

## CASE FILE LIST

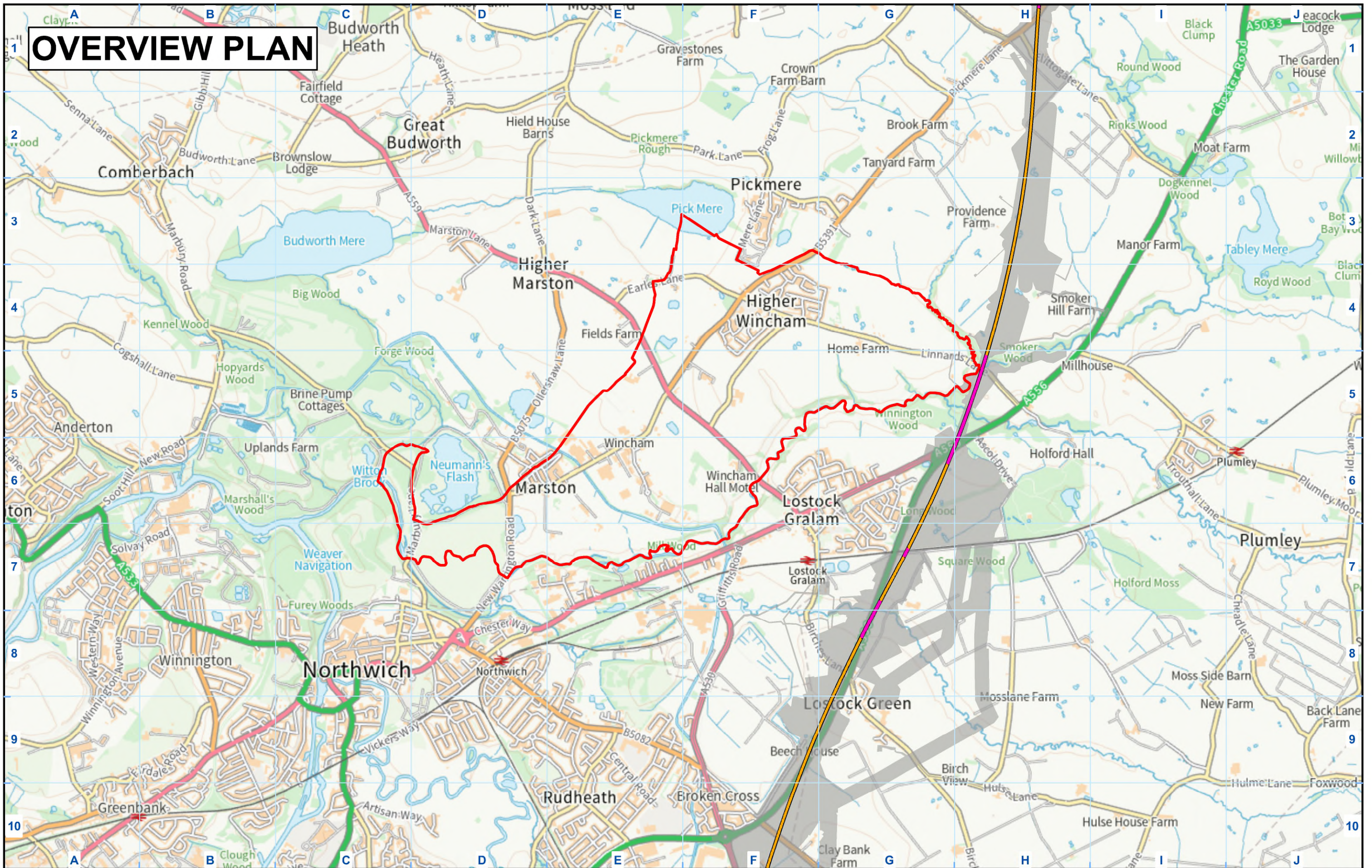
Case: HS2-014.

Title: HS2-014 Wincham Parish Council - Promoter.

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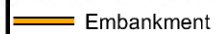

# OVERVIEW PLAN





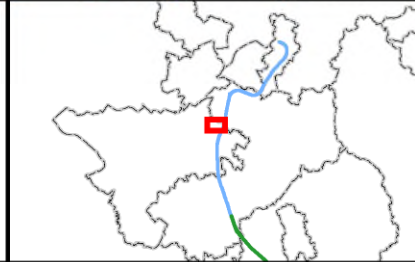
P118

### Legend

Phase 2b Western Leg Bill alignment February 2022

-  Embankment
-  Viaduct

-  Indicative extent of petitioner(s) land interests
-  hybrid Bill Limits



High Speed Two  
Petitioner Location Plan  
Reference Drawing

Petitioner  
Wincham Parish Council

Petition number  
P2B-HS2-014

## HS2

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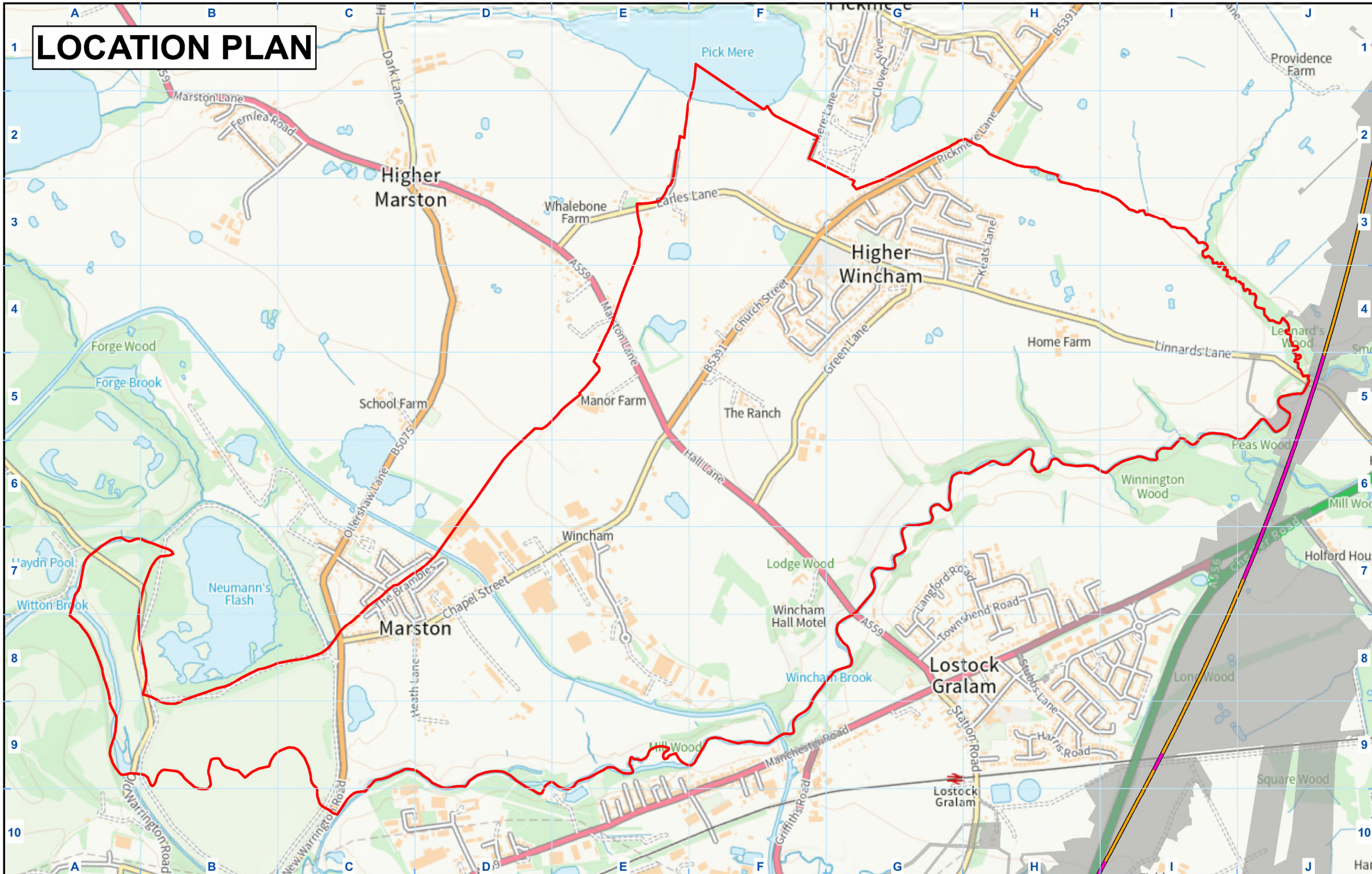


