

HS2 Ltd Phase Two Consultation on the proposed high speed rail route from the West Midlands to Manchester, Leeds and beyond.

Response from the Church Buildings Council, Church of England – Impact on Places of Worship, Cemeteries, People and Communities

QUESTION 1 - THE ROUTE AND SUPPORTING INFRASTRUCTURE

Do you agree or disagree with the Government's proposed route between the West Midlands and Manchester as described in **Chapter 7**?

This includes the proposed route alignment, the location of tunnels, ventilation shaft, cuttings, viaducts and depots as well as how the high speed line will connect to the West Coast Main Line

QUESTION 2 – PROPOSALS FOR STATIONS

Do you agree or disagree with the Government's proposals for:

- a. A Manchester station at Manchester Piccadilly as described in **Chapter 7 (sections 7.8.1 - 7.8.7)**?
- b. An additional station near Manchester Airport as described in **Chapter 7 (sections 7.6.1 - 7.6.6)**?

Q2 This question is about the case for high speed rail (Chapter 2 of the main consultation document)

QUESTION 3 - ADDITIONAL STATIONS

Do you think that there should be any additional stations on the western leg between the West Midlands and Manchester?

QUESTION 4 - THE ROUTE AND SUPPORTING INFRASTRUCTURE

Do you agree or disagree with the Government's proposed route between West Midlands and Leeds as described in **Chapter 8**?

This includes the proposed route alignment, the location of tunnels, ventilation shaft, cuttings, viaducts and depots as well as how the high speed line will connect to the East Coast Main Line.

QUESTION 5 - PROPOSALS FOR STATIONS

Do you agree or disagree with the Government's proposals for:

- a. A Leeds station at Leeds New Lane as described in **Chapter 8 (section**

- b. A South Yorkshire station to be located at Sheffield Meadowhall as described in **Chapter 8 (sections 8.5.1 - 8.5.8)?s 8.8.1 - 8.8.5)?**
- c. An East Midlands station to be located at Toton as described in **Chapter 8 (sections 8.3.1 - 8.3.6)?**

QUESTION 6 – ADDITIONAL STATIONS

Do you think that there should be any additional stations on the eastern leg between the West Midlands and Leeds?

QUESTION 7 – APPRAISAL OF SUSTAINABILITY

Please let us know your comments on the Appraisal of Sustainability (as reported in the Sustainability Statement) of the Government’s proposed Phase Two route, including the alternatives to the proposed route as described in **Chapter 9**.

QUESTION 8 – FREED CAPACITY

Please let us know your comments on how the capacity that would be freed up on the existing rail network by the introduction of the proposed Phase Two route could be used as described in **Chapter 10**.

QUESTION 9 – UTILITIES

Please let us know your comments on the introduction of other utilities along the proposed Phase Two Route as described in **Chapter 11**.

Answer to questions 2-3 and 5-9; no comment.

Answer to questions 1 and 4 only.

The proposed route of HS2 will pass through significant areas of countryside as well as SSSIs, AONBs and areas containing woods and veteran trees, as well as many heritage assets of significance in the landscape and connurbations. It will pass quite close to many communities, both smaller settlements and larger towns, and their places of worship and burial grounds.

Of these, a number will be particularly seriously affected (High Impact, see attached report by the Church Buildings Council). The Council is compiling detailed reports on these, which will be published on our website (www.churchcare.co.uk) and sent to HS2. All the churches detailed there would however be at some degree of risk of damage or eventual closure as a result of these proposals, and others may emerge or may have been missed in this survey.

The building of a new railway will change the character of these areas forever and the potential impact on people in these areas should not be underestimated. People put values on place: their home, the community where they live, its immediate environs

and the landscape around it. This generates an attachment to and affection for place that comes from both familiarity and experience. It in turn generates both a sense of identity and belonging for many people. The pain and distress resulting from permanent change or removal of an important part of a community or countryside can have a long term negative impact on the wellbeing of individuals and groups, in some cases removing identity and belonging as a result.

