

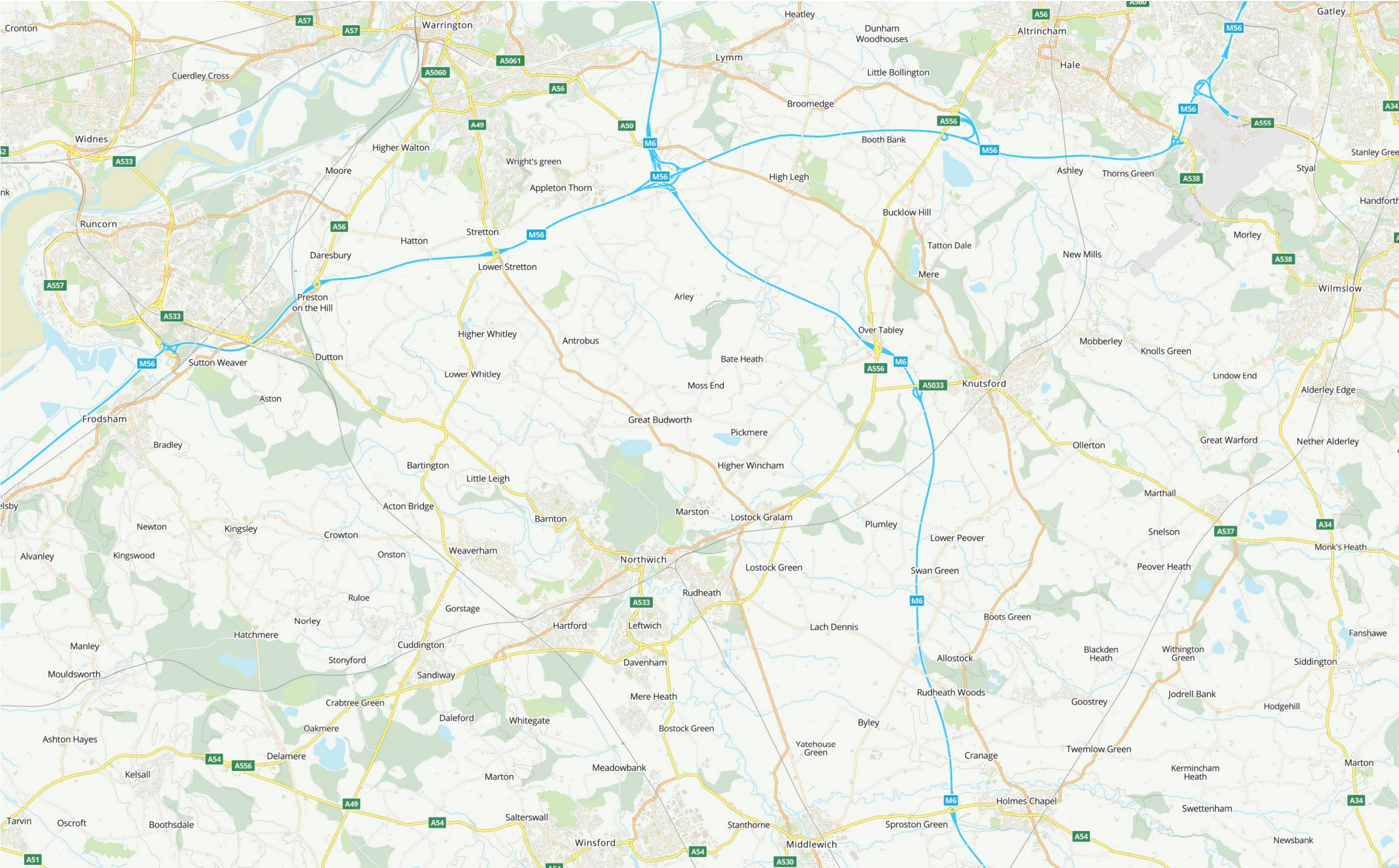
CASE FILE LIST

Case: HS2-014.