Doc Number: P2B-HS2-HY-MAP-000-000051

Date: 03/03/23



# LOCATION PLAN

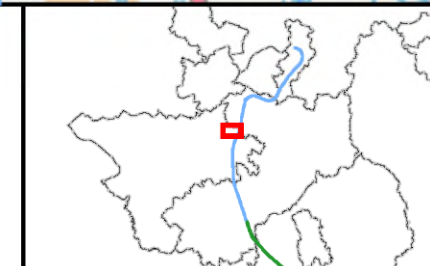


**Legend**

Phase 2b Western Leg Bill alignment February 2022

- Embankment
- Viaduct

- Indicative extent of petitioner(s) land interests
- hybrid Bill Limits



High Speed Two  
Petitioner Location Plan  
Reference Drawing

Petitioner  
Wincham Parish Council

Petition number  
P2B-HS2-014

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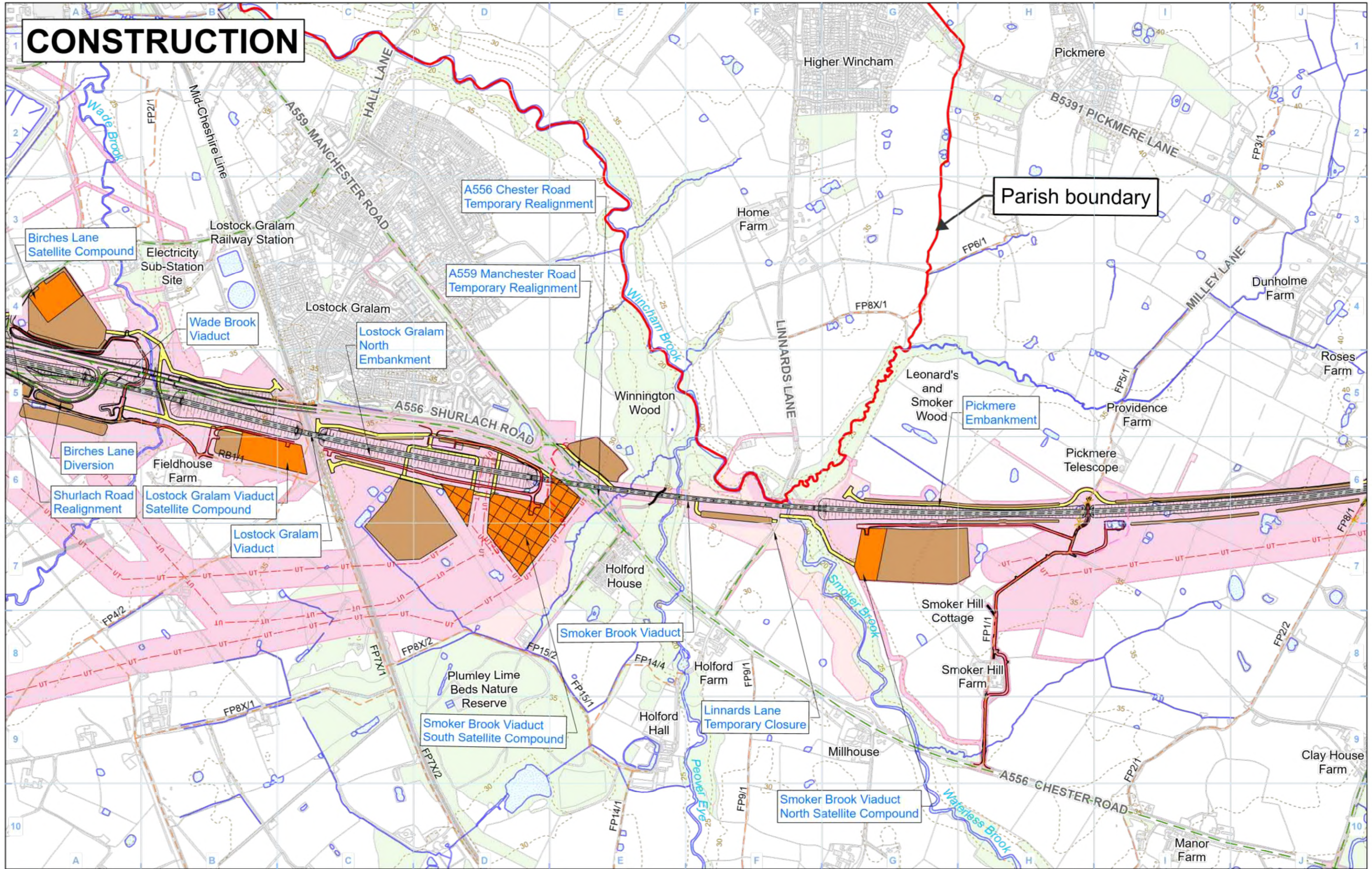
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Doc Number: P2B-HS2-HY-MAP-000-000051  
Date: 05/10/22