An affection for and attachment to place is particularly relevant to the story of people and community. This particularly applies to graveyards, and the sense of desecration generated from the proposals to tunnel under, near or through graveyards, for example around the ruined Heath Old Church in the Diocese of Derby should not be underestimated. It is important that the distressing and expensive mistakes made during the construction of the HS1 Terminal at St Pancras are not repeated.

It is concerning that many households will have to be re-housed due to extensive demolition in some areas. This will have a direct impact on neighbours, networks of friends and contacts and potentially have a long term negative impact on both bonding and bridging social capital. This is particularly important for more vulnerable residents: the elderly, housebound or disabled. Additional support will need to be provided for these vulnerable groups as well as significant information provision for every household.

All the costs of relocating business premises due for demolition should be borne by HS2. This should include compensation for loss of income during any moving period and help to find suitable alternative premises in the area, that should also extend to financing new build if needed. This is also true of premises owned by community and voluntary groups, including faith groups.

Careful consideration should be given to how agricultural businesses will be affected by the new line. This particularly applies where both home and source of income will be lost at the same time.

It will be important that there are sufficient crossing points over the proposed line to ensure adjacent communities are able retain their links, including footpaths, small local roads, as well as B and A roads. The often historic connectivity that these routes represent, must be preserved to prevent particularly smaller settlements and isolated dwellings being cut off from the surrounding area.

In order to retain as many people as possible in their homes and communities in the long term, compensation for generalised blight and statutory blight should be available during the building phase. In some places this will last for many years and the disruption and potential additional costs incurred, for example, additional travel distances following road closures, should be compensated for. This should also apply to SMEs, community and voluntary groups, and agricultural businesses as well as households.

The impact of proposed expansion of the High Speed Rail network
(HS2 Phase 2, West Midlands – Manchester and Leeds)
on Church of England churches and burial grounds



ChurchCare



16,000 buildings. One resource

A report by the Church Buildings Council, Cathedral and Church
Buildings Division, Archbishops' Council of the Church of England

Contents

The cover photograph shows the church of Marston St Leonard, Diocese of Lichfield (Staffordshire), built in 1794 on older foundations. The churchyard is still used for burial. The line would run across the background, cutting through a farm and the heart of the small village.

Introduction

Tables showing the impact on churches and cemeteries, from South to North:

1. Western leg to Manchester - Dioceses of Lichfield, Chester, Liverpool
2. Eastern leg to Leeds, Part I - Dioceses of Birmingham, Leicester, Southwell & Nottingham, Derby
3. Eastern leg to Leeds, Part 2 - Dioceses of Sheffield, W Yorks & Dales, York

Brief Timeline

Church House
Great Smith Street
London SW1P 3AZ
January 2014

Introduction

This report has been compiled by the Church Buildings Council as a response to the proposals for the expansion of the High Speed Rail network in the UK, in this case the phase known as HS2 Phase 2. The Council is a permanent statutory commission of the Church of England, part of the Cathedral and Church Buildings Division (see www.churchcare.co.uk). The Council supports dioceses and parishes in the use, care and development of parish churches, their contents and churchyards.

The issue

The recently proposed HS2 line linking Birmingham with Leeds and Manchester will cut through some of the finest countryside in England, and would impinge on several towns and villages.

This development has the potential to make several of the parish churches near the line unusable, thereby forcing them to close for regular use for worship. Others will come under pressure as their communities are reduced, or may suffer structural damage through subsidence or vibration. This report details some 56 Anglican churches affected to various degrees, as well as several burial grounds.

If such development is pursued, the Council urges government and developers to mitigate any disturbance or damage by careful planning and engineering, and where this is unavoidable to take the loss of these churches to their community into account in their deliberations, and to make appropriate provision.

The present and potential impact

Substantial blight has already been caused to some of the churches in this report and others near them by the recent proposals, with people moving out of the potentially affected parishes, draining the lifeblood of these communities and their churches. This is often an almost imperceptible phenomenon, which can eventually lead to dilapidation and closure of the church. The long-term threat of possible development can be as destructive as the eventual expansion itself. Again, the Council urges government to take this into account when framing compensation.

