case that respondents to the consultation are more likely to have read the consultation

document, and therefore to be better informed about the proposal than a sample of the general public.


It must be understood, therefore, that the consultation as reflected through the report can only attempt to catalogue the various opinions of the members of the public and organisations who have chosen to respond to the proposal. It cannot measure in fine detail the exact strength of particular views or concerns amongst the general public, nor may the responses have fully explained the views of those responding on every relevant matter. Therefore, it cannot be taken as a comprehensive statement of public and business opinion.

HS2 Ltd undertook this consultation to seek the views of interested individuals and organisations on the proposed relocation of the Phase 2b Rolling Stock Depot to a site east of Leeds. The feedback from responses to the consultation is being used to inform decision-making in relation to this.

APPENDIX D – RESULTS OF CONSULTATION QUESTION

This appendix shows results for responses from members of the public and organisations who responded to the consultation question on the proposed new site for the HS2 Phase 2b Rolling Stock Depot in the Aire Valley, carried out on behalf of HS2 Ltd.

It shows all responses made to the consultation question, whether through the online or paper response form, email or by post. These responses were received between 17 July and 12 October 2017.

		Total
All responses:		294
<p>Q1 HS2 Ltd has proposed an alternative site for the Eastern Leg RSD, east of Leeds in the Aire Valley adjacent to the M1. The government is minded to accept this advice, but is consulting on the relocation before making a decision. Please ensure you read the consultation document before providing your response. Do you support the proposal to locate the Eastern Leg RSD on a site east of Leeds in the Aire Valley adjacent to the M1? Please indicate whether or not you support the proposal, together with your reasons.</p>		
SUPPORT - EASTERN LEG ROLLING STOCK DEPOT		194
Support - positive effect on local communities/people		131
<i>Support the proposal - would have less impact on local area/towns/villages - New Crofton/ Crofton</i>		48
<i>Support the proposal - would have less impact on local people/communities</i>		32
<i>Support the proposal - would have less impact on local people/communities – homes/housing/ residential areas</i>		32
<i>Support the proposal - would have less impact on local people/communities - New Crofton/Crofton</i>		30
<i>Support the proposal - would have less impact on local area/towns/villages</i>		26
<i>Support the proposal - would have less impact on local people/communities – homes/housing/ residential areas - New Crofton/Crofton</i>		18
<i>Support the proposal - would benefit - local area/towns/ villages - Leeds/ Leeds City Region</i>		6
<i>Support the proposal - would benefit - local area/towns/ villages</i>		2
<i>Support the proposal - would have less impact on local people/communities - health/safety/well-being of residents - New Crofton/Crofton</i>		2
<i>Support the proposal - would have less impact on local area/towns/villages - Ryhill</i>		1
<i>Support the proposal - would have less impact on local people/communities - health/safety/well-being of residents</i>		1
<i>Support the proposal - would have less impact on local area/towns/villages - Walton</i>		1
<i>Support the proposal - would have less impact on local area/towns/villages - Nostell</i>		1
<i>Support the proposal - would have less impact on local people/communities - Leeds</i>		1
<i>Support the proposal - best option/opposed New Crofton/Crofton location</i>		89
Support - better for local transport network/HS2 operations		85
<i>Support the proposal - would be more convenient - improve connections/access - to/from existing rail network - Leeds station/terminus/ maintenance sheds</i>		38

