

CASE FILE LIST

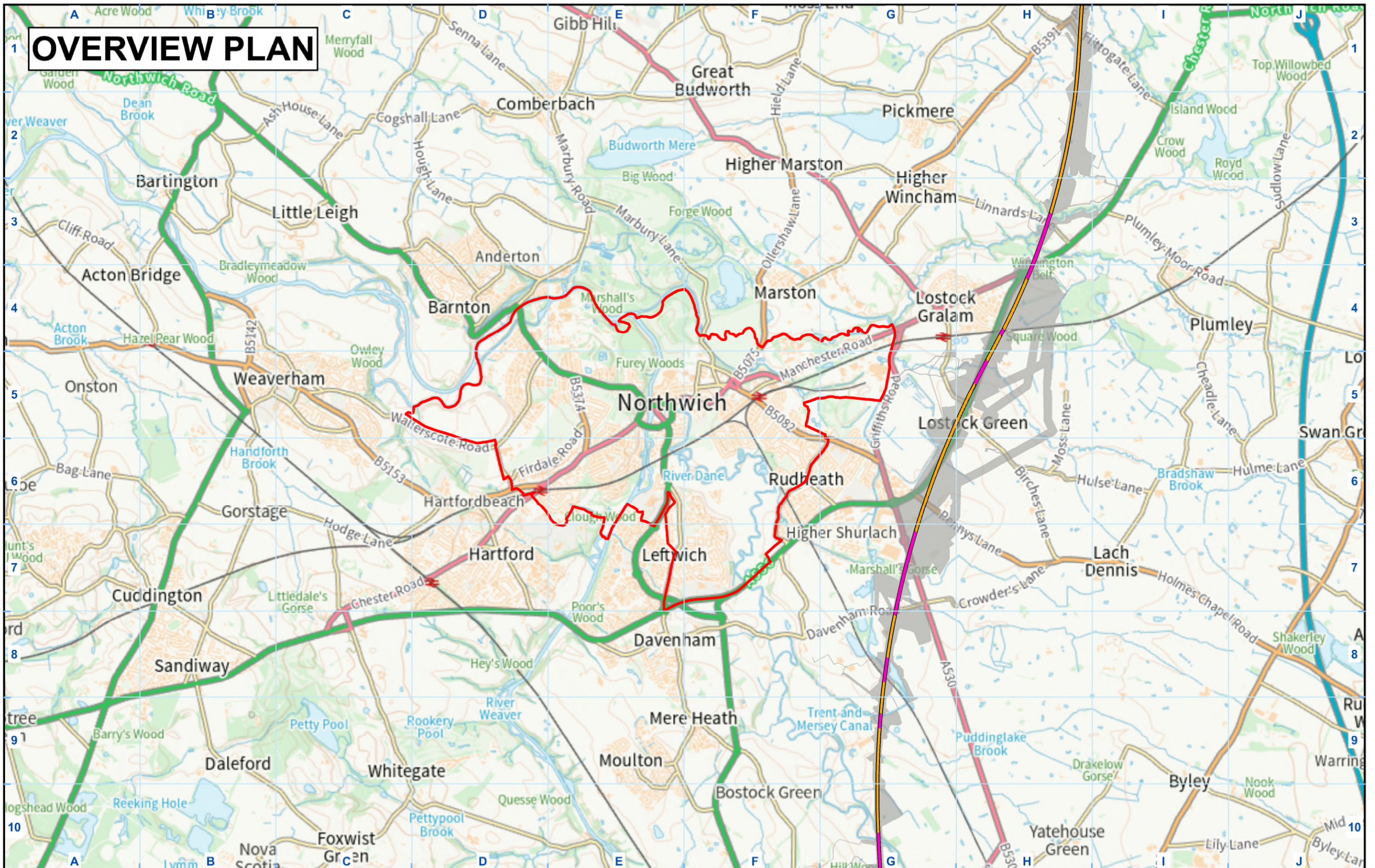
Case: HS2-077.

Title: HS2-077 Northwich Town Council - Promoter.

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OVERVIEW PLAN

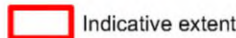



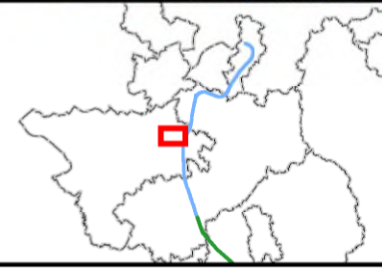
P130

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
Northwich Town Council

Petition number
P2B-HS2-077

HS2

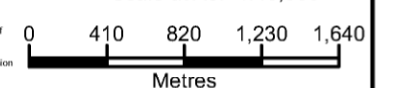
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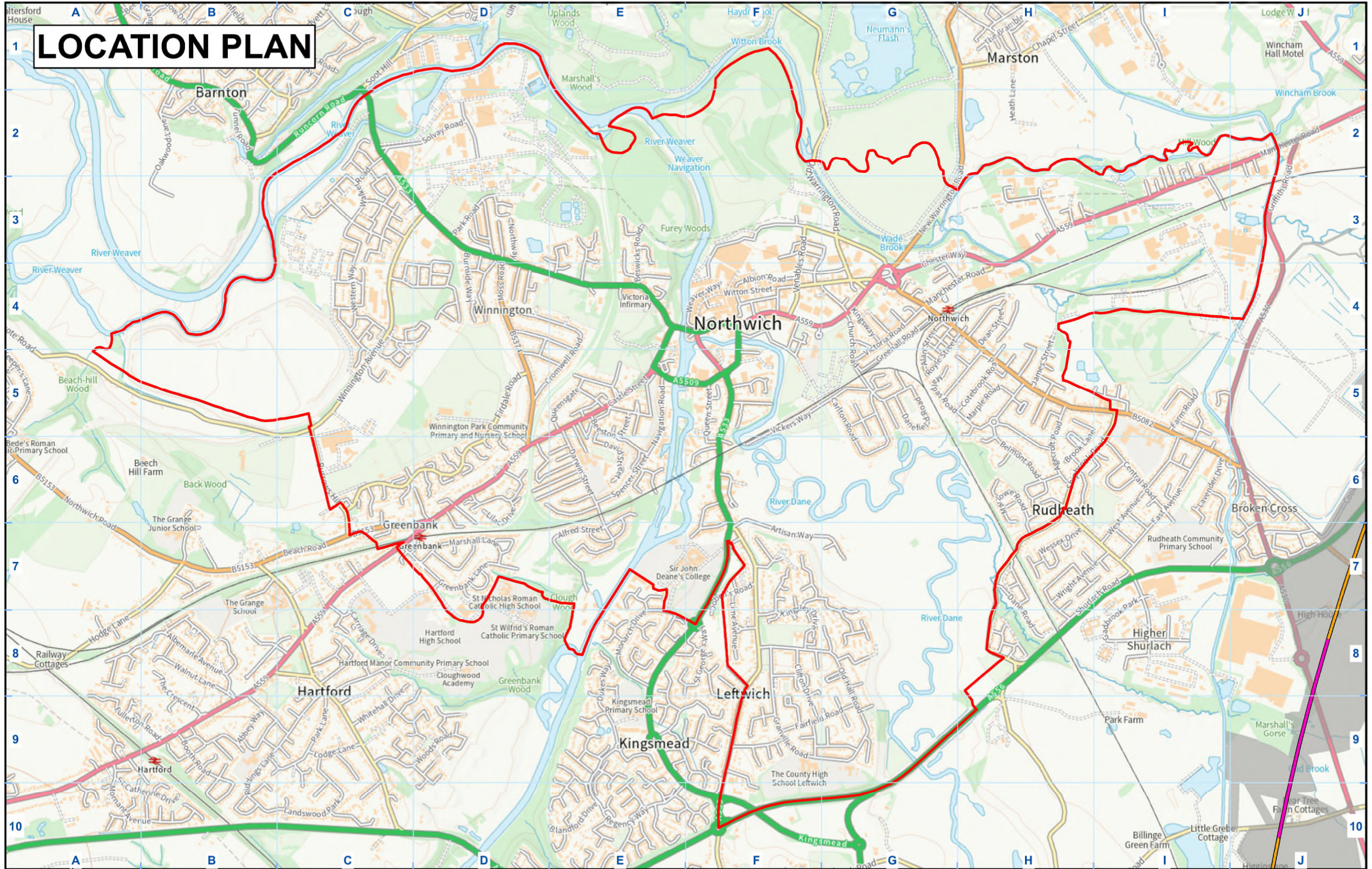
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Date: 03/03/23