Title: HS2-014 Wincham Parish Council - Petitioner.

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January 2023

**HIGH SPEED RAIL (CREWE -
MANCHESTER) BILL**

**HOUSE OF COMMONS
SELECT COMMITTEE**

**Petition No. HS2-P2B-014:
Wincham Parish Council**

Promoter's Response Document

INTRODUCTION

This Promoter's Response Document (PRD) forms the Promoter's response to Petition No. P2B-014, from Wincham Parish Council.

In this PRD, 'the Promoter' means the Secretary of State and HS2 Ltd acting on their behalf.

The purpose of the PRD is to advise you and the Select Committee of the Promoter's position in relation to the petitioning points raised. It is intended that the PRD will alleviate many of the concerns raised in the petition.

The Table of Contents overleaf lists the page number, petitioning points in the order they appear in the petition, and a summary statement of the issue(s) contained in the petition for quick reference. Other supporting material (e.g., reports, drawings, and photographs) referred to in the response are attached where applicable.

Copies of the HS2 Phase 2b Information Papers referred to in the response can be found at

[HS2 Phase 2b \(Crewe – Manchester\) Information Papers - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/614442/HS2_Phase_2b_Crewe_-_Manchester_Information_Papers.pdf).

Department for Transport
High Speed Two (HS2) Limited

BACKGROUND

Wincham Parish Council represents the inhabitants of the village of Wincham in the local authority area of Cheshire West and Chester.

PETITION NO. HS2-P2B-014

WINCHAM PARISH COUNCIL

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HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Wincham Parish Council

PETITION NO: HS2-P2B-014

PARAGRAPH NO: 3 – 6

ISSUE RAISED: Construction

PETITION PARAGRAPH:

3. Wincham is a commuter village with very few local facilities. There are four road access routes into the village, these being roughly North (A559), South (A559/A530), East (B5391/A530/A556) and West (B5391/A559). These are used heavily by residents for access to work, education, shopping, medical facilities and almost any other service or amenity.

4. The construction phase of HS2 will affect three of these four routes severely (East, West and South). There are other major construction projects due to be implemented over the coming years that will also impose increased traffic, including large numbers of HGV movements, these will particularly affect the A530 Griffiths Road. We see that the Hybrid Bill takes many Planning and Traffic Regulation powers away from our planning authority and are concerned that this will result in more road traffic disruption than necessary, with HS2 failing to take account of other, more localised developments. We would like to see the Bill provide more protection from disruption of our community's daily life, not less, as it does in its' present form.

5. Construction noise is also of concern. Schedule 26 of the Bill appears to disapply some environmental regulations pertaining to control of sound, noise & vibration from construction sites and vehicles. The Bill also contains a presumption that approval of construction plans by the local authority means that there can be no issue with the implementation of those plans in terms of resulting noise. There is no logic in this, and in any case, why should HS2 be given special dispensation to make disturbance without the possibility of redress via the law that would apply to any other construction project?

6. We would urge the Select Committee to remove these Schedule 26 protections for HS2 construction from the Bill.

PROMOTER'S RESPONSE:

1. For ease of reference in responding to your petition, we have numbered the petition paragraphs in this Promoter's Response Document.

Impact of Construction traffic on the local road network – general

2. The Promoter recognises that the impact of construction traffic on local roads is likely to be a particular concern for residents who live or work near the route of the Proposed Scheme. The draft Code of Construction Practice (COCP) has been produced with the aim of ensuring that the likely significant, adverse effects of impacts reported in the Environmental Statement (ES) accompanying the Bill would be avoided or mitigated. The assessment is based on a reasonable worst-case scenario.

3. The draft CoCP provides a consistent approach to the management of construction traffic. Section 14 of the draft CoCP includes measures that aim to reduce the adverse impacts and effects on local communities and maintain public access. This includes the impacts of deliveries of construction materials and equipment.

