

## HS2 - What we Know to Date

The mission of the HS2 train is to provide high speed transport between the north of the country and London. The Government maintains that HS2 will regenerate the North and level up the regions.

Now for some details:

### Cost Estimates:

2010	£20 billion
2012	£32.6 billion
2013	£42.6 billion
2015	£55.7 billion
Today	£72 - 98 billion up to £107 billion (according to an independent review)

HS2 is the most expensive railway in the world. At the highest estimate it will cost £300million + per mile!

### Stations from London to and from Manchester (plus estimated journey times where available)

Destination	From Manchester		
	Current Time	HS2 Time	Saving
London Euston	2 hours 7 min	1 hour 7 minutes	1 hour
Old Oak Common (London)			
Birmingham airport	1 hour 21 min	52 minutes	29 mins
Birmingham Curzon Street			
East Midlands Parkway			
Crewe junction	30 min - 1 hour	24 minutes	6 mins - 38 mins
Manchester Airport (possibly dependent on private funding)			
Manchester Piccadilly station			

### Ecological and Environmental Impact:

Hundreds of important habitats and wildlife places are under threat from HS2. This includes ancient woodland, lakes, meadows, wildlife reserves, chalk streams and other special habitats.

HS2 Ltd. has promised to mitigate for these losses by planting trees, creating alternative wildlife areas and moving soil from ancient woodland to regenerate the eco system. No explanation has ever been given by HS2 Ltd. on how it will mitigate the loss of hundreds, perhaps thousands, of centuries old trees.

### Loss of Homes and Buildings:

Hundreds of homes and buildings will be demolished to make way for the railway. HS2 has promised to compensate home owners and businesses but, from experiences from those who lost homes in Phase 1 of the project (London to Birmingham), the compensation is woefully inadequate.

### Noise:

Creation of the HS2 railway requires construction on an industrial scale with heavy plant and machinery operating 24 hours a day as it carves a way through the landscape bringing in and installing massive building materials (such as sections of the railway track) and taking tons of waste out. These are excessively noisy operations which will take a number of years to complete - some 5+ years.

### Traffic:

The materials required to build and maintain HS2 will need to be transported to sites by road and existing railway systems. Hundreds, if not thousands, of heavy goods vehicles (HGVs) will be required as will hundreds of freight trains. Roads and the existing railway networks will become extremely congested.

### Visual Pollution:

Many areas on the route will require the construction of an embankment which will be a solid mound of earth up to 10 metres (33 feet) high stretching across rural fields obscuring previously open views.

### Air Pollution:

By definition the air will be polluted in any area where there is significant industrial construction and which requires the transportation of building materials and waste by HGVs

**Now for the effects on Ashley and is the HS2 Worth it**

## The Destruction of Ashley

HS2 Ltd. is proposing that the HS2 train goes through Ashley on its way to Manchester Airport, destroying a huge part of the village forever by taking prime greenbelt land to enable the railway to be constructed and operate.

The majority of the HS2 railway line in Ashley is from near Stock Farm on Ashley Road and across the fields towards Back Lane and Thorns Green. Sadly, there is a huge amount of additional land take either side of the railway to accommodate construction areas known as a railhead and an IMB-R (see page 3 for more information).

### Roads



HS2 will be using our roads to transport heavy construction materials to, and waste from, the HS2 sites. Imagine these road with 200+ HGVs on them a day every day for years to come. These are HS2's estimates for traffic on roads such as Castle Mill Lane and Ashley Road.

However, virtually no roads in Ashley will escape significant HGV and other construction traffic.

Our roads are not strong or wide enough to take the constant battering from lorries - they should be a minimum of 6m (20ft) wide for one way use or 6.8m (22ft) wide two way. HS2 will either have to strengthen and widen the roads creating even more disruption to residents and/or their houses and land, or, more likely, HS2 will just use the roads until they crumble.

### Embankment



HS2 is proposing that the train through Ashley is placed on an embankment which will run through Ashley and which will effectively split the village into two halves. There are a number of additional constructions (including a bridge over the existing railway and a new road) but the embankment will be the visual blight for miles around. It is virtually impossible to find an image of an embankment in order to convey its true impact. Perhaps it is an image that HS2 does not want you to see??

The average height of a telegraph pole is 9m (30ft). Try to imagine the telegraph poles above as a solid embankment of earth on which the HS2 train will run. Not only will the embankment be 9m high in places but it will be 829m (over half a mile) long across the middle of the village.

There will be gantries (aka catenaries) to carry the electricity for the train which will sit on top of the embankment adding another 6m (20ft) to the height. Fortunately the gantries only partially obscure the view.

**The finished, permanent height of HS2 through parts of Ashley will be c. 15m (50ft)**



This is typical of the view residents will see whilst the embankment and railway are being constructed.

***However, an alternative to the embankment would be to place the train in a cutting.***

A cutting would still take a lot of land, and need huge numbers of lorries and workmen but the visual impact on Ashley would be much less severe. Ashley PC believes the cutting is viable but HS2 has rejected this alternative citing cost and extra land take as the reasons.

### **Railhead and IMB-R**



In addition to the land taken to create the railway, a huge swathe of land will be taken by the construction of a railhead and a maintenance facility called an IMB-R.

They are both, in effect, railway sidings. The railhead will act as the base for constructing the HS2 railway (laying tracks etc.) and it will remain in existence until the railway has been completed. Although temporary, it will be around for 7- 10 years before the land will be 'restored' although the land will never be able to revert back to its agricultural status. The IMB-R will be a permanent facility designed to maintain the operational railway. The IMB-R is likely to be in use for 2-3 days a week

Both facilities will generate a lot of noise and light pollution, day and night..