The loss of these ancient monuments and sites, loaded with social and historical significance, to the local and worshipping community cannot be quantified, but if this is really considered to be unavoidable and justifiable, it raises a further question; who should pay for the maintenance of an unusable, but nevertheless hugely important and significant monument (many of the churches in this report are Listed Buildings) which it is in the public interest to protect? The community which built and supported it over generations will be unable to use the building, and churches are valued by the community beyond the worshipping congregation.

The Council hopes that representatives of the government and developers alike will recognise their public value, and look to find the means, where churches have been closed or affected by the effects of railway blight, to sustain at least their fabric and associated burial grounds, monuments and fittings for the future. It is their responsibility to do so.

Table 1: List of affected Church of England churches and cemeteries: West Midlands - Manchester

Churches and cemeteries listed from South to North. Detailed reports are being compiled on those considered to be at risk of High Impact, which will be posted on our web site at <http://www.churchcare.co.uk/about-us/campaigns/our-campaigns/hs2-rail-link>, where our response to the London-Birmingham Phase 1 consultations and this report can also be found.

Places of worship of several other denominations and faith groups will also be affected, but are not listed here.

Diocese /County	Church	Designation	Distance	Tunnel?	Impact
Lichfield Staffordshire	Colton, St Mary the Virgin	Grade II*	1000m	No	Low
Lichfield Staffordshire	Great Haywood, St Stephen	Grade II	1000m	No	Low
Lichfield Staffordshire	Ingestre, St Mary the Virgin	Grade I Conservation Area	1000m (aural impact)	No	Moderate
Lichfield Staffordshire	Weston-on-Trent, St Andrew	Grade I	2000m (aural & visual impact)	No	Low
Lichfield Staffordshire	Marston, St Leonard	Grade II	100m	No	High
Lichfield Staffordshire	Swynnerton, St Mary	Grade I Conservation Area	1000m (aural & visual impact)	No	Moderate
Lichfield Staffordshire	Whitmore, St Mary & All Saints	Grade II* Conservation Area	1000m	No	Low
Lichfield Staffordshire	Lostock Gralam, St John the Evangelist	Unlisted	500m	No	Moderate
Chester, Cheshire	Over Tabley, St Paul	Grade II	800m	No	Low
Chester Cheshire	Warburton, St Werburgh	Grade II Conservation Area	250m	No	High
Chester Cheshire	Rostherne, St Mary	Grade I Nature Reserve	900m	No	Low
Liverpool Lancashire	Lowton, St Mary	Unlisted	600m	No	Low

**Table 2: List of affected Church of England churches and cemeteries: Birmingham – Leeds
(Part 1, East Midlands - Dioceses of Birmingham, Leicester, Southwell & Nottingham, Derby)**

Diocese /County	Church	Designation	Distance	Tunnel?	Impact
Birmingham Warwickshire	Kingsbury, St Peter & Paul	Grade I Conservation Area	900m	No	Low
Birmingham Warwickshire	Birchmoor, St John mission church	Unlisted	500m	No	Moderate
Birmingham Warwickshire	Polesworth, St Editha	Grade II* Conservation Area	1000m	No	Low
Birmingham Warwickshire	Austrey, St Nicholas	Grade II* Conservation Area	1000m	No	Low
Birmingham Warwickshire	Newton Regis, St Mary the virgin	Grade II* Conservation Area	1000m	No	Low
Leicester, Leicestershire	Appleby Magna, St Michael & All Angels	Grade II* Conservation Area	800m	No	Low
Leicester Leicestershire	Measham, St Laurence	Grade II*	800m	No	Low
Leicester Leicestershire	Packington, the Holy Rood	Grade II* Conservation Area	500m	No	Moderate
Leicester Leicestershire	Ashby de la Zouch, St Helen	Grade II* Conservation Area	1000m	No	Low
Leicester Leicestershire	Coleorton, St Mary the Virgin	Grade II* Conservation Area	1000m	No	Low
Leicester Leicestershire	Worthington St Matthew	Grade II*	300m	No	High
Leicester Leicestershire	Breedon on the Hill, St Michael & All Angels	Grade I Scheduled Monument	800m (aural & visual impact)	No	Moderate
Leicester Leicestershire	Lockington, St Nicholas	Grade I Conservation Area	500m	No	Moderate
Southwell & Nottingham, Nottinghamshire	Ratcliffe-on-Soar, Holy Trinity	Grade I	400m	No	Moderate
Southwell & Nottingham, Nottinghamshire	Strelley, All Saints	Grade I Conservation Area	400m (aural & visual impact)	Yes, partly	Moderate
Southwell & Nottingham, Nottinghamshire	Nuthall, St Patrick	Grade II*	200m	No	Moderate
Southwell & Nottingham, Nottinghamshire	Annesley, All Saints (ruin with churchyard)	Grade I Scheduled Monument	500m (aural & visual impact)	No	Low
Derby, Derbyshire	Long Eaton, St Laurence & James	Grade II*	110m	No	Moderate
Derby, Derbyshire	Sandiacre, St Giles	Grade II*	140m	No	Moderate
Derby, Derbyshire	Heath, old church (ruin with churchyard)	Grade II	Will be destroyed	No	High
Derby, Derbyshire	Staveley, St John the Baptist	Grade II*	700m	No	Low
Derby, Derbyshire	Renishaw, St Matthew	Unlisted	300m	No	Moderate
Derby, Derbyshire	Killamarsh, St Giles	Grade II*	900m	No	Low

