

1. Petitioner information

In the box below, give the name and address of each individual, business or organisation submitting the petition. Please note that addresses here will be provided to the Bill's promoter, but will be redacted in the version of the petition published on the Parliamentary Website.

Free Hale and Hale Barns of HGVs

In the box below, give a description of the petitioners. For example, "We are the owners/tenants of the addresses above"; "My company has offices at the address above"; "Our organisation represents the interests of..."; "We are the parish council of...".

Your Petitioner, "Free Hale and Hale Barns from HGVs", is a collective of residents from the Hale, Hale Barns, and nearby areas, who have come together for the specific purpose of making this petition in respect of elements of the second additional provision to the Bill ("AP2"). The names of the over 1300 individuals who have given their names in support of this group are set out at **Annex A** to this petition, provided separately to the Committee.

The group includes all three elected councillors for the Hale Barns and Timperley South Ward - Cllrs Nathan Evans, Dylan Butt, and Michael Taylor.

2. Objections to the Second Additional Provision to the Bill

In the box below, write your objections to the Second Additional Provision to the Bill and why your property or other interests are **directly and specially affected**. Please number each paragraph.

Only objections outlined in this petition can be presented when giving evidence to the Committee. You will not be entitled to be heard by the Committee on new matters not included in your written petition.

1. AP2 includes provision for construction traffic to/from the River Bollin East Viaduct satellite compound to be routed through five residential roads in Hale Barns, namely Sunbank Lane, Chapel Lane, Longsides Road, High Elm Road and Hale Road (the A538), for the purposes of construction works (the “**Hale Barns Construction Route**”), with Sunbank Lane requiring significant widening to allow the passage of such traffic. The proposed routing will occasion serious consequences for Hale and Hale Barns. Alternative routings are available which would avoid such consequences. It is believed that the alternatives would not involve material, or possibly any, additional costs.
2. The area immediately surrounding the Hale Barns Construction Route comprises 2,000 houses. Annex A, provided separately to the Committee, lists over 1,300 people from the affected areas.
3. Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement estimates that “*an average of*” up to 270 Heavy and Large Goods vehicles, Light Goods vehicles and cars will make “*combined two-way trips*” through the Hale Barns Construction Route per day.¹ This is highly damaging. Further, HS2 confirm that AP2 will create moderate and major new adverse effects on pedestrians and cyclists and major new adverse effects on traffic congestion in this area.²
4. Additionally, in the period prior to the current Sunbank Lane overbridge being closed and replaced, there is nothing to stop traffic from both the River Bollin East Viaduct satellite compound and the Sunbank Lane satellite compound using the Hale Barns Construction Route and/or other local roads, exacerbating the issues identified in this Petition. The consequence is a potential for more than 1,360 two-way total vehicle trips per day (1,090³ plus 270), which is unrealistic, and would cause yet further severe consequences.⁴
5. The local road system, including the Hale Barns Construction Route, comprises residential roads, unsuited to even low or moderate volumes of Heavy, Large and Light Goods vehicles traffic. Your Petitioner has intimate knowledge of these roads

¹ See Table 35, *Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement*, River Bollin East Viaduct satellite compound

² Plan TR-03-321 Effects TS06-45-MA, TS06-46-MA, TS06-43-MO, TS06-47-MO, TS06-49-MO, TC06-35-MA

³ Ibid; Sunbank Lane satellite compound

⁴ See also Table 36, *Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement*; Section 7.3 of *MA06 Volume 2: Community Area Report*

and believes that this proposal would result in unsafe and impassable roads for residents and construction traffic alike, with significant congestion and widespread disruption. HGV drivers will naturally seek out the quickest routes. Consequently, the proposals affect many more residents than those living on the Hale Barns Construction Route itself.

6. This was originally underlined by the MA06 Community Area report which states at paragraphs 7.5.10, 7.7.11 and 7.9.8 that construction traffic will also affect approximately 260 residential properties on several other roads in Hale. Specifically, it is stated that:

“Changes to the sound, noise and vibration assessment as a result of new construction traffic data have resulted in a new significant traffic noise effect on approximately 260 residential properties on Arthog Road, Bankhall Lane, Hawley Lane, Broad Lane, Chapel Lane, High Elm Road and Elmridge Drive, during peak months of construction. This significant traffic noise effect will combine with significant HGV traffic effects. Together these noise and HGV traffic effects will result in a new moderate adverse in-combination effect on amenity for residents at these properties, which is significant.”⁵

Paragraph 7.9.9 states that these dwellings will be affected by “*additional construction vehicles using sections of this route and additional traffic diverting away from nearby construction routes.*”

7. This construction traffic is not shown on any of the relevant maps. HS2 have latterly clarified by e-mail dated 14 August 2023 that - rather than the disruption referenced being due to in part to HGV traffic effects - such effects would be due to local traffic diversions resulting from construction works:

“During the later stages of construction, increases in traffic flows are forecast on a number of local roads in the Hale/Bowdon area, including on Bankhall Lane and Arthog Road. These increases would be due to the additional HS2 construction traffic associated with the Manchester Airport High Speed station and the ongoing construction works associated with the reconfiguration of M56 Junction 6, which would cause some local traffic from the Hale Barns/Hale area that was previously using Junction 6 to access the M56 to use Junction 8 (Bowdon Roundabout) instead.”(emphasis added)⁶

8. Your Petitioner is concerned that this ‘diversionary effect’, recently conceded by HS2, will nevertheless include HGV traffic as stated in paragraph 7 above, as well as local traffic. This will be significant and highly damaging.
9. At the junction of Hale Road and High Elm Road (a key junction on the proposed Hale Barns Construction Route), there is already significant congestion at peak times for those wishing to access the M56 motorway for journeys on to Manchester, Stockport, the M60 ring road or Chester or to proceed under it to Wilmslow. Hale Road is a key transport corridor. It is a key bus route used by local

⁵ See paragraph 7.5.11, MA06 Community Area report

⁶ Email from Jayne Willetts (HS2) to Cllrs Nathan Evans, Dylan Butt and Michael Taylor dated 14 August 2023.

residents and several school buses. Further overloading is another indicator of the likelihood of significant transport displacement as vehicles, including construction traffic, seek alternative routes.