P119

# CONSTRUCTION



P120

Petitioner  
**Wincham Parish Council**

Petition number  
**HS2-014**

**HS2**

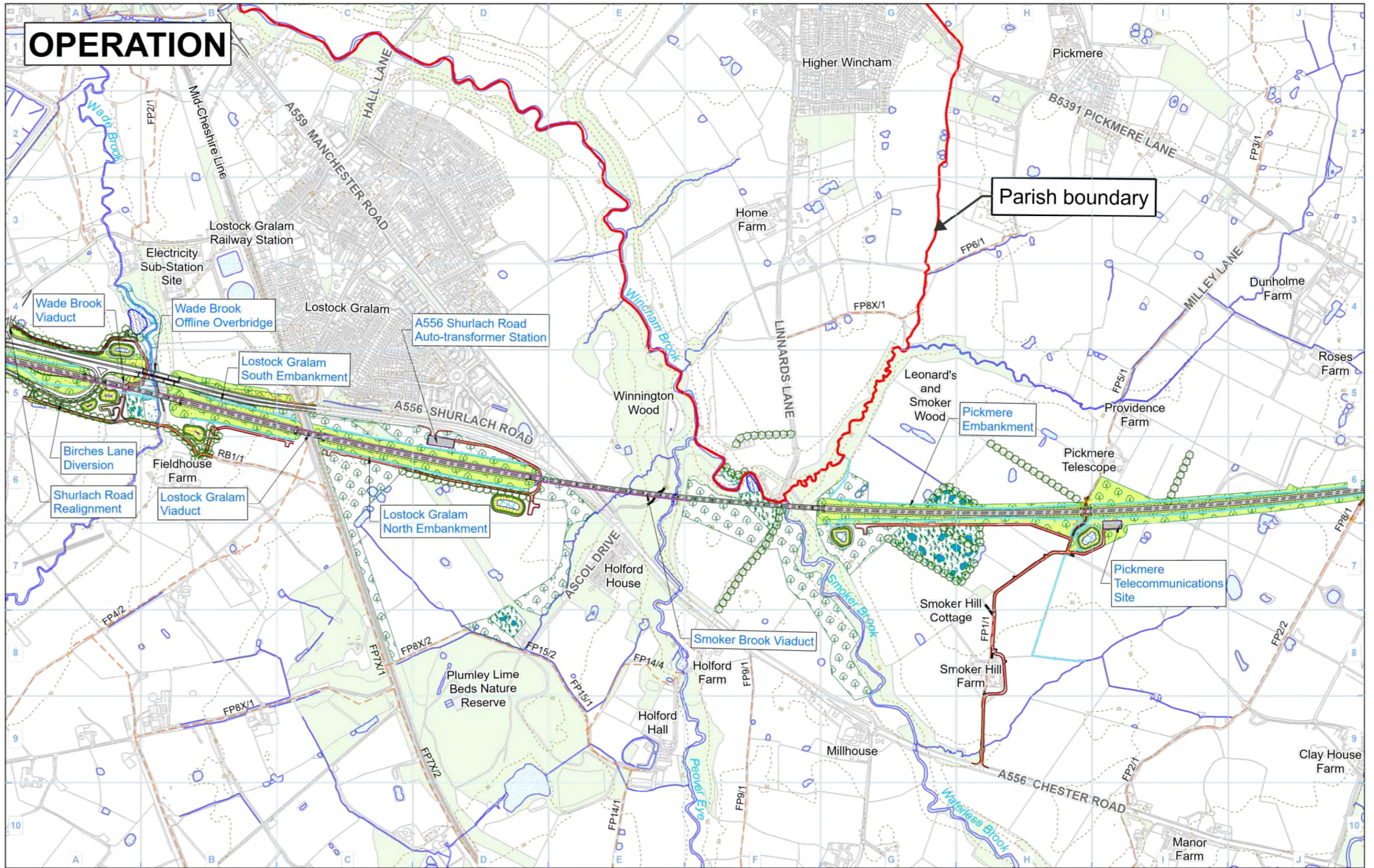
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Doc Number: 2PT24-MWJ-PT-MAP-M000-001451-HS2-014 Date: 10/10/2022

# OPERATION



Parish boundary

Legend	
Indicative extents of Petitioner(s) land interests	Replacement floodplain storage area
Railway systems site	Grassland habitat creation
Ecological mitigation pond (Indicative only)	Wetland habitat creation
Balancing pond	Woodland habitat creation
Landscape mitigation planting (scrub / woodland)	New ditches
Hedgerow	Watercourse diversion
New, diverted or realigned public right of way	Engineering earthworks
Public right of way closure	Rail alignment formation
Existing buildings	Existing inland water
Existing woodland	
Existing public right of way	

New, diverted or realigned public right of way	Existing watercourse
Public right of way closure	HS2 access
Existing buildings	Noise fence barrier
Existing woodland	Rail alignment
Existing inland water	5m contours

Petitioner	Wincham Parish Council
Petition number	HS2-014

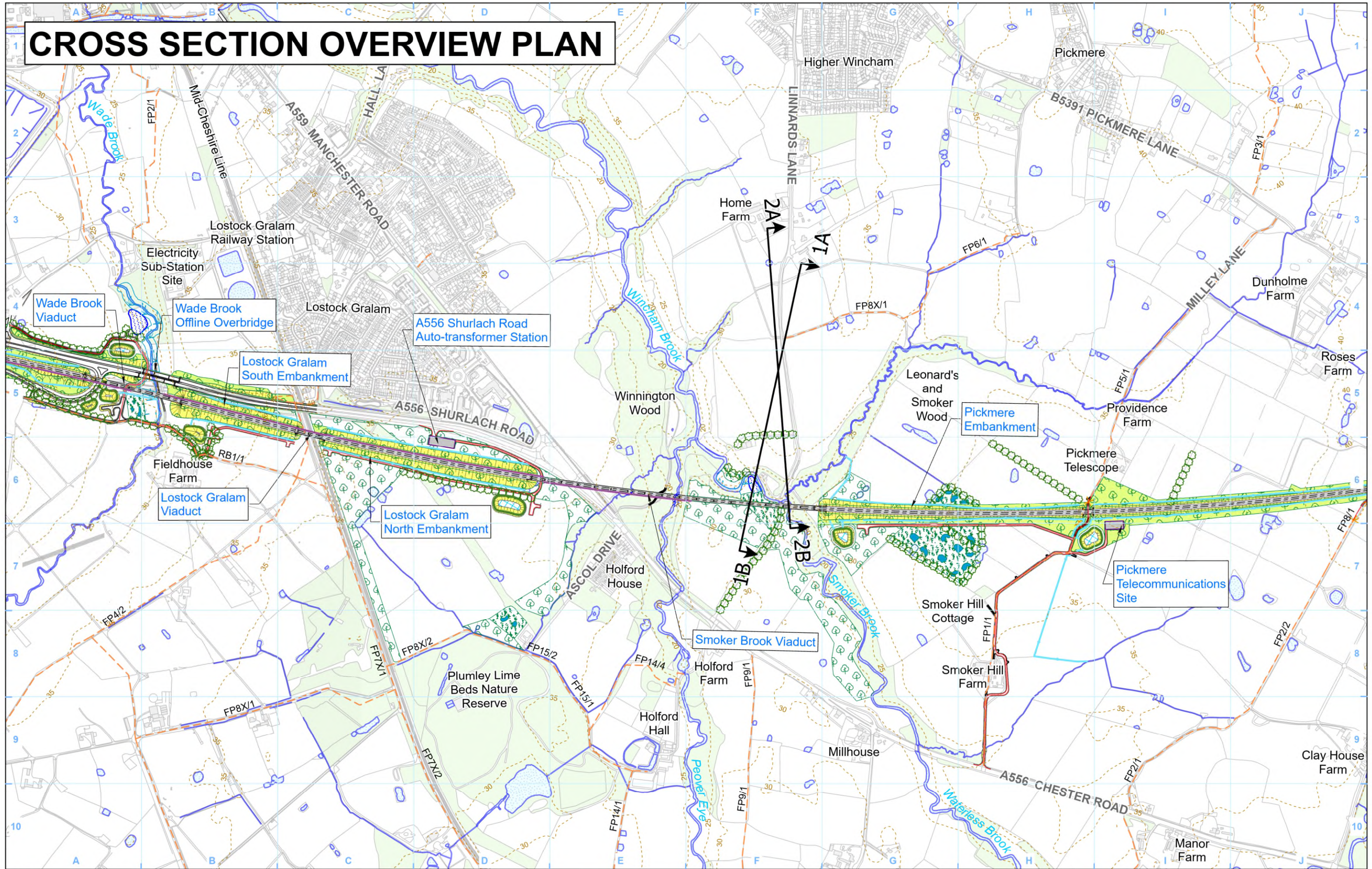
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# CROSS SECTION OVERVIEW PLAN