LOCATION PLAN

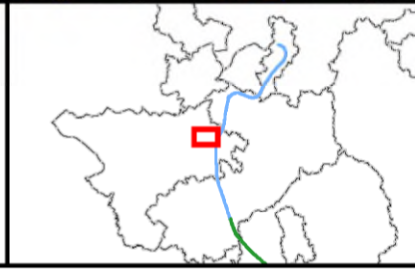


Legend

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
Northwich Town Council

Petition number
P2B-HS2-077

HS2

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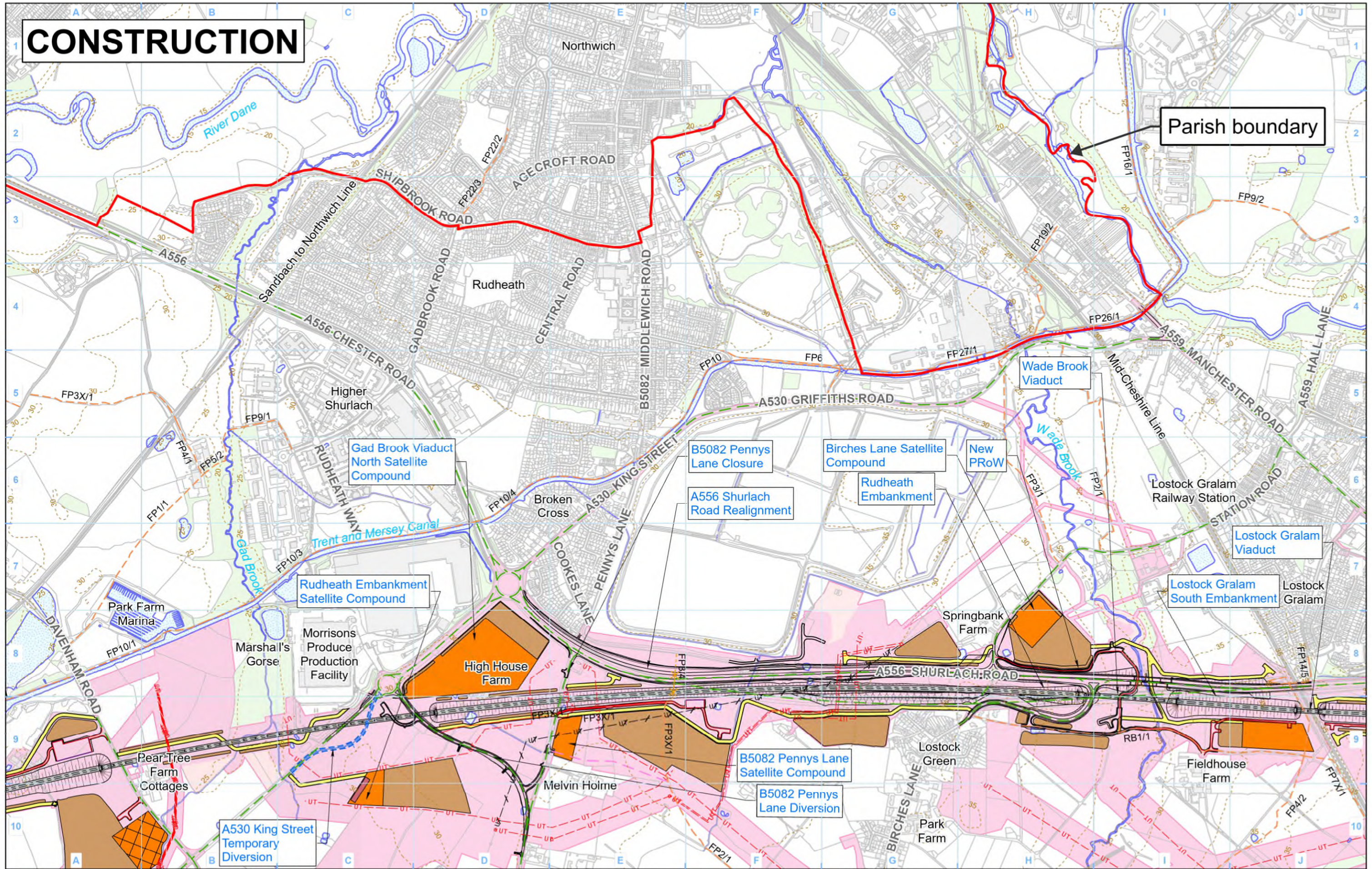
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0 170 340 510 680
Metres

Doc Number: P2B-HS2-HY-MAP-000-000064 Date: 04/11/22

P131

CONSTRUCTION



Legend

- Indicative extents of Petitioner(s) land interests
- Satellite construction compound
- Railway systems compounds
- Temporary material stockpile
- Land potentially required during construction
- Land potentially required for mitigation planting
- Rail alignment formation
- Haul routes
- Temporary workers accommodation
- Construction traffic route
- Existing public right of way
- Public right of way closure
- Temporary public right of way diversion / realignment
- New, diverted or realigned public right of way
- Landscape earthworks
- Engineering earthworks
- Temporary highway diversion / realignment
- Major utility works
- Major utility works - Removed
- Existing buildings
- Existing woodland
- Existing inland water
- Existing watercourse
- HS2 access
- Rail alignment
- 5m contours

P132

Petitioner
Northwich Town Council

Petition number
HS2-077

HS2

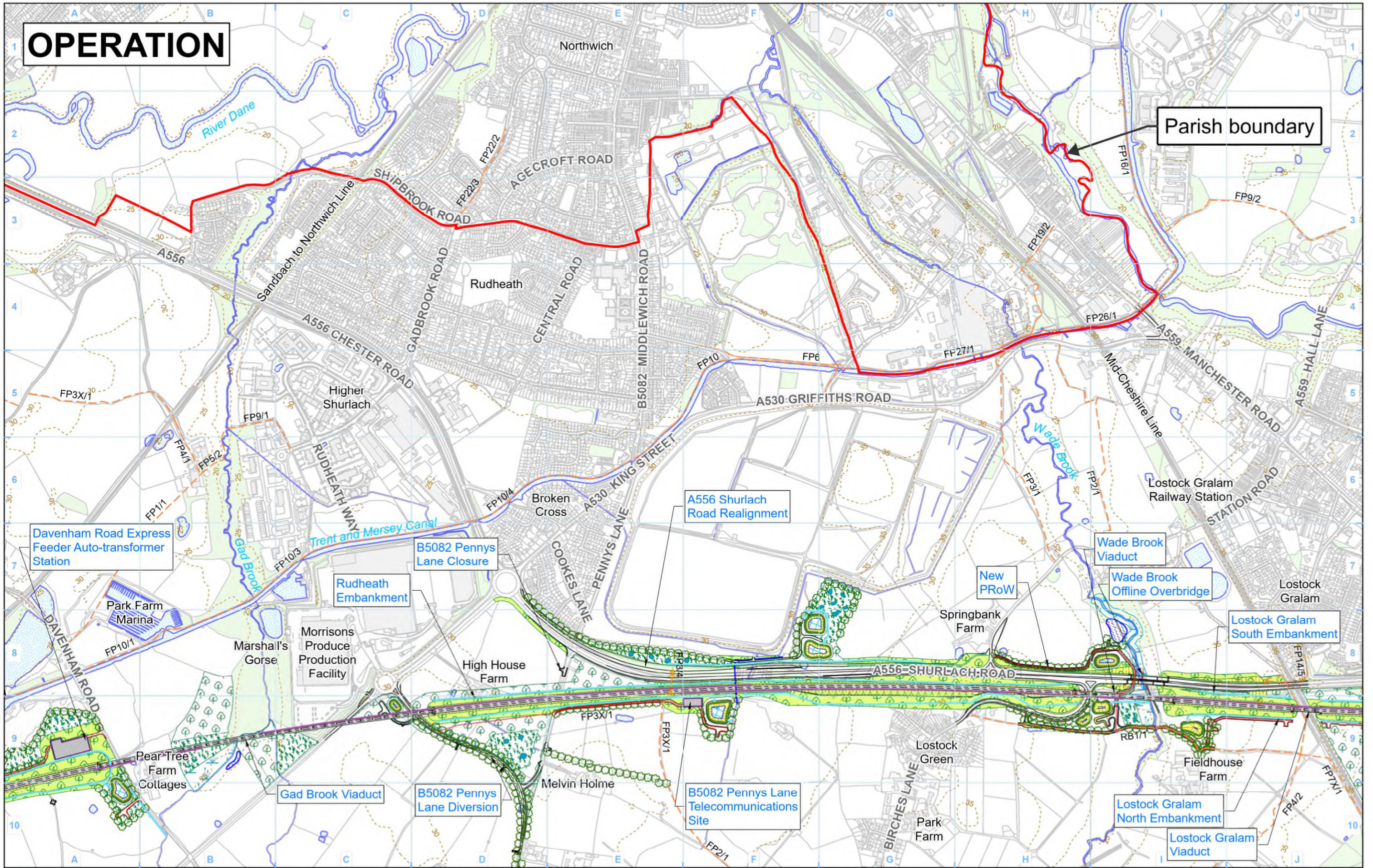
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Doc Number: 2PT24-MWJ-PT-MAP-M000-007751-HS2-077 Date: 13/10/2022

OPERATION



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
Local placement	New ditches
Hedgerow	Watercourse diversion
Engineering earthworks	Landscape mitigation planting (scrub / woodland)
Landscape earthworks	Existing inland water
Rail alignment formation	Existing watercourse
Existing public right of way	HS2 access
New, diverted or realigned public right of way	Noise fence barrier
Public right of way closure	Rail alignment
Existing woodland	5m contours
Existing buildings	

P133

Petitioner
Northwich Town Council

Petition number
HS2-077

HS2

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Highway works and construction traffic routes

Engagement with Northwich Town Council

HS2 notes the Petitioner's concern about the potential for disruption to Northwich Town and the surrounding area associated with the A556 Shurlach Road realignment during construction of the Proposed Scheme.

HS2 has engaged with Northwich Town Council at a meeting on 13th October 2022. The A556 Shurlach Road realignment, Penny's Lane diversion and A530 Griffiths Road concerns were raised and discussed at the meeting, as well as the use of Crowders Lane as a construction traffic route.