10. High volumes of traffic will result in disproportionate increases in both noise and vehicle emissions pollution in a heavily populated residential area, which also includes two primary schools, a secondary school, and a care home. Your petitioner is highly concerned as to the dangers of construction and diverted traffic on the safety of children and other pedestrians in close proximity to the proposed Hale Barns Construction Route.
11. Your Petitioner is concerned that traffic displacement will also affect emergency vehicle traffic such as police getting to/from the M56/M60, and ambulances needing to reach the nearby Wythenshawe Hospital, South Manchester's main emergency hospital.

3. What do you want to be done in response?

In the box below, tell us what you think should be done in response to your objections to the Second Additional Provision to the Bill. You do not have to complete this box if you do not want to.

You can include this information in your response to section 3 'Objections to the Second Additional Provision to the Bill' if you prefer. Please number each paragraph.

12. In proposing these solutions your Petitioner refers to the undertakings made by HS2, namely that:

- a. Excavated material will be moved along the construction corridor of the proposed scheme where this is reasonably practicable. For longer distances or when it is not reasonably practicable to use the construction corridor, excavated material will be transported by public highway along designated construction routes. Where reasonably practicable, rail has been considered for the transportation of large quantities of excavated material over long distances; and
- b. HS2 will require its contractors to ensure the best practicable means to minimise the effect of the construction site on the local environment.

13. Your Petitioner also makes these proposals mindful of minimising the ecological and environmental impact of construction, and considers that the proposals below accord with HS2's environmental commitments to a greater degree than the proposed Hale Barns Construction Route.

14. The Hale Barns Construction Route should not be implemented. HS2 should be required to revert and reconsider the alternative "M56 Junction 6 proposals".⁷ However, your Petitioner makes the following in principle proposals and would be happy to provide further detailed submissions on potential alternatives.

- a. That the requirements to connect the planned construction compounds accessed by the proposed Hale Barns Construction Route are instead accommodated south/east of the M56 motorway, removing the need to route construction traffic north/west of the M56 motorway entirely. Excavated material should be moved along the construction corridor of the proposed construction site, rather than through the residential areas to the north/west of it. In light of the undertakings referred to above, the base of the rail track route (prior to rails being laid) may be best used for this purpose.
- b. That there is temporary use of capacity within non-residential land areas entirely outside and south/east of the Warburton Green Estate

⁷ These are set out in volume 5: Appendix CT-003-00HS2 Alternatives Report (HS2 Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statements). Proposal TB-10 should be reconsidered as necessary to accommodate the objections of your Petitioner.

such that there is no need to route HGV traffic through the proposed Hale Barns Construction Route.

- c. The route of the new slip road from A538 Wilmslow Road to the M56 gyratory meets the gyratory at Sunbank Lane, where it is due to be closed. Subject to the relevant elevations, it may be that construction traffic could transit towards this point and join the M56 or the A538 via the gyratory dependent upon whichever slip roads are available at the time.
- d. That a temporary haul route is constructed from either:
 - (i) near the existing Amazon facility via Sunbank Lane to the Sunbank Lane overbridge; and/or
 - (ii) the River Bollin East Viaduct satellite compound via Sunbank Lane;

and on to the new westerly M56 slip road, so that HGV and LGV traffic is transited onto the M56 and thus avoiding the affected Hale Barns residential roads entirely.

- e. A physical restriction be added at the end of Chapel Lane at its junction with Bankside, to prevent HGV traffic accessing Chapel Lane and the wider local road network.

15. Further, we are aware of other solutions put forward by the nearby Tatton Estate that should also be included in any review by HS2.

16. Further, and if the suggestions above are unacceptable:

- a. A full public consultation should be carried out to all affected residents in the area, both direct and indirect, outside the summer months, and following a reasonable notification period, before HS2 are permitted to impose the Hale Barns Construction Route. Such a consultation will have as its object the identification of workable and lawful mitigation for the disruption and effects consequent upon AP2 to local residents. No such consultation has yet been undertaken and HS2 have refused when offered to take opportunities to engage with local residents affected.
- b. Strict air pollution limits should be put in place which, if breached, would have the effect of mandating HS2 to divert construction traffic outside the Warburton Green area, and away from the proposed route. In particular, conservative limits should be put in place around school sites.
- c. Time-limited windows around non-peak traffic times, based on real-time traffic surveys, should be put in place for the use of the Hale Barns Construction Route.

d. HS2 should be required to particularise what additional funds will be made available:

- i. For the upgrade of local highways, and which local highways specifically;
- ii. For compensation of local residents and businesses for losses consequent on the proposals;
- iii. For a hypothecated fund for the purposes of remediation of civic and other buildings damaged by high volumes of construction traffic.

17. Finally, and in any event, your Petitioner requests that HS2 should not be permitted to move ahead with the Hale Barns Construction Route element of AP2 without a detailed real-time assessment of traffic at peak times on all roads affected, together with an assessment of pollution (including noise pollution) effects, and impact on the structural integrity of local buildings and the highways affected.