Table 3: List of affected Church of England churches and cemeteries: Birmingham – Leeds (Part 2, Yorkshire - Dioceses of Sheffield, W Yorks & Dales and York)

Diocese /County	Church	Designation	Distance	Tunnel?	Impact
Sheffield South Yorkshire	Beighton, St Mary the Virgin	Grade II*	500m	No	Low
Sheffield South Yorkshire	Treeton, St Helen	Grade I	800m	No	Low
Sheffield South Yorkshire	Catcliffe, St Mary the Virgin	Unlisted	1000m	No	Low
Sheffield South Yorkshire	Tinsley, St Laurence	Grade II	400m	No	Low
Sheffield South Yorkshire	Wincobank, St Thomas	Grade II	250m	No	Moderate
Sheffield South Yorkshire	Tankersley, St Peter	Grade II*	800m	No	Low
Sheffield South Yorkshire	Hoyland, St Peter	Grade II	300m	Yes	Low
Sheffield South Yorkshire	Worsbrough, St Thomas and St James	Grade II*	800m	No	Low
Sheffield South Yorkshire	Worsbrough St Mary	Grade I Conservation Area	700m	No	Moderate
Sheffield South Yorkshire	Ardsley Christ Church	Unlisted	100m	Yes	Low
W Yorks & Dales South Yorkshire	Lundwood, St Mary Magdalene	Unlisted	600m	No	Low
W Yorks & Dales South Yorkshire	Cudworth, St John	Unlisted	600m	No	Low
W Yorks & Dales South Yorkshire	Felkirk, St Peter	Grade 1	900m	No	Low
W Yorks & Dales South Yorkshire	Crofton, All Saints	Grade II*	800m	No	Low
W Yorks & Dales South Yorkshire	Warmfield, St Peter	Grade II* Conservation Area	600m (aural & visual impact)	No	Moderate
W Yorks & Dales South Yorkshire	Swillington St Mary	Grade II*	800m	No	Low
York North Yorkshire	Old Micklefield St Mary the Virgin	Unlisted	600m	No	Moderate
York North Yorkshire	Sherburn-in-Elmet, All Saints	Grade I	900m (aural & visual impact)	No	High
York North Yorkshire	Barkston Ash Holy Trinity	Unlisted	400m	No	High
York North Yorkshire	Church Fenton St Mary	Grade I	600m	No	Moderate

Brief timeline

2010: The UK Government publishes an Exceptional Hardship Scheme Consultation regarding the effect of HS2

July 2010: Response to Exceptional Hardship Scheme Consultation from Church Buildings Council

February 2011: Publication of consultation document and draft EIA by Department for Transport for Phase 1

July 2011: Response from the Archbishop's Council with supporting report from the Church Buildings Council detailing the potential impact of Phase 1.

July 2013: Publication of consultation document and supporting documents by Department for Transport for Phase 2

November 2013: Publication of EIA for Phase 1 by Department for Transport