4. The measures in the draft CoCP include controls on vehicle types, hours of site operation and routes for HGVs to reduce the impact of road-based construction traffic. In order to achieve this, general and site-specific traffic management measures would be implemented during the construction of the Proposed Scheme on or adjacent to public roads and public rights of way affected by the Proposed Scheme.

5. The draft CoCP includes the requirement to develop local traffic management plans (LTMP) in consultation with the highway and traffic authorities and the emergency services. These would consider the local traffic management strategy including consideration of sensitive receptors, and other concurrent schemes such that adverse impacts would be reduced, insofar as reasonably practicable.

6. Specific measures include core site operating hours of 08:00 to 18:00 on weekdays and 08:00 to 13:00 on Saturdays, with site staff and workers generally arriving before the morning peak hour and departing after the evening peak hour. Activities such as major concrete pours could involve extended working hours for reasons of engineering practicability.

7. The number of private car trips to and from the construction compounds (both workforce and visitors) would be reduced by encouraging alternative sustainable modes of transport or vehicle sharing. This would be supported by an overarching framework travel plan that would require construction workforce travel plans to be produced that would include a range of potential measures to mitigate the impacts of workers' traffic and transport movements associated with construction of the Proposed Scheme. The travel plans would promote the use of sustainable transport

modes as appropriate to the location and types of trip. They would include measures such as promotion of car sharing and the appointment of a travel plan coordinator to ensure suitable measures are in place and are effective.

8. Further details are given in HS2 Phase 2b Western Leg Information Paper E3: Management of Traffic During Construction.

HS2 Construction Traffic on Local Road Network in Wincham

9. The parish of Wincham is accessed via the A559 Marston Lane from the north, the A559 Hall Lane from the south, Chapel Street from the west, and the B5391 Pickmere Lane from the east. Paragraph 14.4.21 in Volume 2, Community Area report: Wimboldsley to Lostock Gralam (MA02) of the Environmental Statement published alongside the Bill in January 2022 (main ES) details the HS2 construction traffic routes that would be used during construction of the Proposed Scheme.

10. The roads that are proposed to be used for HS2 construction HGV movements are shown on the TR-03 and TR-08 map series, included in the hybrid Bill Traffic and Transport Map Book and SES1 and AP1 Volume 5 Transport Assessment Map Book.

11. None of the roads within Wincham Parish are designated to be HS2 construction traffic routes.

12. The A559 Manchester Road and A530 Griffiths Road are designated as HS2 construction routes. Table 14-5 of the Transport Assessment Part 3 for Wimboldsley to Lostock Gralam (MA02) in Volume 5, Appendix: TR-003-00002 of the main ES, reports that up to 294 HS2 construction HGVs per day were forecast to use the A530 Griffiths Road and the A559 Manchester Road.

13. Table 51 in Volume 2, Community Area report: Wimboldsley to Lostock Gralam (MA02) of the main ES forecast a moderate adverse effect during construction of the Proposed Scheme with traffic-related severance due to changes in HGV flows on the section of A559 Manchester Road between A530 Griffiths Road and Hall Lane and a major adverse effect on traffic-related severance due to changes in HGV flows on the section of the A530 Griffiths Road between the A559 Manchester Road and the B5082 Middlewich Road.

14. In July 2022, the Promoter deposited Additional Provision 1 (AP1) in relation to the High Speed Rail (Crewe – Manchester) Bill in Parliament, which proposes changes to the Bill that was introduced in January 2022. The AP1 revised scheme incorporates changes to the routing of HS2 construction HGV traffic from the Birches Lane Satellite Compound, which would reduce the number of HS2 construction HGVs that would use the A530 Griffiths Road and the A559 Manchester Road to access the Birches Lane Satellite Compound. This proposed reduced level of use reflects that the route via the A530 Griffiths Road and the A559 Manchester Road would only be expected to be used occasionally by HS2 construction HGVs, in instances where Birches Lane Satellite Compound could not be directly accessed via the A556 Shurlach Road.