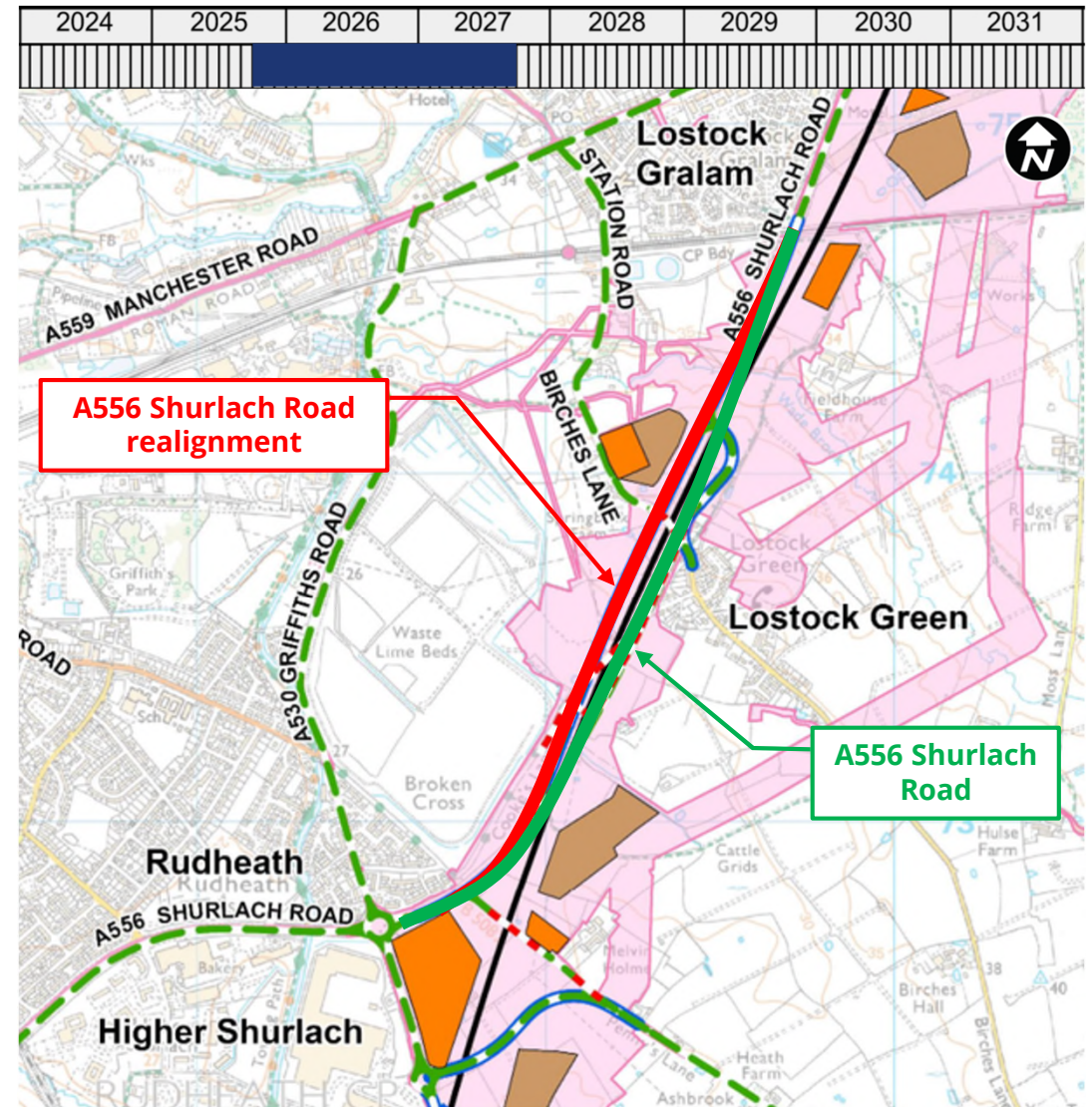
Highway works and construction traffic routes

A556 Shurlach Road realignment

The A556 Shurlach Road realignment will be constructed 'offline'.

During the A556 Shurlach Road realignment offline works, both carriageways of the existing alignment of the A556 Shurlach Road would remain open to traffic.

No long term signed traffic diversion routes would be necessary.



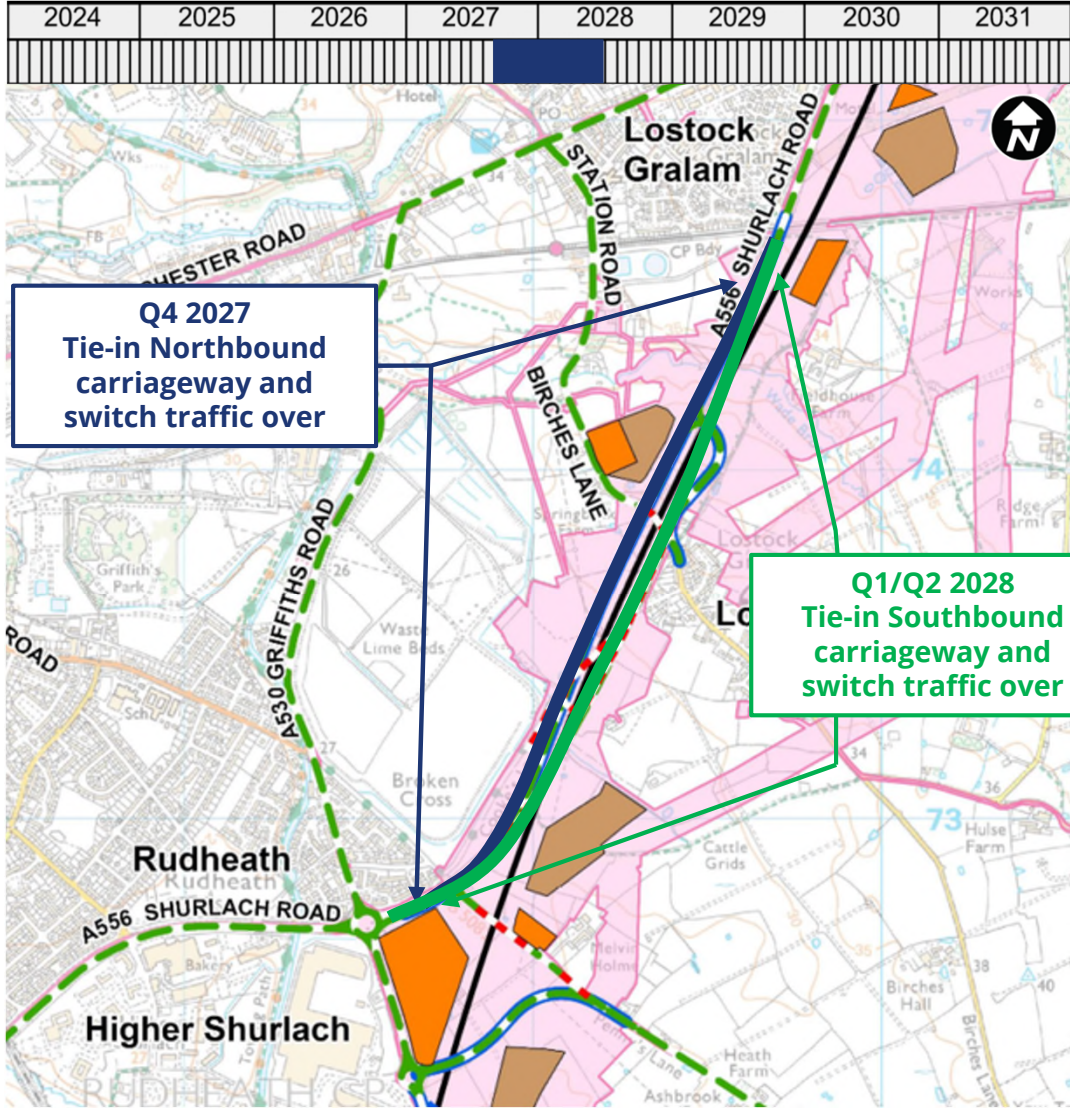
Highway Works Q3 2025 to Q3 2027

Highway works and construction traffic routes

A556 Shurlach Road realignment

Traffic management would be required to construct the tie-ins of the A556 Shurlach Road realignment and B5082 Penny's Lane at their interfaces with the existing road network.

These tie-in works may require short term lane closures outside of peak periods and road closures at weekends or overnight, when the road network is less busy (duration approximately 2 months).



Highway Tie-in Works Q4 2027 to Q2 2028

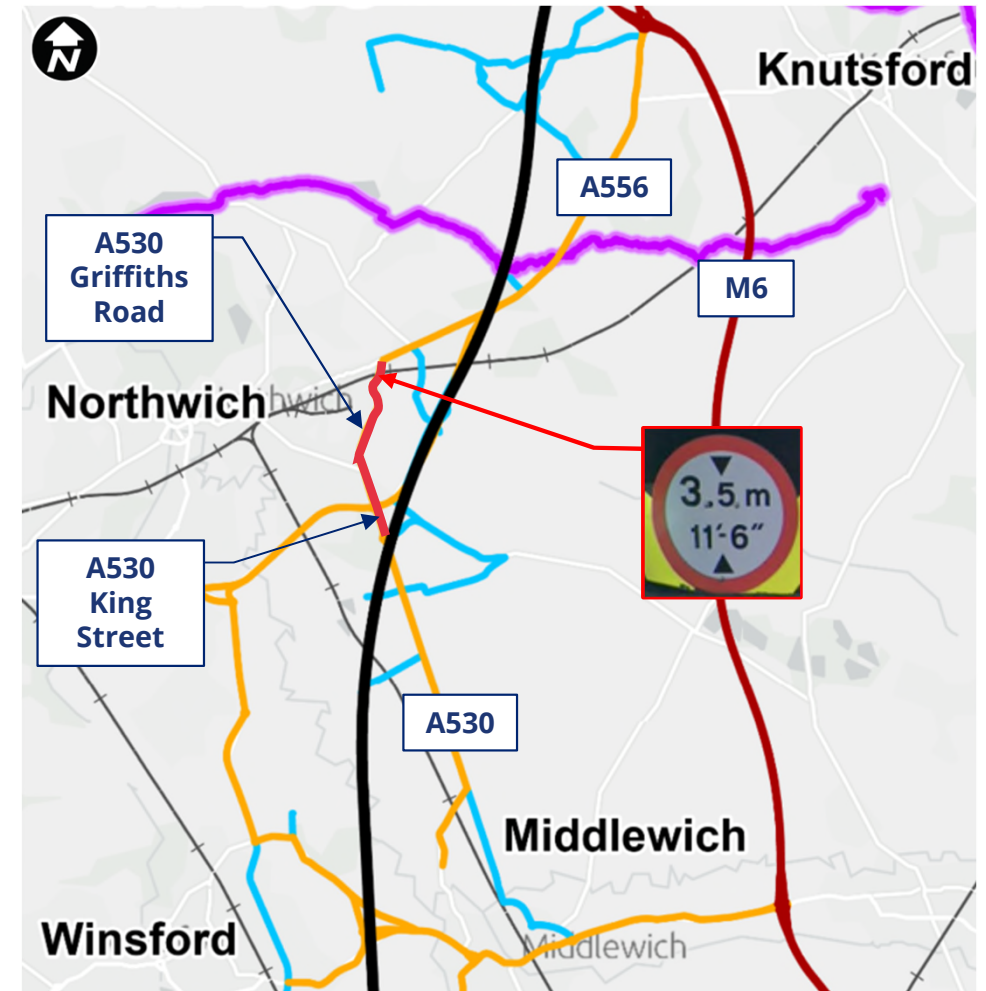
Highway works and construction traffic routes

Impact on A530 Griffiths Road

A maximum of 20 HGV vehicles per day would use the A530 Griffiths Road, which equates to one HGV every 30 minutes on average. HS2 construction traffic on the A530 Griffiths Road would be limited to a number of off peak, planned overnight and weekend closures of the A556 Shurlach Road and Birches Lane, minor utility works and when access is not possible via the A556 Shurlach Road.

The Promoter is aware of the low headroom railway bridge and has developed the construction traffic routing accordingly.