<i>Support the proposal - would be more convenient - improve connections/access - to/from existing road network</i>	22
<i>Support the proposal - would be more convenient - improve connections/access - to/from existing road network - M1</i>	17
<i>Support the proposal - would be more convenient - improve connections/access - to/from existing rail network</i>	15
<i>Support the proposal - would be more convenient - improve connections/access - to/from existing road network - motorway/s</i>	10
<i>Support the proposal - would be more convenient - improve connections/access - to/from existing rail network - HS2</i>	9
<i>Support the proposal - would be more convenient - improve connections/access - to/from existing transport network</i>	9
<i>Support the proposal - would have less impact on local road network - New Crofton/Crofton</i>	9
<i>Support the proposal - would be more convenient - improve connections/access - to/from Leeds city centre</i>	8
<i>Support the proposal - would have less impact on local road network - traffic/ congestion - New Crofton/Crofton</i>	7
<i>Support the proposal - would have less impact on local road network - traffic/ congestion</i>	3
<i>Support the proposal - would be more convenient - improve connections/access - to/from existing road network - A63/ East Leeds link road</i>	3
<i>Support the proposal - would have less impact on local road network - A638/ Nostell Priory Bridge</i>	2
<i>Support the proposal - would have less impact on local road network - Santingley Lane</i>	2
<i>Support the proposal - would have less impact on local road network</i>	1
<i>Support the proposal - would be more convenient - improve connections/access - to/from existing road network - M13</i>	1
<i>Support the proposal - would have less impact on local road network - traffic/ congestion - A368</i>	1
<i>Support the proposal - would have less impact on local rail network - Dearne Valley Junction Railway</i>	1
Support - positive/ less impact on local environment	84
<i>Support the proposal - would have less impact on the environment - green/ open spaces/ countryside/rural areas/landscape/ green belt - New Crofton/Crofton</i>	31
<i>Support the proposal - would have less impact on the environment - pollution - noise pollution - New Crofton/Crofton</i>	20
<i>Support the proposal - would have less impact on the environment - on wildlife/natural habitat - New Crofton/Crofton</i>	17
<i>Support the proposal - would have less impact on the environment - green/ open spaces/ countryside/rural areas/landscape/ green belt</i>	15
<i>Support the proposal - would have less impact on the environment</i>	13
<i>Support the proposal - would have less impact on the environment - New Crofton/Crofton</i>	7
<i>Support the proposal - would have less impact on the environment - pollution - noise pollution</i>	6
<i>Support the proposal - would have less impact on the environment - visual intrusion</i>	6
<i>Support the proposal - would have less impact on the environment - on wildlife/natural habitat</i>	5
<i>Support the proposal - would have less impact on the environment - pollution - air pollution - New Crofton/Crofton</i>	4
<i>Support the proposal - would have less impact on the environment - on wildlife/natural habitat - Winterset Nature Reserve</i>	4
<i>Support the proposal - would have less impact on the environment - pollution - light pollution - New Crofton/Crofton</i>	3
<i>Support the proposal - would have less impact on the environment - pollution - light pollution</i>	3
<i>Support the proposal - would have less impact on the environment - pollution - air pollution</i>	2
<i>Support the proposal - would have less impact on the environment - pollution - noise pollution - Kirkthorpe</i>	1
<i>Support the proposal - would have less impact on the environment - green/ open spaces/ countryside/rural areas/landscape/ green belt - Anglers Country Park</i>	1
<i>Support the proposal - would have less impact on the environment - pollution - noise pollution - New Sharlston</i>	1
<i>Support the proposal - would have less impact on the environment - pollution - noise pollution - Oulton</i>	1
<i>Support the proposal - would have less impact on the environment - pollution - noise pollution - Rothwell</i>	1
<i>Support the proposal - would have less impact on the environment - pollution - noise pollution - Sharlston</i>	1