15. Table 14-5 in the Transport Assessment Part 3 Addendum for Wimboldsley to Lostock Gralam (MA02) in Volume 5, Appendix: TR-003-00002 of the Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement (SES1 and AP1 ES) summarises the expected peak daily construction traffic flows associated with the AP1 revised Scheme. This indicates that the section of A559 Manchester Road between A530 Griffiths Road and Hall Lane and the section of the A530 Griffiths Road between A559 Manchester Road and the B5082 Middlewich Road would carry a peak daily two-way combined flow of 20 HGVs over an assumed 10-hour working day, which equates to one HGV every 30 minutes on average.

16. The assessment of traffic-related severance due to changes in HGV flows has been updated for the AP1 revised scheme, and is reported in Table 23 of Volume 2, Community Area report: Wimboldsley to Lostock Gralam (MA02) of the SES1 and AP1 ES. The moderate adverse effect on traffic-related severance on the section of A559 Manchester Road between A530 Griffiths Road and Hall Lane during construction of the Proposed Scheme, as reported in the main ES, has been removed in the SES1 and AP1 ES. The major adverse effect on traffic-related severance on the section of A530 Griffiths Road between A559 Manchester Road and the B5082 Middlewich Road during construction of the Proposed Scheme, as reported in the main ES, has also been removed in the SES1 and AP1 ES.

17. The changes to the performance of these sections of road during construction of the AP1 revised Proposed Scheme are reported in Table 14-7 and Table 14-8 in the Transport Assessment Part 3 Addendum for Wimboldsley to Lostock Gralam (MA02) in Volume 5, Appendix: TR-003-00002 of the SES1 and AP1 ES. This predicts that the A559 Manchester Road between A530 Griffiths Road and Hall Lane would carry 1,445 vehicles per hour in the AM peak hour and 1,586 vehicles per hour in the PM peak hour during the 2030 future baseline (i.e. without HS2 construction traffic). During construction of the Proposed Scheme, traffic flows on the section of A559 Manchester Road between A530 Griffiths Road and Hall Lane are forecast to decrease to a maximum of 1,380 vehicles per hour in the AM peak hour, a decrease of 65 vehicles (-5%) compared with the 2030 future baseline. In the PM peak hour, the maximum traffic flow is forecast to remain unchanged from the 2030 future baseline at 1,586 vehicles per hour.

18. The Promoter is liaising with the local highway authority (Cheshire West and Chester) regarding its impacts on congestion on roads in the vicinity of Wincham and other parish council areas.

19. Within the parish of Wincham, there was forecast to be a moderate adverse effect on traffic congestion and delay at the junctions of B5075 Ollershaw Lane/B5075 New Warrington Road/Chapel Street and A559 Marston Lane/B5391 Church Street/A559 Hall Lane/Wincham Lane during construction, as set out in paragraph 14.4.26 in Volume 2, Community Area report: Wimboldsley to Lostock Gralam (MA02) of the main ES. A major adverse effect on traffic congestion and delay at the junction of B5391 Church Street/B5391 Pickmere Lane/Linnards Lane/Earles Lane junction was also forecast.

20. The assessment of these junctions has been updated for the AP1 revised scheme in Table 21 of the SES1 and AP1 ES. The adverse effects on traffic congestion and delay during construction reported in the main ES at the B5075 Ollershaw Lane/B5075 New Warrington Road/Chapel Street junction, the A559 Marston Lane/B5391 Church Street/A559 Hall Lane/Wincham Lane junction and the B5391 Church Street/B5391 Pickmere Lane/Linnards Lane/Earles Lane junction have changed to minor adverse effects in the SES1 and AP1 ES. The Promoter would look to mitigate minor adverse effects through the procedures set out in the CoCP and LTMP as explained above.