Legend			

Petitioner  
**Wincham Parish Council**

Petition number  
**HS2-014**

For sections refer to  
**2PT24-MWJ-PT-DSE-M000-001431-HS2-014**

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**Date: 21/03/2023**

**P122**

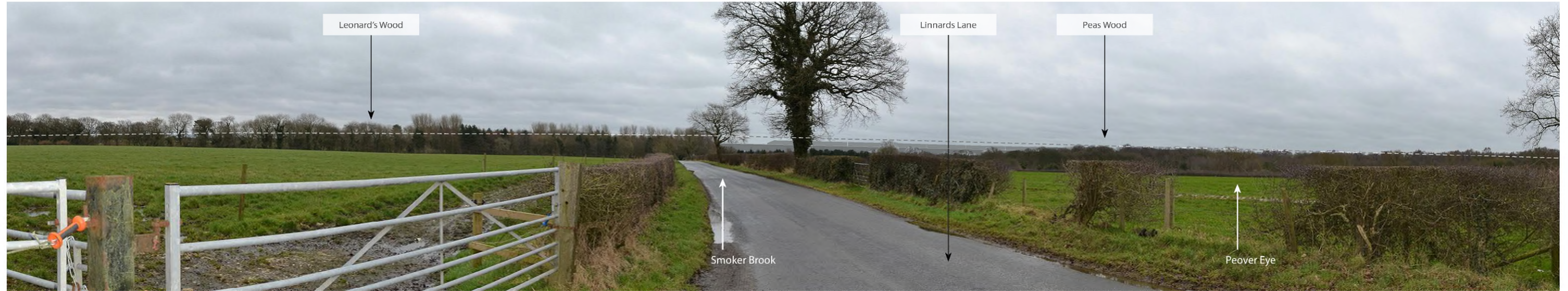


# Viewpoint 313-02-003: view east from Footpath Wincham 8/1, Linnards Lane




This viewpoint is representative of views experienced from Smoker Brook Farm, Home Farm and users of Footpath Wincham 8/1.

## Winter view (baseline)

Date taken: 14/02/2018 (stitched panorama)



### Key

-  Viaduct structure and train movement visible from the viewpoint.
-  Catenary height visible from the viewpoint.
-  Catenary height predominantly screened by existing woodland

NB: This is a non-verified image. It provides an indicative representation of the Proposed Scheme extents, overlaid on a stitched photographic panorama and with reference to available LiDAR data.



- Distance from viewpoint to centre line of Proposed Scheme = 497m
- Distance from viewpoint to Smoker Brook = 487m
- Distance from viewpoint to Peover Eye = 556m
- Distance from Smoker Brook Barn to centre line of Proposed Scheme = 705m

# Impact of HS2 construction activities on Wincham

## Overview

There are no HS2 construction traffic routes through the parish of Wincham and limited numbers of HS2 construction workers are forecast to use the local roads network in this area.

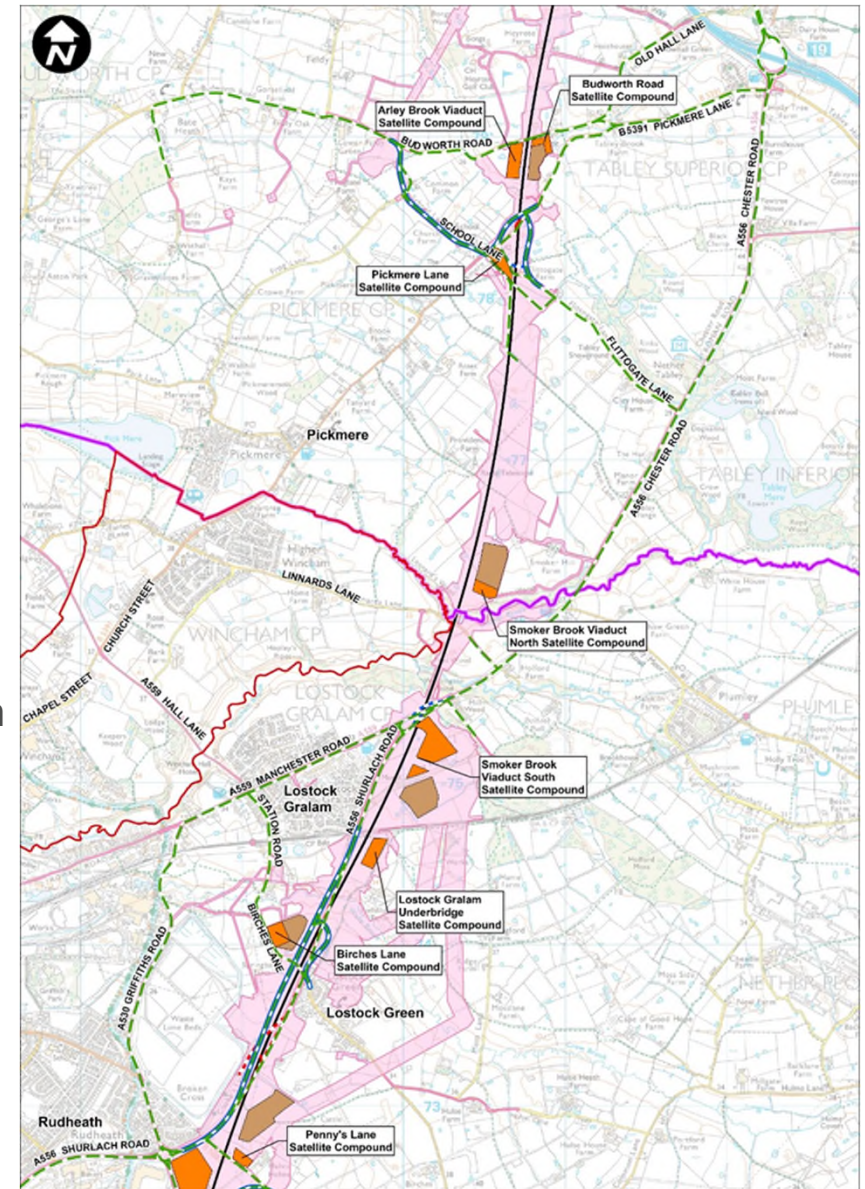
Nevertheless, traffic flows on the roads through and around the parish will change during construction of the Proposed Scheme.

These changes are driven by the diversion of background (i.e. non-HS2) traffic caused by:

Additional HS2 construction traffic (HGVs and workforce) on the A556 corridor, which is the main HS2 construction route between the compounds in the Northwich area and M6 junction 19.

Highway works associated with construction of the Proposed Scheme in the Rudheath/Lostock Gralam/Pickmere area, which require some temporary or permanent road closures (see next slide).

Traffic patterns in the parish are forecast to change over time as road users vary their behaviour in response to the HS2 construction work.