Support the proposal - would have less impact on the environment - pollution - noise pollution - Warmfield	1
Support the proposal - would have less impact on the environment - pollution - noise pollution - Woodlesford	1
Support the proposal - would have less impact on the environment - pollution - noise pollution - Altofts	1
Support the proposal - would have less impact on the environment - water table/flooding - New Crofton/Crofton	1
Support - more appropriate site	81
Support the proposal - would be a more appropriate/suitable site for development - built-up area/ brownfield/ industrial site/ mitigates impact on greenfield	73
Support the proposal - would be a more appropriate/suitable site for development	32
Support - site would be cheaper	30
Support the proposal - site would be cheaper/easier to operate - reduced rolling stock/empty rolling stock movement	21
Support the proposal - site would be cheaper/easier to develop	12
Support the proposal - site would be cheaper/easier to operate	1
Support the proposal - conditional support	20
Support - positive economic effect	19
Support the proposal - would benefit - local economy/ businesses/jobs/ create revenue	7
Support the proposal - would benefit - local economy/ businesses/jobs/ create revenue - Leeds	6
Support the proposal - would have less impact on local economy/businesses/ jobs/revenue	6
Support the proposal - would have less impact on local economy/businesses/ jobs/revenue - tourism industry	1
Support the proposal - supported/welcomed by Leeds City Council/ MPs/government	15
Support - positive/ less impact on amenities	13
Support the proposal - would have less impact on amenities/ facilities - public right of way footpaths - New Crofton/Crofton	4
Support the proposal - would have less impact on amenities/ facilities - public right of way footpaths - Anglers Country Park	3
Support the proposal - would have less impact on local sites of historic importance/heritage sites - Nostell Priory	3
Support the proposal - would have less impact on amenities/ facilities - public transport network	2
Support the proposal - would have less impact on amenities/ facilities	2
Support the proposal - would have less impact on amenities/ facilities - public right of way footpaths - Trans Pennine Trail	1
Support the proposal - would have less impact on amenities/ facilities - access to healthcare/ hospitals/emergency services	1
Support the proposal - would have less impact on amenities/ facilities - schools	1
Support the proposal - would have less impact on amenities/ facilities - public right of way footpaths	1
Support the proposal - would have less impact - cause less disruption	10
Support the proposal - other	8
OPPOSE - EASTERN LEG ROLLING STOCK DEPOT	56
Oppose - negative effect on local transport network	29
Oppose the proposal - would impact on local road network - traffic/congestion	9
Oppose the proposal - would impact on local road network	8
Oppose the proposal - would impact on local waterways - Aire & Calder navigation/River Aire	7
Oppose the proposal - would impact on local road network - traffic/congestion - Woodlesford	5
Oppose the proposal - concerns about disruption/delays	5
Oppose the proposal - would impact on local road network - road safety/ motorist/cyclist/ pedestrian safety - A639	2
Oppose the proposal - would impact on local road network - connectivity/access to the M1	2
Oppose the proposal - would impact on local road network - traffic/congestion - Pontefract Road	2