21. No other significant congestion effects have been identified at junctions within the parish of Wincham.

Accounting for localised development

22. The Promoter has used strategic traffic models to assess the likely impacts during construction and operation of the Proposed Scheme. These models have been developed by highway authorities along the route of the Proposed Scheme for the purposes of assessing other infrastructure and development schemes. The models have been developed in line with the Department for Transport's (DfT's) Transport Analysis Guidance.

23. The transport assessments have been undertaken in accordance with the approach and methodology set out in the EIA Scope and Methodology Report Part 1 of 3 in Volume 5: Appendix CT-001-00001 of the main ES. Section 3.5 in the Transport Assessment Part 1 in Volume 5, Appendix: TR-001-00000 of the main ES sets out the methodology used to consider background traffic growth in the strategic models.

24. The Promoter has used the Northwich model in the Wincham area to assess the likely impacts during construction and operation of the Proposed Scheme. The Northwich model was developed by Cheshire West and Chester Council, who released copies of the latest available model versions to the Promoter in January 2019. The model provided to the Promoter includes developments and transport infrastructure schemes that are included in the future baseline. This confirms that localised development (as at January 2019) is included in the future baseline model from 2030 onwards and therefore has been taken into account in the assessment of the Proposed Scheme.

Environmental protection provisions

25. HS2 is a project of national importance which the Promoter, Parliament and many of those affected wish to see completed as soon as possible. There is a danger however that the many consents required under existing legislation before the project could be built could lead to extensive delays. As a consequence the Bill seeks to disapply some of these requirements in order to create a tailor-made regime, based on that successfully applied to earlier Phases of the HS2 scheme, HS1 and Crossrail. 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.

26. The Environmental Protection Act 1990 provides that where construction activities take place in accordance with a notice issued by a local authority under section 60 (or a consent under section 61 or 65) of the 1974 Act, the notice or consent has effect as a defence in any proceedings for failure to comply with a noise abatement notice issued by a local authority under section 80(1)(a) of the Environmental Protection Act 1990. However, it does not constitute a defence against proceedings by individuals under section 82 of that Act.

27. 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 would 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 Phase 2b (Crewe – Manchester) and cannot reasonably be avoided. Again, these provisions are included in order to safeguard a nationally significant infrastructure project.

28. While the protective provisions and planning regime set out in the Bill create controls appropriate for a project that has been specifically approved in Parliament, they are also supplemented by environmental commitments from the Secretary of State in the Environmental Minimum Requirements (EMRs). These provide reassurance as to the extent of the actual impacts of the construction and operation of the Proposed Scheme and ensure that there is a proper measure of scrutiny and control over the details of HS2's design, construction, and operation. These assurances (including those relating to the EMRs) would be enforceable, and therefore in the event of a failure to comply, recourse would be through the Secretary of State, who is answerable to Parliament for securing compliance.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Wincham Parish Council

PETITION NO: HS2-P2B-014

PARAGRAPH NO: 8

ISSUE RAISED: Visual mitigation

PETITION PARAGRAPH: 8. HS2 plan a 1.2 km long viaduct to the South-East of the village of Wincham at a height of 20m above present ground level to cross the A556, two waterways and Linnards Lane. These heights are the track levels, according to HS2 documentation. If we then add 5m for the height of the trains, plus another 5m above the trains for the electrical gantries, the top of the trains will be at 50-60m above Sea Level (SL) on the viaduct. Ground level on the South East side of Wincham is 35-38m above SL and the land between the village and the line is flat. HS2 plans show little or no mitigation to keep the line out of sight (and to block noise) from the village other than some ground level planting beneath the viaduct. We would like to see additional woodland planted to visually screen the line from the village, block noise, and to preserve the aspect of open fields and woods that is the landscape today.