***There is an alternative solution which would remove the need for these facilities to ever be constructed in Ashley at all.*** It is a place called Aldersley's Rough near Stone in Staffordshire which is ideally placed to provide all the facilities needed to construct and maintain the HS2 railway in Ashley without any degradation of service and without any significant damage to Aldersley's Rough.

An immense amount of research has gone into using Aldersley's Rough instead of Ashley village. A move which Ashley PC is convinced this is the way forward.

### **Please Help to Save Ashley**

We have to prepare ourselves that HS2 could well happen in Ashley. All the concerns above are issues to be included on any response, but especially those of putting the train in a cutting and moving the railhead and IMB-R to Aldersley's Rough for these would provide the best outcome for the village.

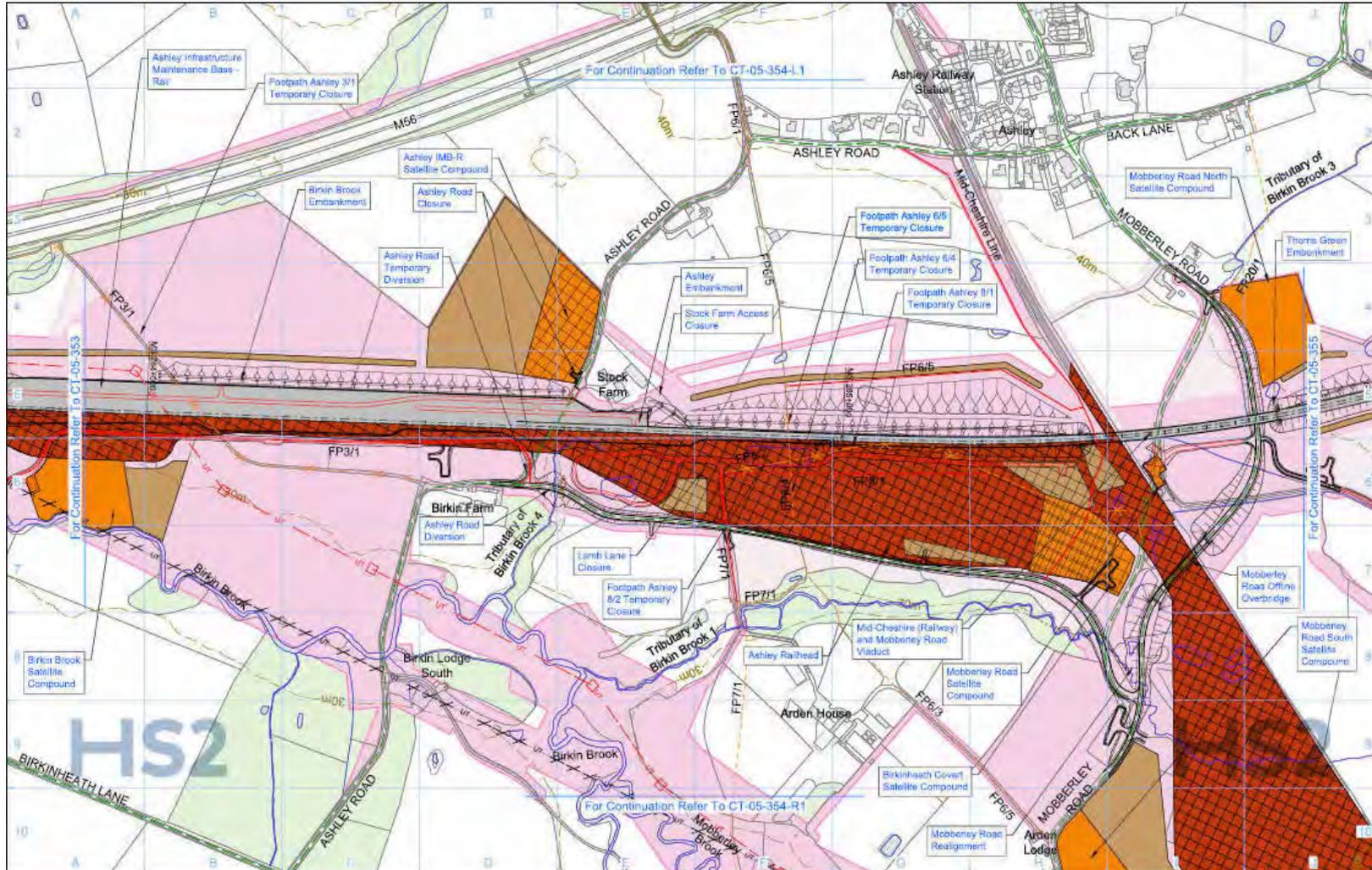
The consultation closes on 31st March 2022. The more responses the Government receives the more likely it will take notice of our concerns. Please support the village and respond to the consultation.

<https://www.gov.uk/government/consultations/hs2-phase-2b-crewe-manchester-environmental-statement-consultation>

*There is to be a public meeting at the Community Centre in St Elizabeth's Church on Sunday 20th March from 12.30pm. Councillors and our technical experts will be on hand to answer any questions or concerns you may have. Please come along and see the maps and other information on HS2*

## Ashley Land to be taken for the Railhead and IMB-R if Aldersley's Rough is not used.

The HS2 railway itself is the narrow greyish line running from left to right across the centre of the page between the red and pink areas



 Railheads

 Additional land potentially needed for HS2

 IMB-R