HS2 construction traffic using the A530 Griffiths Road would comply with the railway bridge height restriction.



Location Plan

Highway works and construction traffic routes

Summary

The A556 Shurlach Road realignment would be constructed 'off-line'. During the B5082 Penny's Lane diversion works, the existing alignment of the A556 Shurlach Road will remain open to traffic. No long term signed traffic diversion routes would be necessary.

Traffic management would be required to construct the tie-ins of the A556 Shurlach Road realignment at its interfaces with the existing road network. These tie-in works may require short term lane closures outside of peak periods and road closures at weekends or overnight, when the road network is less busy.

The AP1 Revised Scheme incorporates changes to the routing of HS2 construction HGV traffic associated with the Birches Lane satellite compound, which would reduce the number of HS2 construction HGV that would use the A530 Griffiths Road to access the Birches Lane Satellite Compound to a maximum of 20 vehicles per day which equates to one HGV every 30 minutes on average.

HS2 construction traffic using the A530 Griffiths Lane would be suitable for the railway bridge height restriction.

HS2's position is that the potential issues here have been mitigated by the AP1 construction traffic route changes.

Highway works and construction traffic routes

Northbound local traffic diversion route during potential weekend or overnight closures



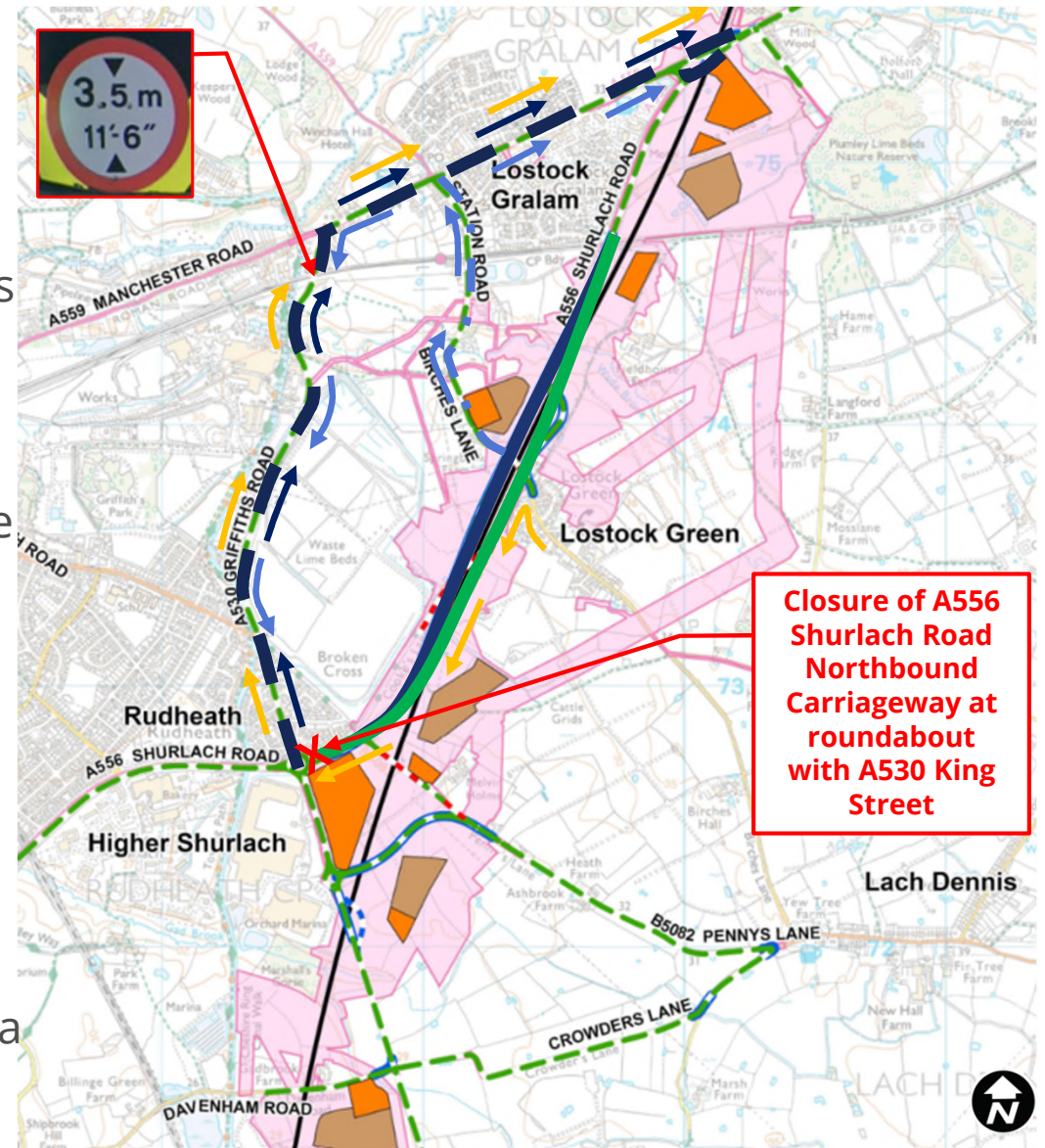
Northbound carriageway of A566 Shurlach Road temporarily diverted via the A530 Griffiths Road A559 and Manchester Road (northbound traffic only).



Local northbound traffic on B5082 Birches Lane to the east of the realignment temporarily diverted southbound on the A556 Shurlach Road southbound carriageway then north on A530 Griffiths Road and A559 Manchester Road.



Local traffic on B5082 Birches Lane to the west of the realignment temporarily diverted via Lostock Hollow and Station Road then north via A559 Manchester Road or south via the A559 Manchester Road and A530 Griffiths Road.



Highway works and construction traffic routes

Southbound local traffic diversion route during potential weekend or overnight closures



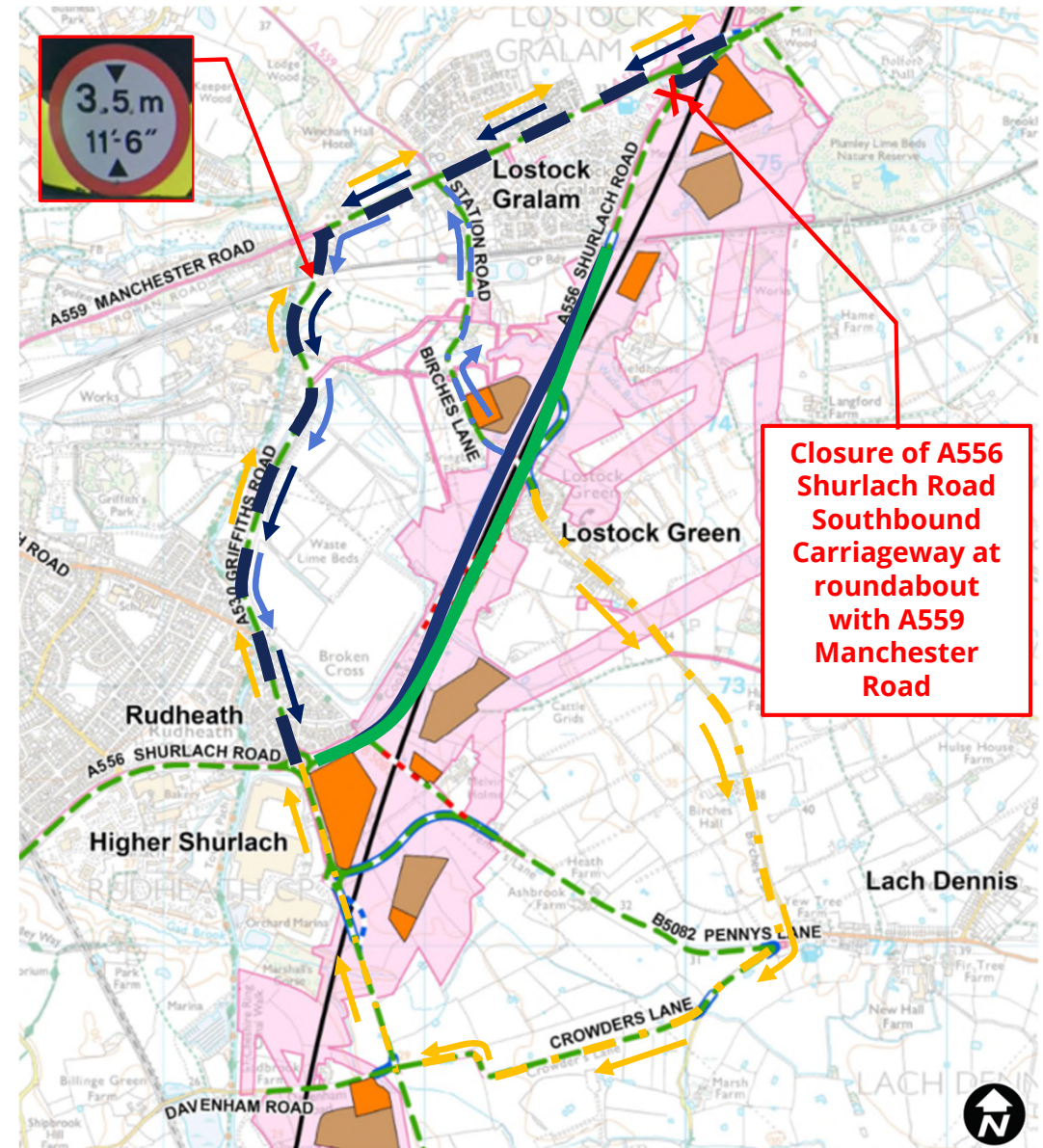
Southbound carriageway of A566 Shurlach Road temporarily diverted via the A559 Manchester Road and A530 Griffiths Road (southbound traffic only).



Local northbound and southbound traffic on B5082 Birches Lane to the east of the realignment temporarily diverted west on Crowders Lane then north on A530 Griffiths Road and A559 Manchester Road.