PROMOTER'S RESPONSE:

Smoker Brook viaduct

1. As set out in the main ES, Volume 2, Community Area report for MA02 Wimboldsley to Lostock Gralam, the route of the Proposed Scheme would continue northwards, from Gad Brook viaduct, on Rudheath embankment, Wade Brook viaduct, Lostock Gralam South embankment, Lostock Gralam viaduct, Lostock Gralam North embankment and Smoker Brook viaduct.
2. Smoker Brook viaduct runs south to north, to the east of Wincham. Paragraph 2.2.25 of the main ES states that the Smoker Brook viaduct is 806m in length and up to 25m in height. Following the AP1 amendment for the realignment and extension of Smoker Brook viaduct at the A556 Shurlach Road and Winnington Wood (AP1-002-012) it is reported in section 5.12 of the Volume 2: Community Area report for MA02: Wimboldsley to Lostock Gralam of the SES1 and AP1 ES that the length of the viaduct will be extended by 21m to 827m.

Visual assessment - general

3. The Proposed Scheme has been designed to limit adverse environmental and visual impacts during construction and operation. The approach to assessment of these impacts is set out in Section 8.11 of the HS2 Phase 2b Scope and Methodology Report.
4. The significance of landscape effects is derived from the interaction between the magnitude of change (e.g., duration, geographic extent and reversibility or otherwise of effect, considering among other factors the extent of the land required for construction and/or operation or loss of features within a character area, plus introduction of new features) and the sensitivity of the landscape.
5. Overhead line equipment rarely gives rise to significant effects if it is the only element visible and has, therefore been excluded from the Zone of Theoretical Visibility to give a better indication of the possible spread of significant effects to aid the assessment. However, overhead line equipment is taken into account in the assessment of effects on Landscape Character Areas and visual receptors.
6. The landscape and visual assessments have been based on professional judgement and take into account both the adverse and beneficial contribution that new development can have upon the existing landscape character and on the visual amenity of receptors.
7. Detailed design of bridges and viaducts would seek to ensure that they are in keeping with the local landscape and subject to approval by relevant planning authorities under the planning regime established under Schedule 17 to the Bill. This is explained in HS2 Phase 2B Western Leg Information Paper B2: The Main Provisions of the Planning Regime.

Smoker Brook viaduct – visual assessment

8. The landscape and visual effects of the Smoker Brook viaduct have been assessed in the main ES and reported in MA02 Landscape and Visual impact assessment and photomontages, volume 5 of the AP1 ES.
9. Viewpoint 313-02-003: view east from Footpath Wincham 8/1, Linnards Lane is used within the assessment as being representative of views within the parish of Wincham of the Smoker Brook viaduct.
10. During construction, views of land cleared by construction and construction activities would be partly screened from this viewpoint, and as a result no likely significant effect for viewpoint 313-02-003 is reported in the main ES.
11. An area of woodland habitat creation is proposed at the base of the Smoker Brook viaduct. Given time to mature, the woodland habitat would provide an increased level of visual screening, in addition to ecological benefits. In addition, two hedgerows have been included within the scheme design, west of Smoker Brook viaduct. The

hedgerows would contribute to visual mitigation from Linnards Lane. These are shown in map CT-06-316a, within the Volume 2: MA02 Community Area Map Book.

12. At year one of operation, views of Smoker Brook viaduct, overhead line equipment and moving trains would be visible above the skyline in a narrow, middle-distance gap between Leonard's Wood and Winnington Wood. For this reason, no likely significant effect for viewpoint 313-02-003 is reported in the ES.

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 lower than the eastern edge of Higher Wincham.

14. The Zone of Theoretical Visibility on the LV-07 and LV-08 maps shows coverage along the edges of Higher Wincham. In accordance with Landscape Institute guidance, the ground-truthing carried out during the landscape and visual assessment has found that a combination of topography and intervening vegetation would serve to limit the degree of availability of the Proposed Scheme.

15. Where views to the upper elements of the Proposed Scheme such as the overhead line equipment might be technically possible, none of these elements would be discernible from Higher Wincham (at a range of circa 1.1km).