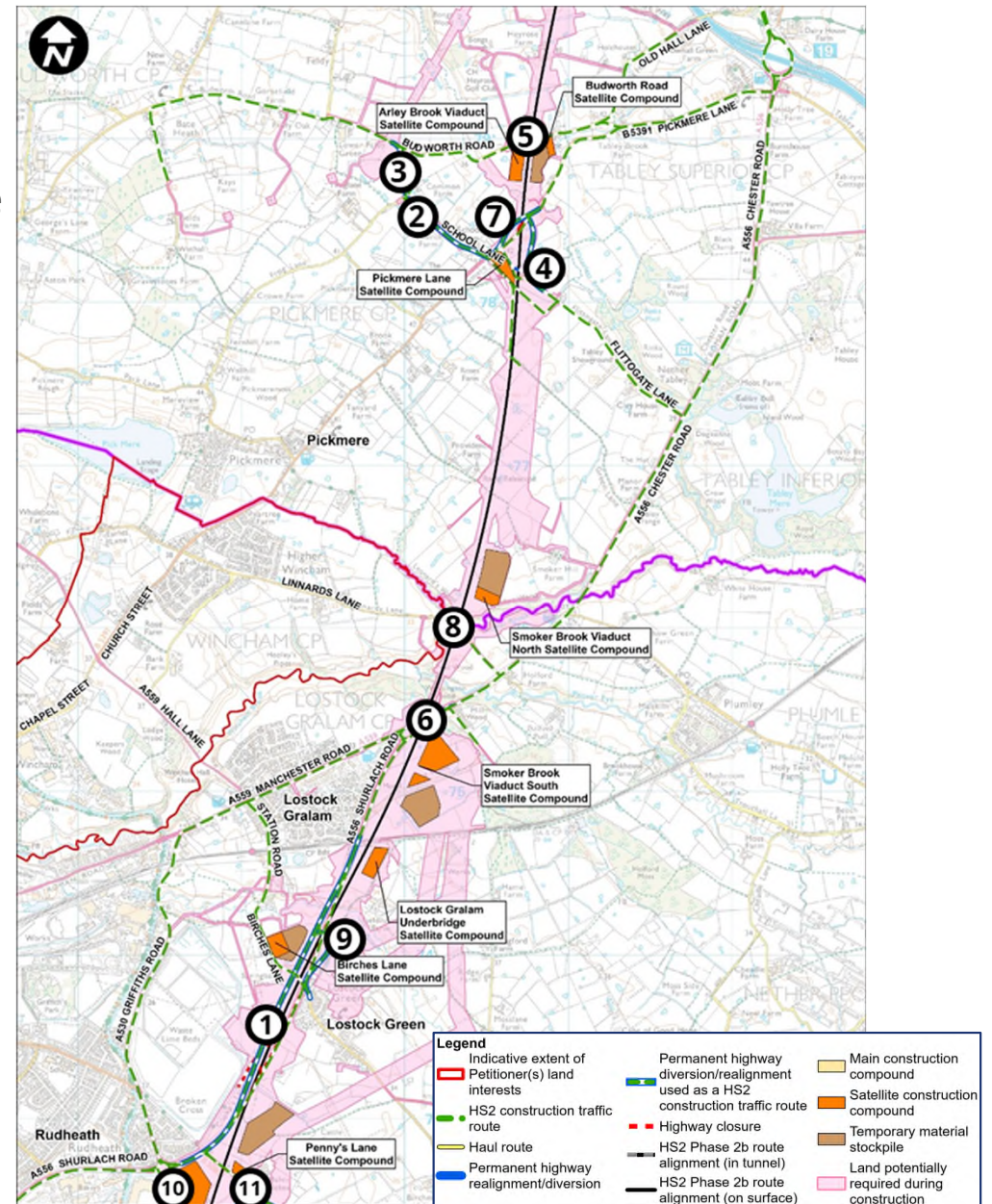
# Impact of HS2 construction activities on Wincham

## Overview

There are a number of highway works taking place in the vicinity of Wincham during construction of the Proposed Scheme.

The key highway works are:

1. A556 Shurlach Road realignment
2. School Lane realignment
3. Frog Lane realignment
4. Flittogate Lane diversion
5. Budworth Road closure
6. A556 Chester Road and A559 Manchester Road temporary realignment
7. Pickmere Lane realignment
8. Linnards Lane temporary closure
9. Birches Lane diversion and realignment
10. A530 King Street temporary realignment
11. Penny's Lane diversion



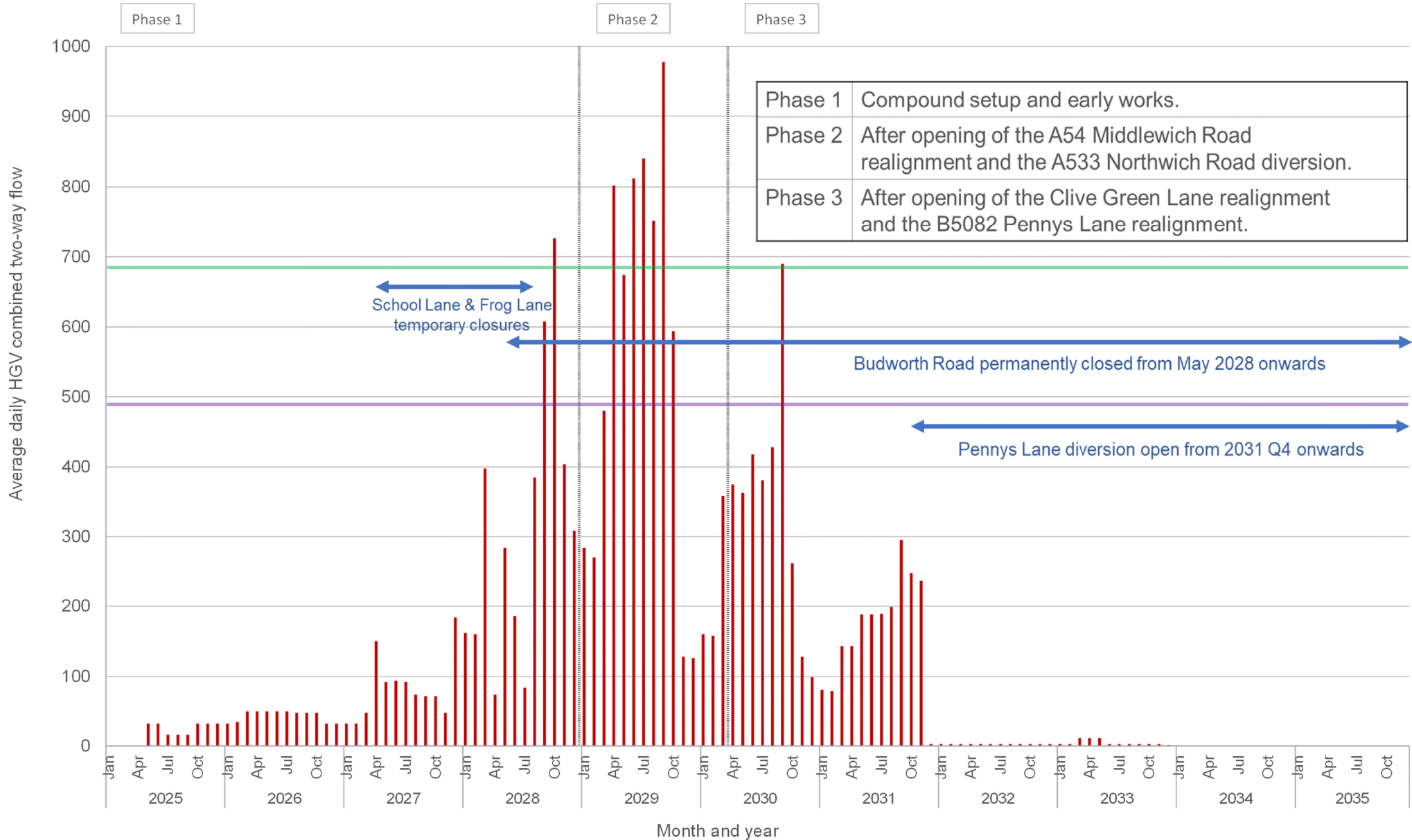


# Impact of HS2 construction activities on Wincham

This construction traffic histogram shows the forecast HS2 construction HGV flows on the A556 Chester Road to the east of A559 Manchester Road on an average day during each month of the construction period.