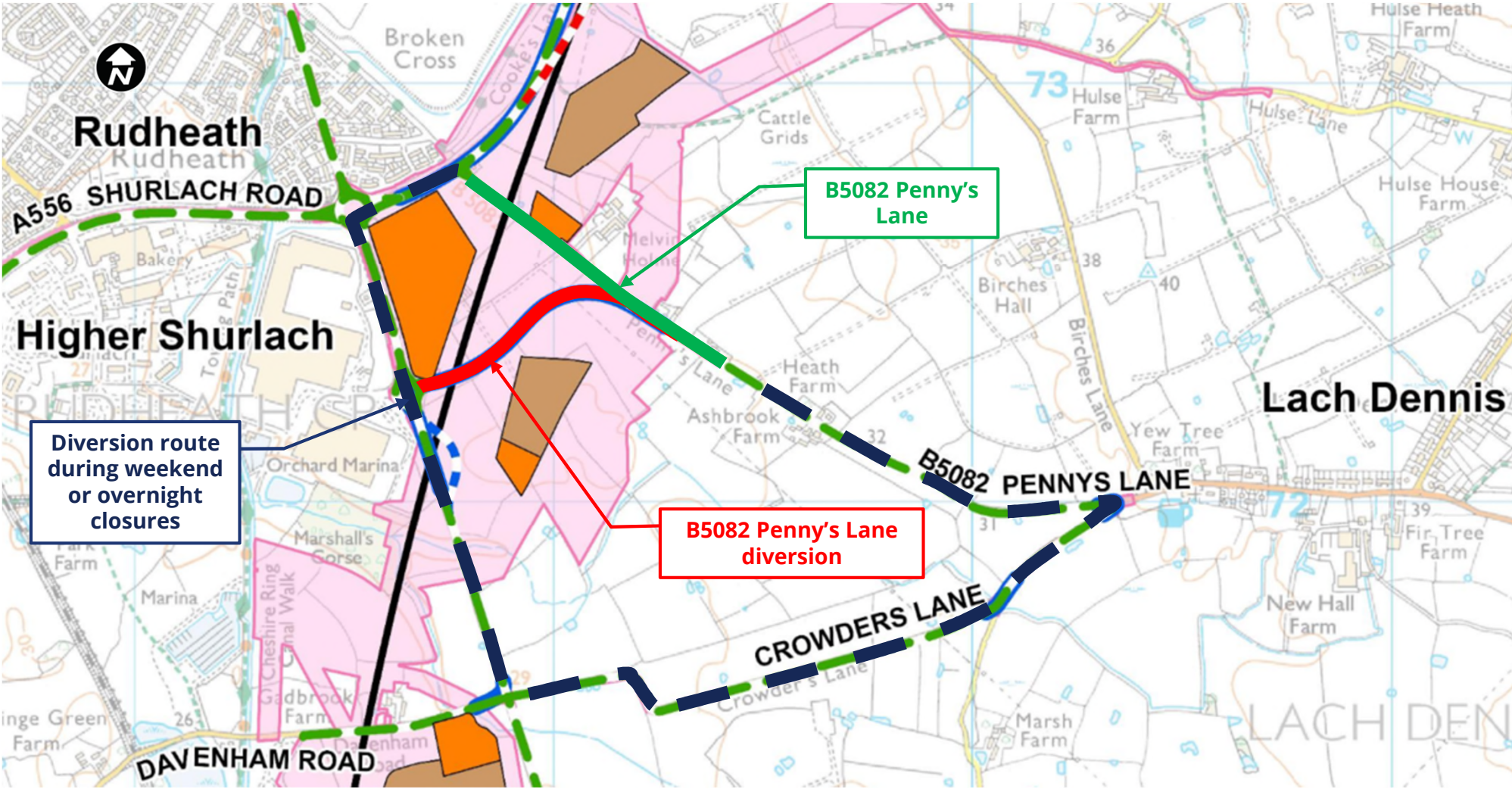


Local southbound traffic on B5082 Birches Lane to the west of the realignment temporarily diverted north via Lostock Hollow and Station Road then south on A559 Manchester Road and A530 Griffiths Road.



Highway works and construction traffic routes

B5082 Penny's Lane diversion



Highway Diversion Works Q3 2028 to Q1 2031

Highway works and construction traffic routes

B5082 Penny's Lane diversion

The B5082 Penny's Lane diversion would be constructed 'off-line'.

During the B5082 Penny's Lane diversion works, the existing alignment of B5082 Penny's Lane will remain open to traffic (Q4 2029 to Q3 2031).

No long term signed traffic diversion routes would be necessary.

Traffic management would be required to construct the tie-ins of the B5082 Penny's Lane diversion at its interfaces with the existing road network (Q4 2030 to Q1 2031).

These tie-in works may require short term lane closure under two-way signal control and road closures at weekends or overnight, when the road network is less busy. During any closures A5082 Penny's Lane is temporarily diverted via the A556 Shurlach Road, A530 King Street and Crowders Lane.

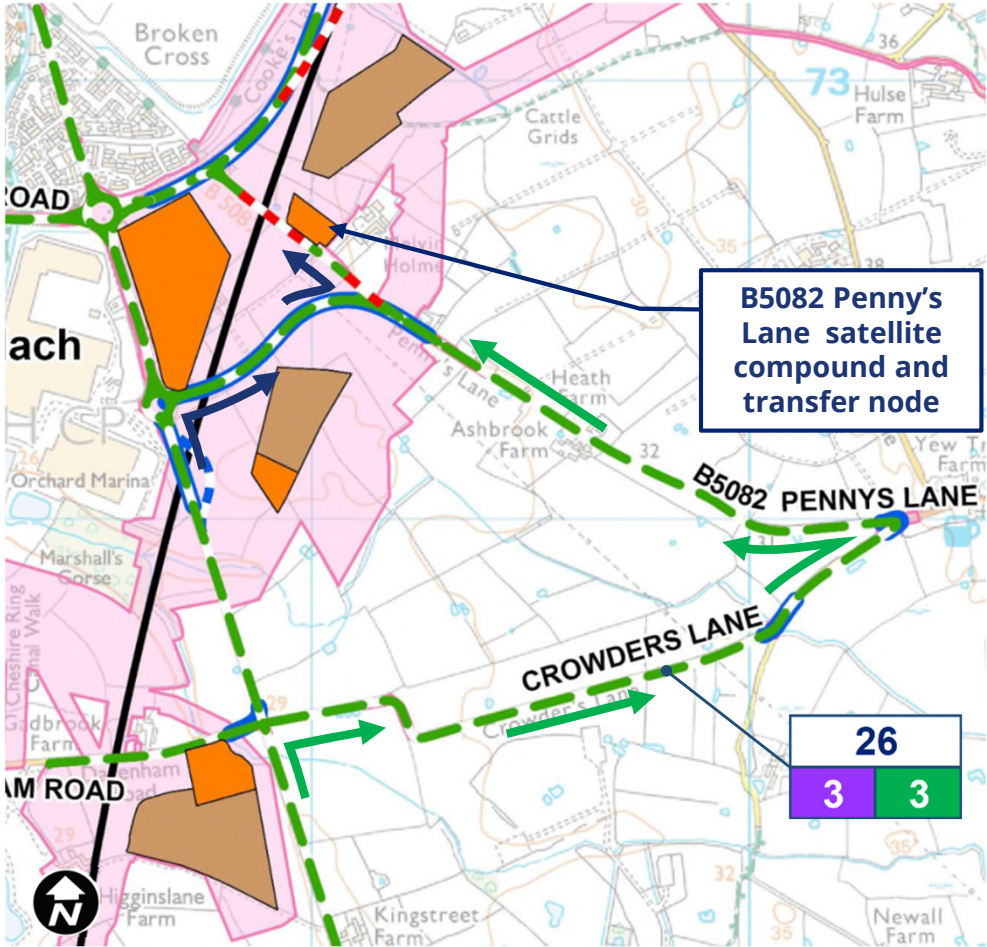
Highway works and construction traffic routes

Use of Crowders Lane

Crowders Lane is a construction traffic route that avoids the right hand turn from the northbound A556 Shurlach Road, across the southbound carriageway onto the southern end of the B5082 Penny's Lane.

Use of the route is to stop an increase in traffic turning right across the A556 southbound carriageway and to stop potential queuing in the right hand flair lane extending onto the northbound carriageway.

This route is used prior to the completion of the Penny's Lane diversion.



-  Q3 2028 to Q4 2031 Construction Traffic from South
-  Q4 2031 onward Construction Traffic from South

Highway works and construction traffic routes

A556 Chester Road and A559 Manchester Road temporary realignment

During construction of the Smoker Brook viaduct, it will be necessary to temporarily realign the A556 Chester Road at its junction with the A559 Manchester Road 22m north of its existing alignment over a distance of 240m to allow construction of the viaduct piers and deck.