Request for additional landscape planting

16. There is a balance to be struck between the creation of new ecological habitats and landscape planting within the railway corridor and the retention of agricultural land. In arriving at this balance, the Promoter has sought to limit disturbance to agricultural holdings and farm management, and to use severed areas for ecological mitigation and tree planting, wherever reasonably practicable and appropriate.

17. In the location of the Smoker Brook viaduct, the Promoter believes that the proposed mitigation design would be sufficient in mitigating the likely significant effects of the scheme of ecology and landscape, whilst maintaining the landscape character of the area.

Request for additional operational noise mitigation

18. The Proposed Scheme would include noise barriers in the form of landscape earthworks, noise fence barriers and/or parapet barriers on viaducts to avoid or reduce significant airborne noise effects. The Proposed Scheme includes a noise fence barrier, 430m in length and 3m in height, located along the eastern side of Smoker Brook viaduct, extending from the A559 Manchester Road to Peover Eye, to provide acoustic screening for properties on Ascol Drive (see Volume 2: MA02 Map Book, map CT-06-316a, B4 to E4). Mitigation has been identified taking account of:

- environmental and health benefits;
- cost;
- engineering practicability; and
- other environmental effects caused by the further noise mitigation.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Wincham Parish Council

PETITION NO: HS2-P2B-014

PARAGRAPH NO: 7, 9

ISSUE RAISED: Sound, noise & vibration

PETITION PARAGRAPH: 7. The major concerns of the Parish Council regarding the operation of HS2 Phase 2b are the visual impact of the 1.2 km long viaduct that will run across our Parish and the sound, noise and vibration resulting from three or more trains per hour running across that viaduct.

9. As with construction noise, Schedule 26 of the Bill also provides defences against operational statutory nuisance. If the HS2 engineers are so confident that sound, noise & vibration will not be a problem for communities around the line, why does the project need legal protections from existing environmental laws? We would urge the Select Committee to remove these Schedule 26 protections for HS2 operation from the Bill.

PROMOTER'S RESPONSE:

Schedule 26 of the Bill

1. HS2 Phase 2b Western Leg Information Paper B4 states, in paragraph 14.3:

"Schedule 26 to the Bill follows the Crossrail Act and the Phase One and Phase 2a Acts 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, 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."

Sound, Noise and Vibration Impacts

2. Airborne noise arising from trains in service has been calculated using the method developed for HS2 Phase One, taking account of aerodynamic sound generated by the operation of trains at speeds in excess of 300kph.

3. The controls contained in the EMRs, published in draft alongside the Bill, would ensure that impacts which have been reported in the main ES, as updated by the SES1 and AP1 ES, would not be exceeded and would use reasonable endeavours to adopt mitigation measures that would further reduce the adverse impacts of the proposals.

Smoker Brook viaduct

4. The Promoter has assumed that the viaduct referred to in paragraph 7 of the petition is the Smoker Brook viaduct. Smoker Brook Viaduct is 827m in length and spans across the A556, three waterways (Smoker Brook, Peover Eye, and a tributary of the Peover Eye), and Linnards Lane.

5. As shown in map SV-05-309a of the Volume 2 MA02 Community Area Map Book of the main ES, the extent of operational airborne noise and vibration would not extend to Wincham village. There are five residential buildings in the vicinity of Home Farm that could potentially experience minor adverse effects from the operation of the Proposed Scheme. As a result the Promoter has not included noise fence barriers on the western side of the Proposed Scheme.

6. Table 6 of the main ES Volume 5: Appendix SV-003-0MA02 Sound, noise and vibration MA02: Wimboldsley to Lostock Gralam Operational sound, noise and vibration report, shows that Linnards Lane (point 612607) would experience a moderate impact from the operation of the Proposed Scheme. Assessment (point 612607) is located closer (east) to the Proposed Scheme than Home Farm.