<i>Oppose the proposal - would impact on local road network - traffic/congestion - A639</i>	1
<i>Oppose the proposal - would impact on local road network - road safety/ motorist/cyclist/ pedestrian safety - A61</i>	1
<i>Oppose the proposal - would impact on local road network - traffic/congestion - Stourton</i>	1
<i>Oppose the proposal - would impact on local rail network</i>	1
<i>Oppose the proposal - would impact on amenities/facilities - existing transport infrastructure</i>	1
<i>Oppose the proposal</i>	26
Oppose - negative effect on local environment	25
<i>Oppose the proposal - would impact on the environment/ green/open spaces/ countryside/rural areas/landscape/ green belt</i>	9
<i>Oppose the proposal - would impact on the environment - pollution - noise pollution</i>	8
<i>Oppose the proposal - would impact on water courses/water table/flooding</i>	8
<i>Oppose the proposal - would impact on the environment - wildlife/natural habitat</i>	7
<i>Oppose the proposal - would impact on the environment - visual intrusion</i>	6
<i>Oppose the proposal - would impact on the environment - pollution - air pollution</i>	5
<i>Oppose the proposal - would impact on the environment - pollution - light pollution</i>	4
<i>Oppose the proposal - would impact on the environment - pollution - noise pollution - Woodlesford</i>	4
<i>Oppose the proposal - would impact on the environment - pollution - air pollution - Woodlesford</i>	2
<i>Oppose the proposal - would impact on the environment - pollution - water quality - Woodlesford</i>	1
Oppose - negative effect on local communities/people	23
<i>Oppose the proposal - would impact on local area/towns/ villages - Woodlesford</i>	10
<i>Oppose the proposal - would impact on local area/towns/ villages - Swillington</i>	6
<i>Oppose the proposal - would impact on local area/towns/ villages</i>	5
<i>Oppose the proposal - would impact on local people/ communities - homes/ housing/residential areas</i>	5
<i>Oppose the proposal - would impact on local people/ communities - homes/ housing/residential areas - Woodlesford</i>	5
<i>Oppose the proposal - concerns about blight</i>	5
<i>Oppose the proposal - would impact on local area/towns/ villages - Garforth</i>	4
<i>Oppose the proposal - would impact on local people/ communities - health/safety/well- being of residents</i>	3
<i>Oppose the proposal - would impact on local people/ communities</i>	3
<i>Oppose the proposal - would impact on local people/ communities - health/safety/well- being of residents - Woodlesford</i>	2
<i>Oppose the proposal - would impact on local area/towns/ villages - Leeds</i>	2
<i>Oppose the proposal - would impact on local people/ communities - homes/ housing/residential areas - Oulton</i>	1
<i>Oppose the proposal - would impact on local people/ communities - homes/ housing/residential areas - Rothwell</i>	1
Negative economic effects	15
<i>Oppose the proposal - concerns about the impact on existing/ future development plans/strategy for the area</i>	9
<i>Oppose the proposal - would impact on the local economy/ businesses/jobs/ revenue</i>	8
<i>Oppose the proposal - would not benefit - local economy/ businesses/jobs/ revenue</i>	6
<i>Oppose the proposal - concerns about the use of prime employment/ redevelopment land</i>	5
<i>Oppose the proposal - concerns about the impact on existing/ future investment plans/strategy for the area</i>	2
<i>Oppose the proposal - unjustified/high cost/ waste of public money</i>	8
Oppose - site is not suitable	7
<i>Oppose the proposal - would not be appropriate/suitable site for development</i>	5
<i>Oppose the proposal - concerns about underground construction/ subsidence</i>	2
Oppose - negative effect on amenities	6
<i>Oppose the proposal - would impact on amenities/facilities - public transport network - Temple Green Park and Ride</i>	4

<i>Oppose the proposal - would impact on amenities/facilities - public right of way footpaths</i>	1
<i>Oppose the proposal - would impact on local sites of historic importance/ heritage sites - Temple Newsam House</i>	1
Oppose - would not provide benefits	4
<i>Oppose the proposal - would not provide benefits - to Leeds</i>	3
<i>Oppose the proposal - would not provide benefits</i>	1
<i>Oppose the proposal - support the New Crofton/Crofton location</i>	3
<i>Oppose the proposal - conditional opposition</i>	2
<i>Oppose the proposal - concerns about uncertainty</i>	1
<i>Oppose the proposal - other</i>	6
NEUTRAL CODES (STATUTORY BODIES)	4
<i>The proposal - would impact on existing/ future development plans/strategy for the area</i>	3
<i>The proposal - is expensive/will use a lot of public money</i>	2
<i>The proposal - would impact on local waterways - Aire & Calder navigation/ River Aire</i>	2
<i>The proposal - would impact on the environment - visual intrusion</i>	2
<i>The proposal - would impact on the environment - wildlife/natural habitat</i>	2
<i>The proposal - would impact on water courses/water table/ flooding</i>	2
<i>The proposal - would have less impact on the environment - green/open spaces/ countryside/rural areas/landscape/green belt</i>	1
<i>The proposal - would impact on amenities/ facilities - public transport network - Temple Green Park and Ride</i>	1
<i>The proposal - is preferable to the New Crofton/Crofton location</i>	1
<i>The proposal - would impact on local road network - connectivity/access to the M1</i>	1
<i>The proposal - would impact on local road network - M621</i>	1
<i>The proposal - would impact on local road network - traffic/ congestion - M1</i>	1
<i>The proposal - would impact on local sites of historic importance/heritage sites</i>	1
<i>The proposal - would impact on local sites of historic importance/heritage sites - Temple Newsam House</i>	1
<i>The proposal - would be a more appropriate/ suitable site for development - built-up area/brownfield/ industrial site/ mitigates impact on greenfield</i>	1
<i>The proposal - would be more convenient - improve connections/ access - to/from existing road network - motorway/s</i>	1
<i>The proposal - would have less impact on local people/ communities</i>	1
<i>The proposal - would have less impact on the environment</i>	1
<i>The proposal - would not be an appropriate/ suitable site for development</i>	1
ALTERNATIVES AND SUGGESTIONS	32
<i>Alternative site/ layout for depot</i>	18
<i>Alternative suggestions - rolling stock depot should be - located elsewhere</i>	14
<i>Alternative suggestions - rolling stock depot should be - at Healey Mills goods depot - improve connections/access - to/from existing rail network</i>	4
<i>Alternative suggestions - rolling stock depot should be - at Healey Mills goods depot</i>	4
<i>Alternative suggestions - rolling stock depot should be - configured differently</i>	2
<i>Alternative suggestions - rolling stock depot should be - at Swine Lane East</i>	1
<i>Need for impact assessment</i>	9
<i>Alternative suggestions - impact assessment needed - wildlife/natural habitat</i>	7
<i>Alternative suggestions - impact assessment needed - Trans Pennine Trail</i>	2
<i>Alternative suggestions - impact assessment needed - traffic/congestion</i>	2
<i>Alternative suggestions - impact assessment needed - pollution - noise pollution</i>	1
<i>Alternative suggestions - impact assessment needed - visual impact</i>	1
<i>Alternative suggestions - impact assessment needed - flood risks</i>	1
<i>More connectivity/ integration with transport network</i>	4
<i>Alternative suggestions - provide rail connectivity - to York</i>	2
<i>Alternative suggestions - provide integration - with Trans Pennine routes</i>	2
<i>Alternative suggestions - provide rail connectivity - to Northern stations</i>	1
<i>Alternative suggestions - provide integration - with Northern Powerhouse Rail</i>	1