The timings of the following key highway works that are likely to affect traffic flows in the Wincham parish area have been overlaid:

- School Lane and Frog Lane temporary closures
- Budworth Road permanent closure
- Penny's Lane diversion



**P125(5)**

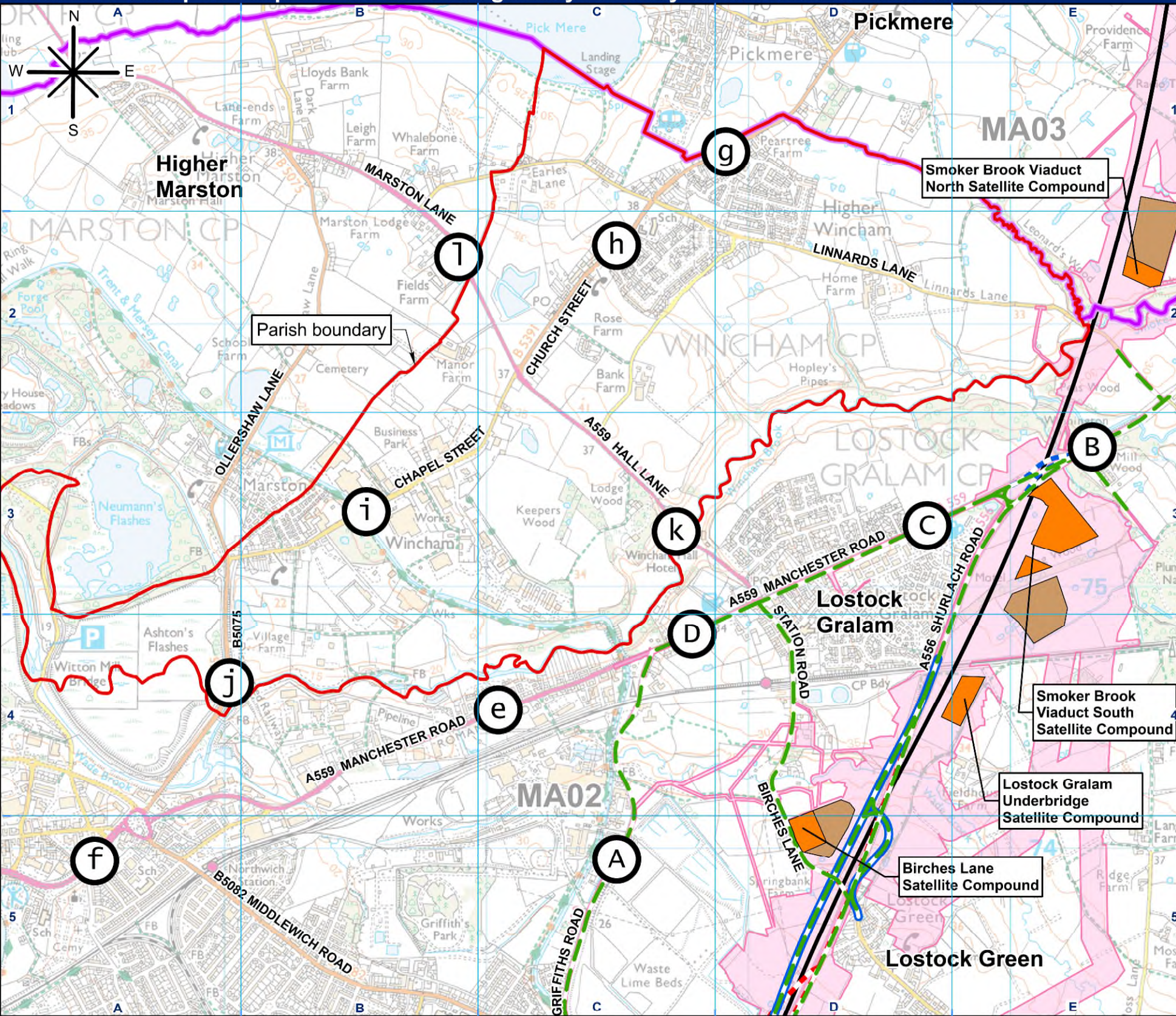
the daily Phase 2b HGV combined two-way flow

— Busy period where HGV flows exceed 50% of the peak month

— Peak period where HGV flows exceed 70% of the peak month

EXHIBIT TYPE:  
Traffic and Transport Bespoke Exhibit - Average Daily Weekday Traffic Flows in Peak Month

The AP1 Revised Scheme



Location	2030 Future Baseline			Peak HS2 Construction Traffic		2030 with HS2 Traffic and Diversionary Effects			Net change in all vehicles	
	All vehicles	HGVs	HGVs as a % of all vehicles	All vehicles	HGVs	All vehicles	HGVs	HGVs as a % of all vehicles		
<b>ROADS ON HS2 CONSTRUCTION TRAFFIC ROUTES</b>										
<b>A</b> A530 Griffiths Road - between B5082 Middlewich Road and A559 Manchester Road										
	NB	3,370	67	2%	10	10	2,602	77	3%	-767
	SB	5,469	48	<1%	10	10	4,539	57	1%	-930
<b>B</b> A556 Chester Road - between A559 Manchester Road and Linnards Lane										
	EB	16,742	369	2%	1,128	489	17,985	834	5%	+1,243
	WB	20,644	433	2%	1,807	489	24,752	915	4%	+4,107
<b>C</b> A559 Manchester Road - between Stubbs Lane and Fryer Road										
	EB	5,709	86	2%	63	10	6,050	106	2%	+341
	WB	4,640	112	2%	13	10	4,456	114	3%	-184
<b>D</b> A559 Manchester Road - between A530 Griffiths Road and A559 Hall Lane										
	EB	8,160	114	1%	14	10	8,212	135	2%	+51
	WB	10,237	139	1%	14	10	9,677	136	1%	-560
<b>ROADS NOT ON HS2 CONSTRUCTION TRAFFIC ROUTES</b>										
<b>e</b> A559 Manchester Road - between B5075 New Warrington Road and A530 Griffiths Road										
	EB	7,241	78	1%	4	0	7,025	93	1%	-215
	WB	7,203	103	1%	4	0	6,592	95	1%	-611
<b>f</b> Chester Way - between Kingsway and Station Road										
	NB	9,485	71	<1%	12	0	9,589	72	<1%	+103
	SB	13,715	160	1%	11	0	13,335	156	1%	-380
<b>g</b> B5391 Pickmere Lane - between Earles Lane and Park Lane										
	EB	4,396	50	1%	6	0	4,359	46	1%	-37
	WB	4,591	42	<1%	21	0	5,233	45	<1%	+641
<b>h</b> B5391 Church Street - between A559 Marston Lane and Earles Lane										
	NB	3,953	79	2%	0	0	3,970	78	2%	+16
	SB	2,382	53	2%	0	0	2,487	54	2%	+104
<b>i</b> Chapel Street - between B5075 New Warrington Road and Wincham Lane										
	EB	3,932	28	<1%	0	0	5,158	28	<1%	+1,226
	WB	4,399	51	1%	0	0	4,216	51	1%	-183
<b>j</b> B5075 New Warrington Road - between A559 Chester Road and Chapel Street										
	NB	8,467	66	<1%	8	0	8,853	69	<1%	+386
	SB	8,475	47	<1%	6	0	9,085	53	<1%	+610
<b>k</b> A559 Hall Lane - between Townshend Road and Green Lane										
	NB	5,038	68	1%	112	0	4,977	64	1%	-61
	SB	4,176	36	<1%	68	0	3,824	36	<1%	-352
<b>l</b> A559 Marston Lane - between B5391 Church Street and Earles Lane										
	NB	2,460	36	1%	113	0	2,744	35	1%	+284
	SB	3,451	81	2%	68	0	2,331	80	3%	-1,120

Note: NB - Northbound; SB - Southbound; EB - Eastbound; WB - Westbound

**P126(1)**

- Indicative extent of Petitioner(s) land interests
- HS2 Phase 2b route alignment (on surface)
- Community area boundary
- Land potentially required during construction
- Temporary construction compound
- Temporary material stockpile
- HS2 construction traffic route
- Permanent highway infrastructure used as a HS2 construction traffic route
- Permanent highway infrastructure (new/realignment/diversion)
- Temporary highway infrastructure (realignment/diversion)
- Highway closure

Notes:

- In the link flow table, HS2 construction traffic represents the overall peak on each road for the scenario shown. This peak may occur at different times for each road.
- The impacts of the AP1 revised scheme may cause some non-HS2 traffic to divert onto other routes during the construction period. As a result of these diversionary impacts, the 'With HS2' traffic flows in the link flow table do not generally equal the sum of the Future Baseline and Peak HS2 Construction traffic flows.
- The traffic flow data in the link flow table is based on the period during construction when there is the greatest level of change in traffic flows on each road as a result of the scheme.