MA03

HS2 Phase 2b (Crewe - Manchester)



Wetland Habitat Creation

Smoker Brook Viaduct

Woodland Habitat Creation

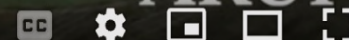
Landscape Mitigation Planting

Balancing Pond

HS2

ARUP

5:30 / 13:44



Naomi Morris (Clerk)
Wincham Parish Council
c/o 22 Churchfields
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Cheshire
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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.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Lucy Lagerweij', with a large, stylized initial 'L'.

Lucy Lagerweij
Director, Hybrid Bill Delivery
High Speed Two (HS2) Limited





SECTIONS

WORK No. 1/21
FOR PLAN OF WORK SEE SHEET No. 1-37

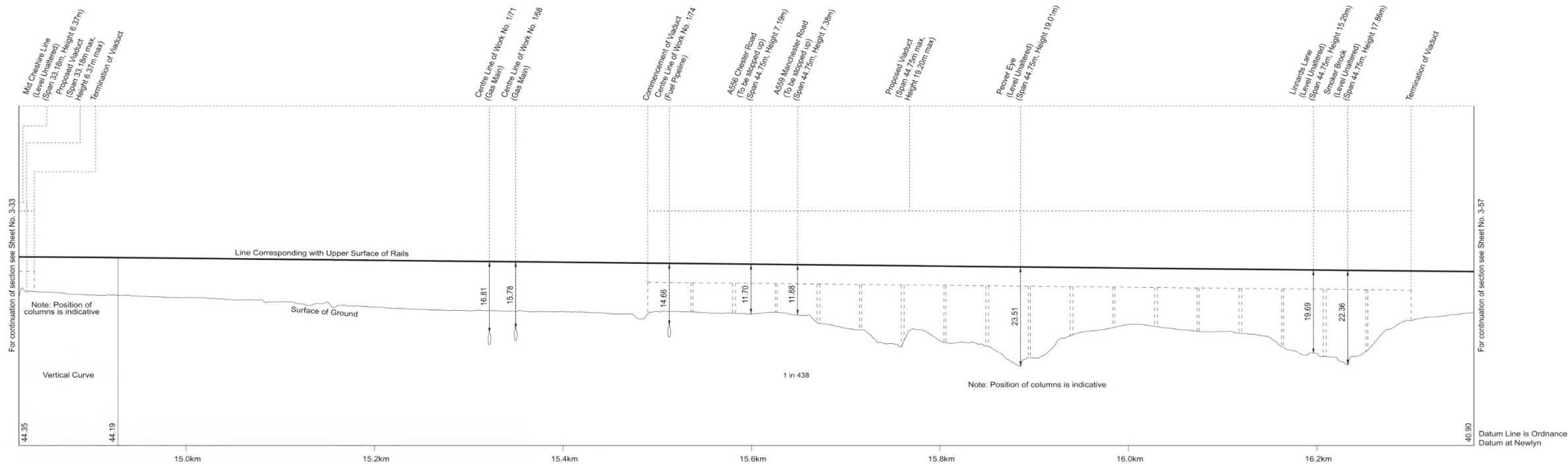
SHEET No. 3-34

IN PARLIAMENT - SESSION 2021-22

HIGH SPEED RAIL
(CREWE - MANCHESTER)

Work No. 1/21 (Railway)

Works Nos. 1/23, 1/24 (Access Roads)



Wincham Parish Council

HS2 Reference Document Links

R01 - [HS2 Phase 2b SES1 and AP1 ES MA02 Landscape and visual impact assessment and photomontages](#)

R02 - [HS2 Phase 2b information papers: Environment](#)

R03 - [High Speed Rail \(Crewe - Manchester\) Plans and Sections Vol 3.1 Crewe-Lostock Gralam](#)

R04 - [HS2 Viaducts and Bridges](#)

R05 - [Map Series SV-05 \(Volume 2: MA02 Map Book\)](#)