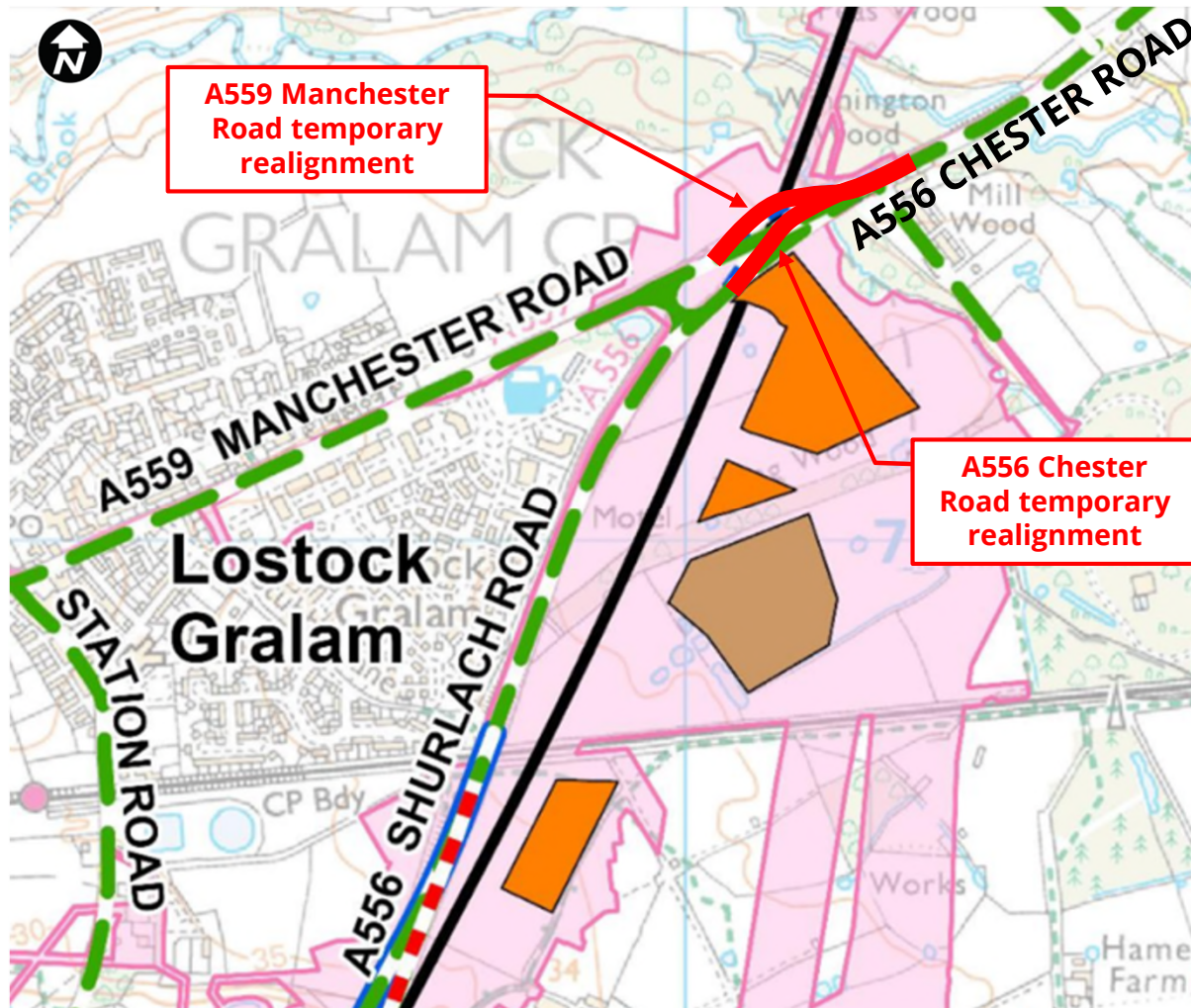
The temporary realignment will be in use from Q2 2028 to Q3 2029 and will result in a negligible change in journey length.

The temporary realignments will be constructed off-line, with the existing alignments of A556 Chester Road and A559 Manchester Road remaining open to traffic.

Once the viaduct works are complete in this area, the current road layout will be reinstated.

Highway works and construction traffic routes

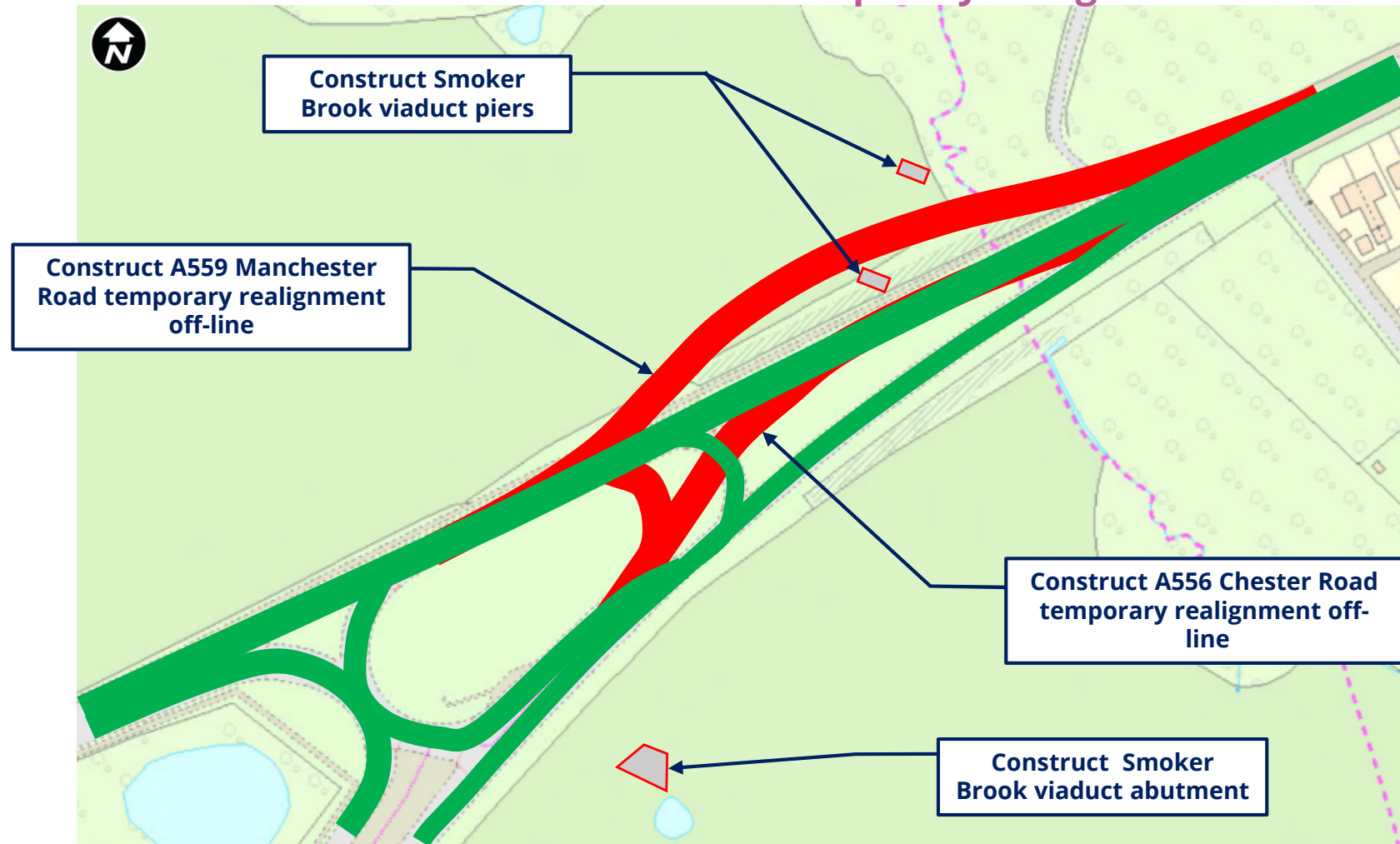
A556 Chester Road and A559 Manchester Road temporary realignment



The A556 Chester Road and A559 Manchester Road temporary realignments would be constructed 'off-line'. No long term signed traffic diversion routes would be necessary.

Highway works and construction traffic routes

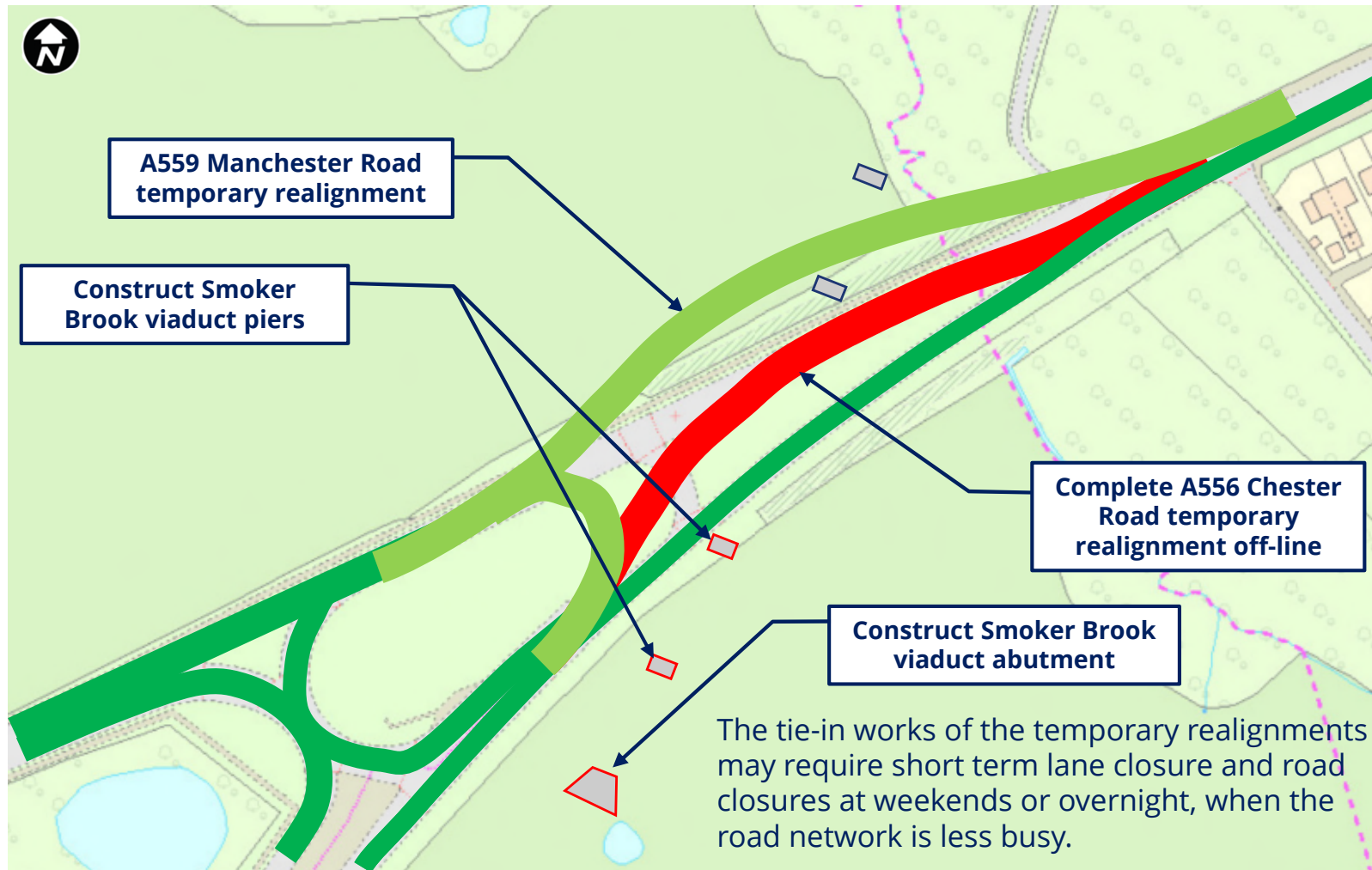
A556 Chester Road and A559 Manchester Road temporary realignment



During the A556 Chester Road and A559 Manchester Road temporary realignments off-line construction works, the existing alignment of A556 Chester Road and A559 Manchester will remain open to traffic (**April 2028 to March 2029**).