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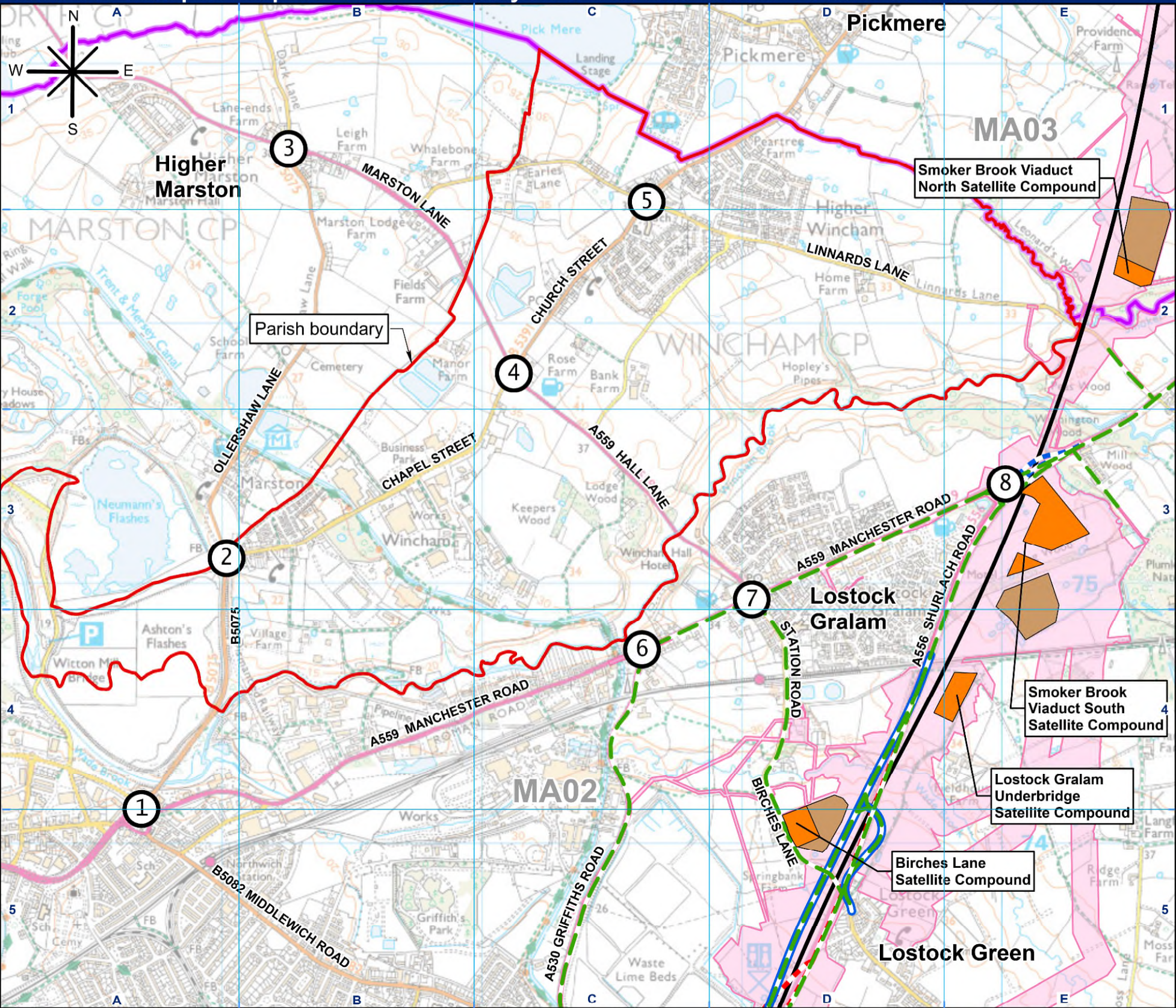
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Date: 22/03/23

EXHIBIT TYPE:  
Traffic and Transport Bespoke Exhibit - Weekday Peak Hour Junction Performance in Peak Month

The AP1 Revised Scheme



Location	AM Peak Hour				PM Peak Hour			
	2030 Future Baseline		2030 with HS2		2030 Future Baseline		2030 with HS2	
	VoC	Q	VoC	Q	VoC	Q	VoC	Q
<b>1</b> B5075 New Warrington Road A559 Chester Way East B5082 Station Road A559 Chester Way West Leicester Street	38%	0	45%	0	74%	1	78%	1
	40%	4	40%	4	88%	9	87%	9
	97%	4	97%	4	101%	7	101%	7
	35%	7	36%	8	40%	8	40%	8
	13%	2	13%	2	32%	5	32%	5
<b>2</b> B5075 Ollershaw Lane Chapel Street B5075 New Warrington Road	19%	0	30%	0	17%	0	20%	0
	44%	0	45%	0	99%	4	100%	5
	91%	1	96%	2	58%	0	78%	0
<b>3</b> Dark Lane A559 Marston Lane East B5075 Ollershaw Lane A559 Marston Lane West	0%	0	0%	0	0%	0	0%	0
	17%	0	20%	0	25%	0	32%	0
	75%	1	71%	1	103%	5	104%	6
<b>4</b> B5391 Church Street A559 Hall Lane Wincham Lane A559 Marston Lane	85%	0	101%	2	70%	0	76%	0
	76%	4	87%	4	56%	3	53%	2
	61%	5	55%	5	59%	5	58%	5
	60%	3	61%	3	97%	7	100%	7
<b>5</b> B5391 Pickmere Lane Linnards Lane B5391 Church Street Earles Lane B5391 Church Street North (internal) B5391 Church Street South (internal)	53%	4	20%	2	34%	3	32%	3
	20%	0	25%	0	19%	0	20%	0
	28%	0	27%	0	25%	0	27%	0
	11%	0	11%	0	23%	0	23%	0
	61%	0	65%	0	32%	0	30%	0
<b>6</b> A559 Manchester Road East A530 Griffiths Road A559 Manchester Road West	37%	0	47%	0	50%	0	62%	0
	76%	0	85%	1	50%	0	48%	0
	46%	0	76%	12	45%	0	81%	13
<b>7</b> A559 Hall Lane A559 Manchester Road East Station Road A559 Manchester Road West	68%	1	70%	5	90%	2	95%	8
	48%	0	39%	6	71%	0	46%	7
	67%	7	60%	6	76%	8	78%	8
	73%	10	70%	10	65%	9	60%	8
<b>8</b> A559 NB to A556 SB (internal) A556 Chester Road East A556 SB to A559 NB (internal) A556 Shurlach Road South A559 Manchester Road	89%	4	89%	4	99%	5	106%	5
	80%	11	85%	11	104%	13	106%	13
	68%	1	87%	3	77%	2	79%	2
	42%	0	62%	0	46%	0	48%	0
	31%	9	33%	10	21%	4	24%	4
	72%	21	76%	23	102%	14	111%	14
	94%	12	96%	13	91%	6	93%	7

Note: VoC = Volume over capacity ratio; Q = Mean maximum queue length in passenger car units

**P126(2)**

- Indicative extent of Petitioner(s) land interests
- HS2 Phase 2b route alignment (on surface)
- Community area boundary
- Land potentially required during construction compound
- Temporary material stockpile
- Permanent highway infrastructure used as a HS2 construction traffic route
- Permanent highway infrastructure (new/realignment/diversion)
- Temporary highway infrastructure (realignment/diversion)
- HS2 construction traffic route
- Highway closure

Notes:  
1. The VoC and queue data in the junction performance table is based on the period during construction of the AP1 revised scheme when the junction is forecast to be operating with the highest volume to capacity ratio on any individual arm.