Alternative suggestions - provide connectivity - for cyclists	1
Build more infrastructure	4
Alternative suggestions - build more infrastructure - alleviate traffic/ congestion (roads/ waterways)	3
Alternative suggestions - build more infrastructure - Temple Green Park and Ride	1
Alternatives and suggestions - other	24
Further discussion/ engagement between stakeholders/HS2 Ltd/government required	14
Alternative suggestions - rolling stock depot should be - floodproof	2
Alternative suggestions - source building materials locally	1
Alternative suggestions - provide training for HS2 jobs	1
Alternatives and suggestions - other	15
CAMPAIGN NO 1	13
Campaign 1 - variation with additional comments	5
Campaign 1 - variation with some points omitted/incomplete	4
Campaign 1 - standard response/complete	4
OUT OF SCOPE - COMMENTS ABOUT HS2	100
HS2 route - oppose route through Woodlesford/ Woodlesford viaduct/ construction of a viaduct	52
HS2 is a waste of money/money could be better spent	21
HS2 is unwanted/ unnecessary/won't be used/should be cancelled	15
HS2 will impact on local people/ communities - homes/ housing/residential areas	11
HS2 will impact on the environment/green/open spaces/countryside/ rural areas/landscape/ green belt	11
HS2 is a flawed concept/unjustified/ serves no benefit	10
HS2 will impact on local area/towns/ villages	6
HS2 will impact on the environment - pollution - air pollution	5
HS2 will impact on local people/ communities	4
HS2 will not improve/ reduce journey times significantly	4
HS2 will impact on the environment - pollution - noise pollution	3
HS2 is a white elephant/already outdated/obsolete	2
HS2 will impact on local area/towns/ villages - damage to sites of historic importance/heritage sites - Nostell Priory	1
HS2 will impact on local road network	1
HS2 will impact on the environment - wildlife/natural habitat	1
HS2 will not improve/ increase capacity on the existing rail network	1
HS2 route - should be passing through the Aire Valley	1
Other HS2 - negative comments	16
Other HS2 - positive comments	8
Other HS2 - suggestions	6
OTHER	26
Criticism of the consultation/ consultation process/ consultation documents	20
Lack of information supplied/further information required	14
Criticism of the government/politicians	4
No answer/no comment/ unusable responses	1
Not stated	7