Highway works and construction traffic routes

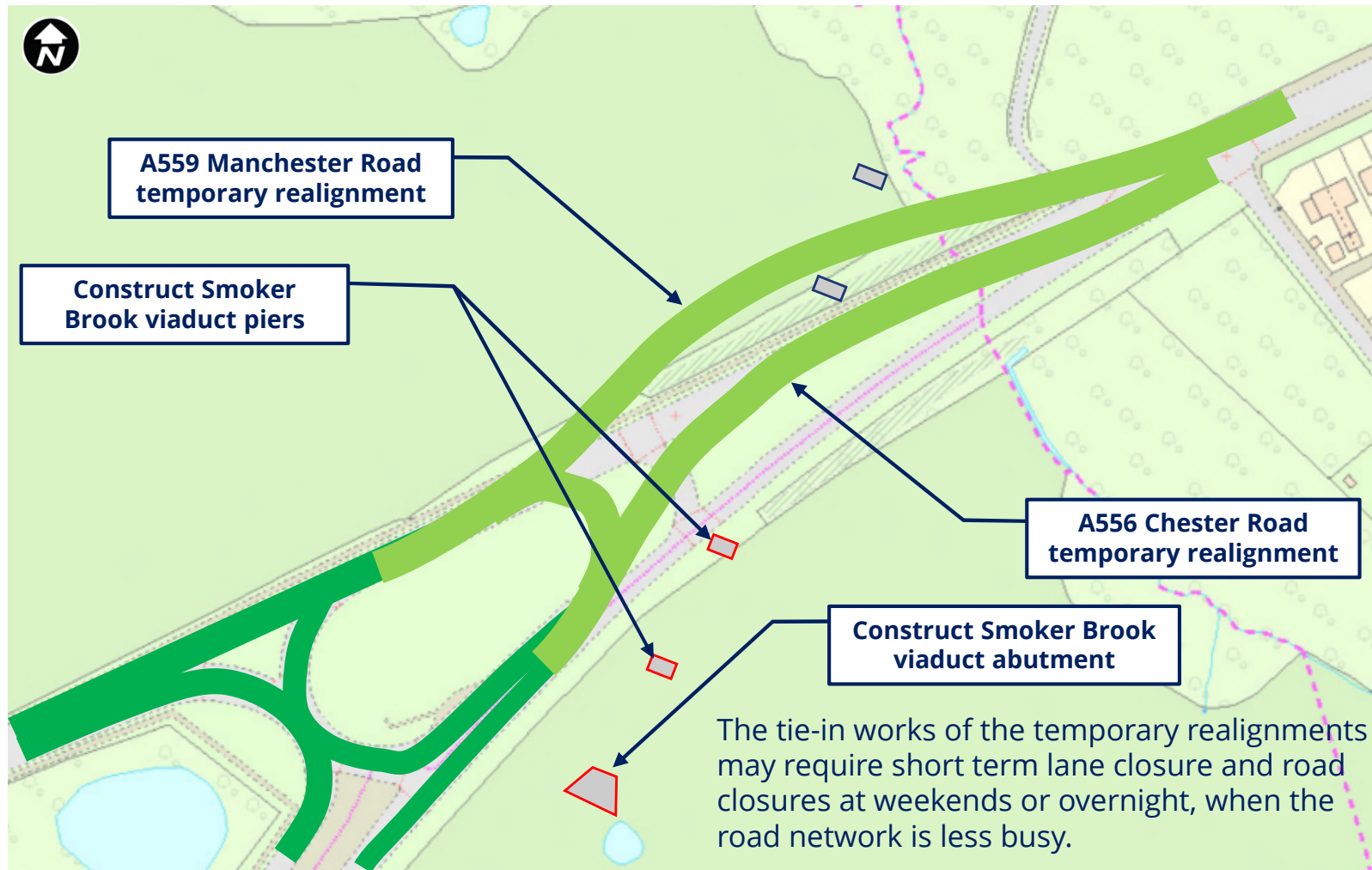
A556 Chester Road and A559 Manchester Road temporary realignment



Traffic management would be required to construct the tie-in of the A559 Manchester Road temporary realignment at its interface with the existing road network (**early April 2029**).

Highway works and construction traffic routes

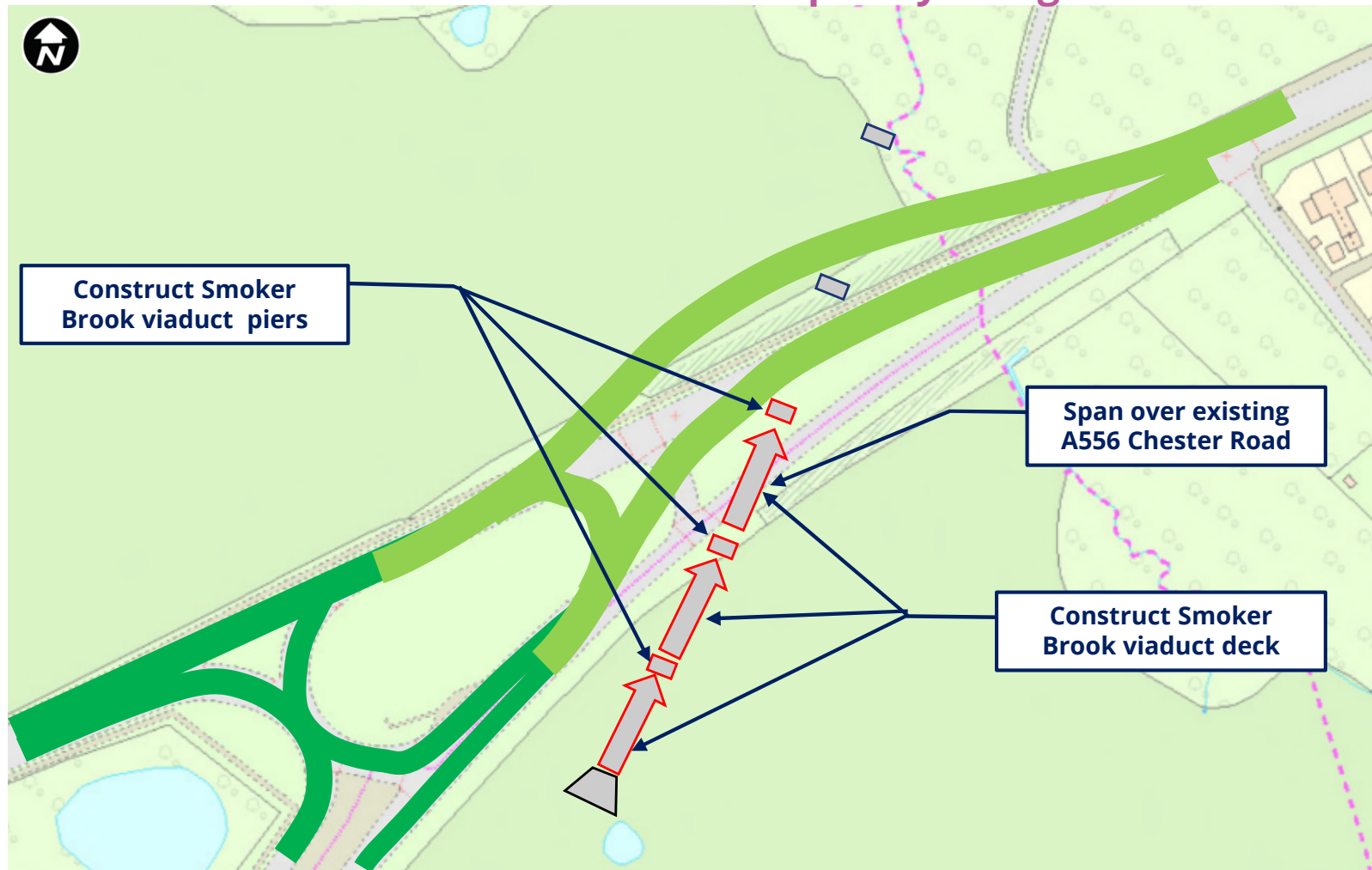
A556 Chester Road and A559 Manchester Road temporary realignment



Traffic management would be required to construct the tie-in of the A556 Chester Road temporary realignment at its interfaces with the existing road network (**late April 2029**).