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Date: 20/03/23

# Schedule 26

While the Bill does disapply some legislation replacing those consents that the Bill disapplies, existing environmental protection legislation e.g. the Control of Pollution Act 1974 and the Environmental Protection Act 1990, continues to apply although modified by the Bill, the changes for which are described below.

Schedule 26 to the Bill, which follows the Crossrail Act and the HS2 Phase One and Phase 2a Acts alters this by providing that such a notice or consent is also a defence against proceedings brought by an individual. This will enable the nominated undertaker to carry out its works, as approved by the local authority under section 61 of the Control of Pollution Act 1974, with greater certainty. In addition, the Bill provides a defence against proceedings under section 80 of the 1990 Act for failure to comply with a noise abatement notice, and against proceedings by an individual under section 82, where the nuisance is a consequence of the construction, use or maintenance of works authorised by the Bill or the operation of the Phase 2b Western Leg and cannot reasonably be avoided. Again these provisions are included in order to safeguard a nationally significant infrastructure project.

While the protective provisions and planning regime set out in the Bill creates controls appropriate for a project that has been specifically approved in Parliament, they are also supplemented by environmental commitments that the Secretary of State is making in the Environmental Minimum Requirements (EMRs).

Naomi Morris (Clerk)  
Wincham Parish Council  
c/o 22 Churchfields  
Bowdon  
Cheshire  
WA14 3PJ

[winchampc@talktalk.net](mailto:winchampc@talktalk.net)

13 March 2023

Dear Naomi Morris,

**HIGH SPEED RAIL (CREWE – MANCHESTER) BILL – HOUSE OF COMMONS SELECT COMMITTEE: PETITION HS2- P2B - 014 – Wincham Parish Council**

I am writing to you in my capacity as Director of Hybrid Bill Delivery at HS2 Ltd, which is acting on behalf of the Promoter of the High Speed Rail (Crewe-Manchester) Bill (the Bill) currently before Parliament.

I understand that you have concerns about the impact of HS2 Phase 2b (known as the Proposed Scheme) and have submitted a petition on that basis against the Bill in the House of Commons.

A Promoter's Response Document was sent to you on 31 January 2023 setting out our position in relation to the issues you have raised. I understand my colleagues met Parish Council representatives on 2 March 2023 to further discuss your petition.

I understand that it is your intention to raise the following issues before the Select Committee, and our final position is set out below.

*Construction traffic*

The Promoter's response remains as set out in pages 4 to 9 of the Promoter's Response Document. I understand that this matter was discussed in some length at the meeting between HS2 colleagues and Parish Council representatives on 2 March 2023. During this meeting it was explained that no roads within the Parish of Wincham are designated as HS2 construction traffic routes. Representatives of the Parish Council raised their concern in

relation to potential associated impacts on travel within the Parish as a result of HS2 construction traffic outside of the Parish boundary.

As my colleagues mentioned during the meeting on 2 March, the draft Code of Construction Practice will require the nominated undertaker to ensure that Local Traffic Management Plans are prepared by contractors in liaison with the relevant highway and traffic authorities and the emergency services. These plans will include, as appropriate: the contractors' construction traffic flow assumptions; the local routes to be used by large goods vehicles (approved by the relevant planning authority where applicable), including any lorry holding areas required for construction of the Proposed Scheme; and significant works affecting roads and public rights of way, including temporary and permanent closures and diversions. This is further explained in HS2 Phase 2b Western Leg Information Paper E3: Management of traffic during construction.

Additionally, HS2 Phase 2b Western Leg Information Paper E8: Vehicle flow management and safety requirements during construction sets out how large goods vehicle flows associated with the Proposed Scheme will be managed during the construction phase.

My colleagues also explained during the meeting that engagement with local communities will continue during the construction phase. The Promoter has made a commitment in the draft Code of Construction Practice to engage further with local communities on construction matters. Paragraph 5.1.1 of the draft Code of Construction Practice requires the nominated undertaker and its contractors to produce and implement a community engagement framework and provide appropriately experienced community relations personnel to implement the framework, to provide appropriate information and to be the first point of contact to resolve community issues.

The Community Engagement Framework will set out how local people will be informed in advance of works taking place in their area. The notifications will detail the estimated duration of the works, the working hours, and the nature of the works. In the case of works required in response to an emergency, the local authority, parish council, local residents, businesses and community resources will be advised as soon as reasonably practicable. All notifications will include the community helpline number. The nominated undertaker will provide information on noise, dust and air quality monitoring to local communities via channels established under the Community Engagement Framework. The community helpline will be staffed 24 hours, 7 days a week to handle enquiries from the general public and local businesses regarding construction activities.

#### *Visual mitigation, sound, noise & vibration*

The Promoter's response remains as set out in pages 10 to 15 of the Promoter's Response Document. I understand that this matter was also discussed at the meeting on 2 March 2023 meeting between HS2 colleagues and Parish Council representatives.

During the meeting Parish Council representatives queried how noise during operation of the Proposed Scheme would be monitored.

The Promoter's approach to the monitoring and mitigation of operational noise is explained in HS2 Phase 2b Information Papers E9: Control of airborne noise from altered roads and the operational railway, E10: Control of Ground-borne Noise and Vibration from the Operation of Temporary and Permanent Railways, and E12: Operational Noise And Vibration Monitoring Framework.

All of the HS2 Phase 2b Western Leg Information Papers I have referred to in this letter can be found at <https://www.gov.uk/government/publications/hs2-phase-2b-crewe-manchester-information-papers>

Also, during the meeting Parish Council representatives queried the reference in the Promoter's Response Document to the alignment of the Proposed Scheme in respect of the eastern edge of Higher Wincham. Having reviewed this reference following the meeting, we have identified an error in paragraph 13 on page 12 of the Promoters Response Document on this issue raised in your petition. This paragraph should have stated the following:

*"13. The limited visibility of the Proposed Scheme in views from the wider Wincham area towards the Smoker Brook viaduct reflects the nature of the underlying topography of the areas and strongly defined field boundaries with occasional blocks of woodland, with the scheme alignment sitting circa 10m **higher** than the eastern edge of Higher Wincham."*

We apologise for this error.

I hope that the information set out above and through our earlier correspondence and discussion with you gives the Parish Council the reassurance you were seeking in response to the issues raised in your petition.

For any further queries please don't hesitate to contact Kirsty Clarke, Petition Manager, on 07826 886543 or [kirsty.clarke@hs2.org.uk](mailto:kirsty.clarke@hs2.org.uk).

Yours sincerely



**Lucy Lagerweij**  
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