Highway works and construction traffic routes

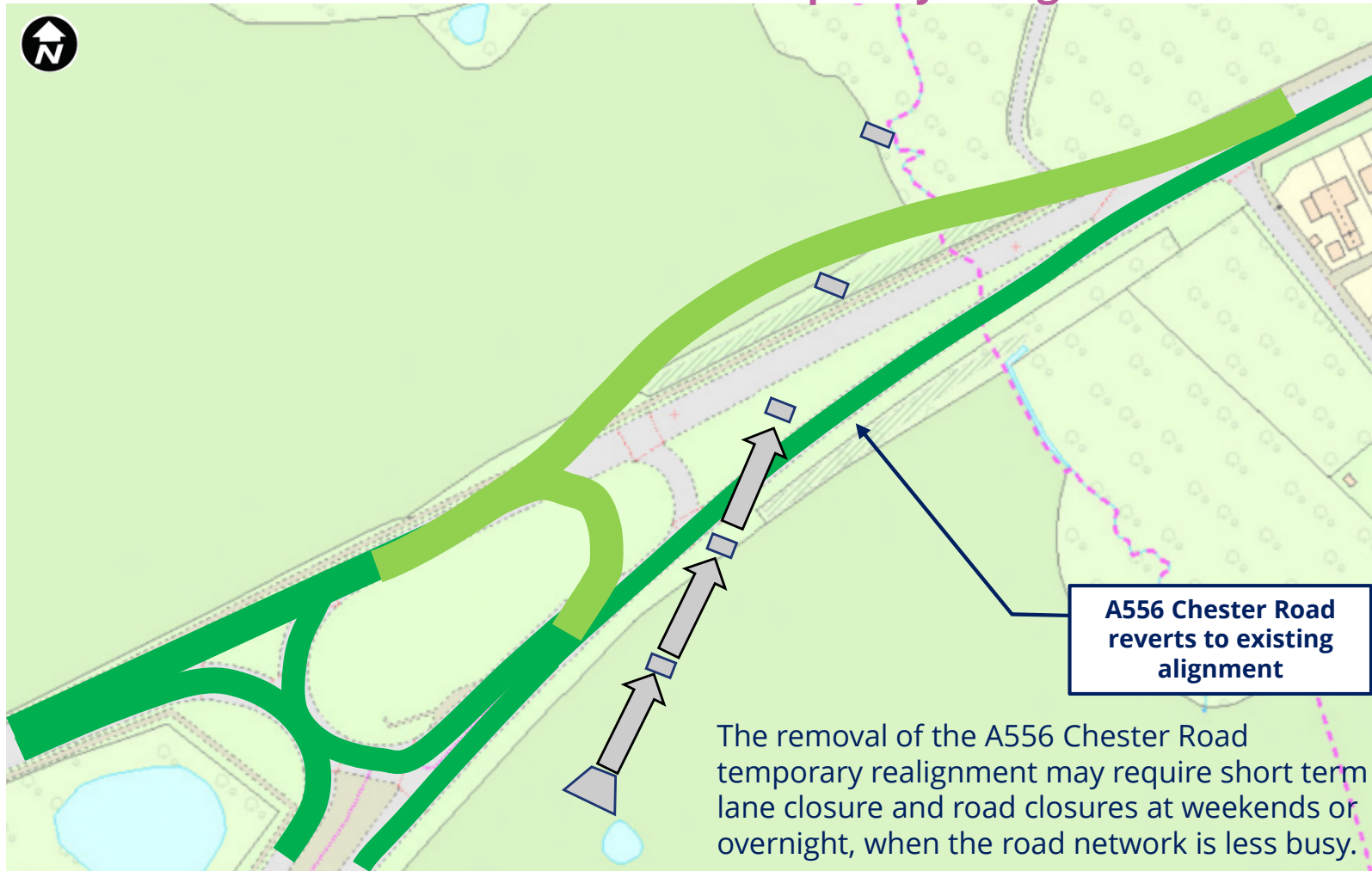
A556 Chester Road and A559 Manchester Road temporary realignment



The A556 Chester Road and A559 Manchester Road temporary realignments would be open to traffic during the construction of the Smoker Brook viaduct sections over the existing A556 Chester Road **(May 2029 to June 2029)**.

Highway works and construction traffic routes

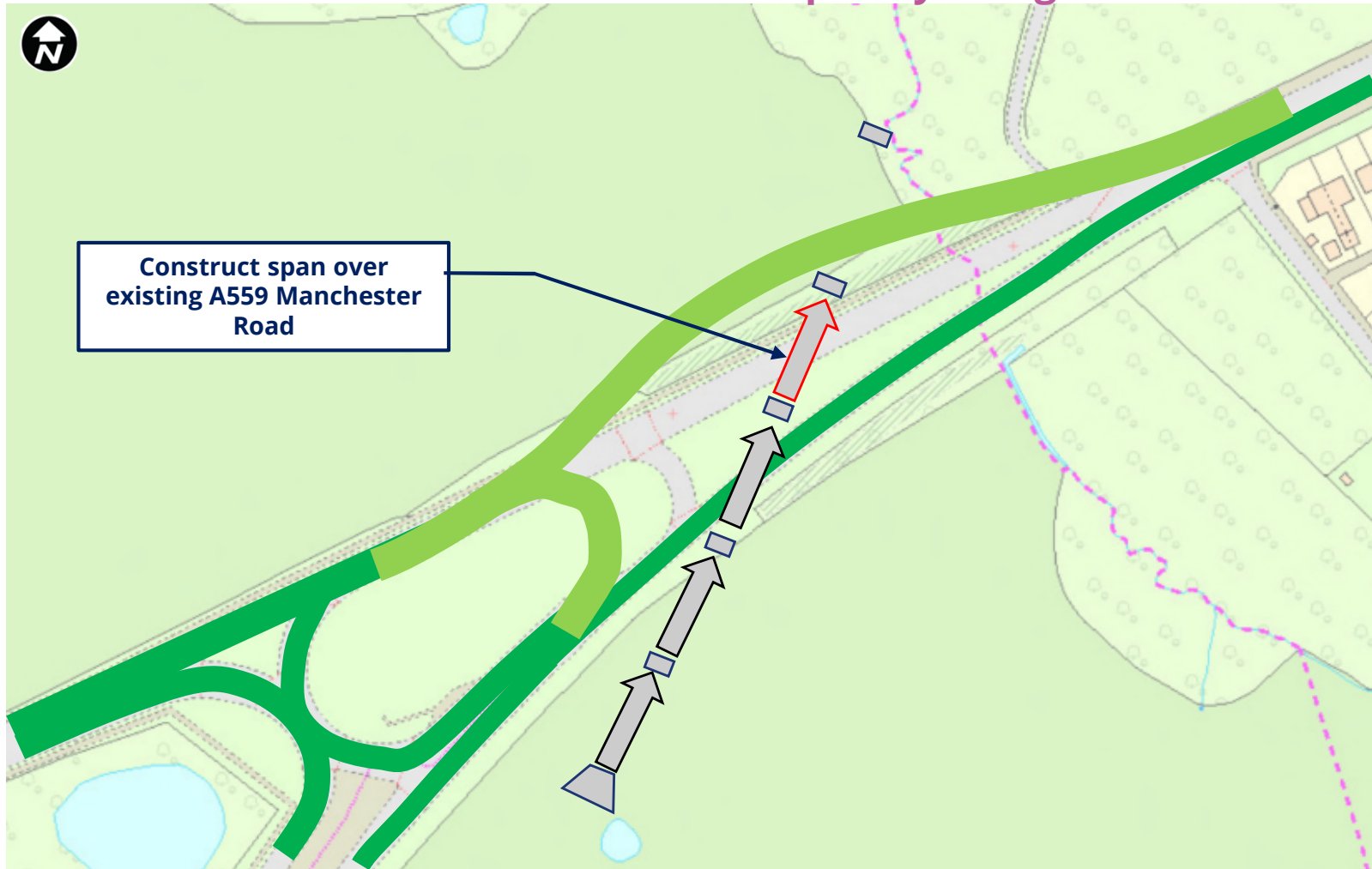
A556 Chester Road and A559 Manchester Road temporary realignment



Traffic management would be required to remove the A556 Chester Road temporary realignment at the interface with the existing road network and return traffic onto the original alignment (**early July 2029**).

Highway works and construction traffic routes

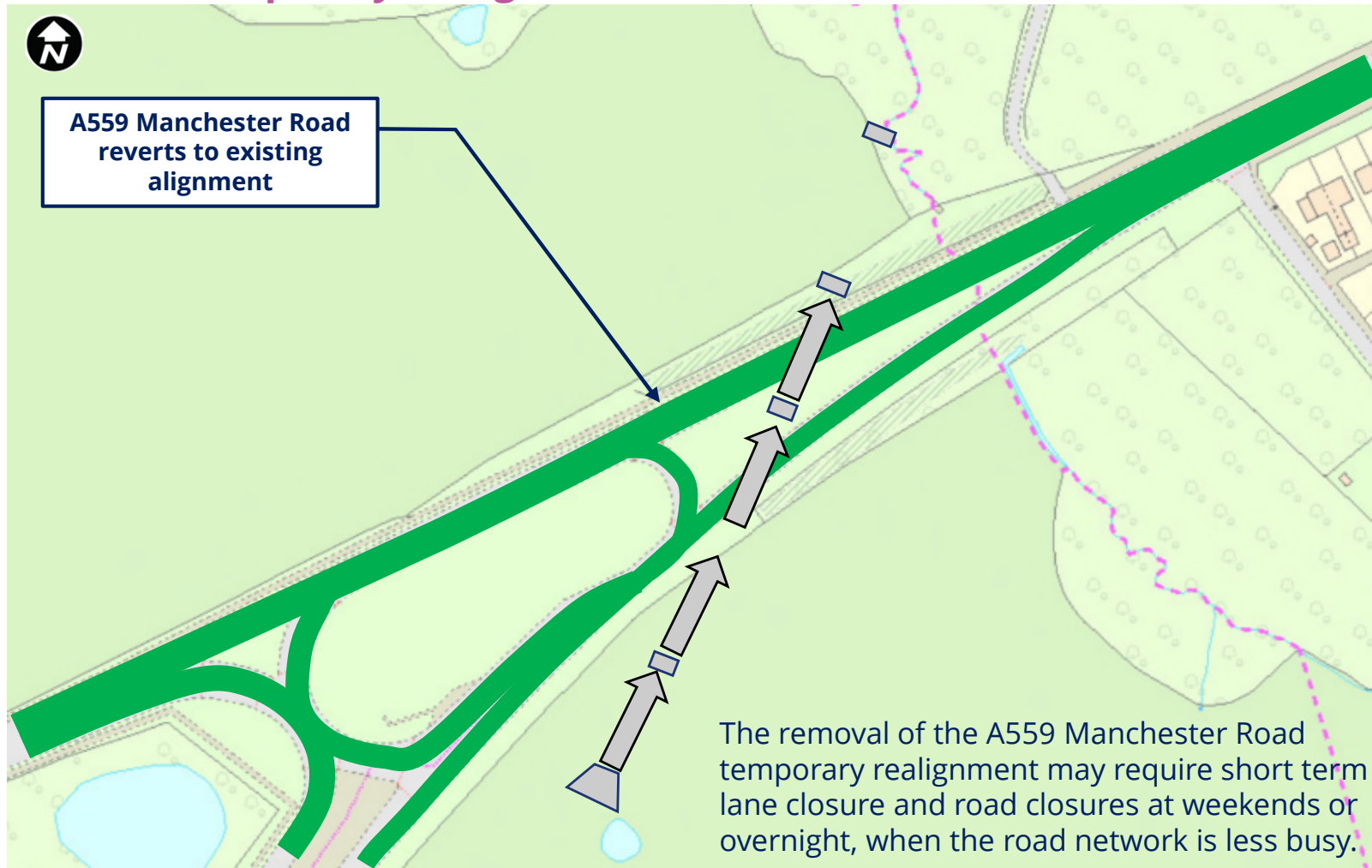
A556 Chester Road and A559 Manchester Road temporary realignment



The A556 Chester Road and A559 Manchester Road temporary realignment would be open to traffic during the construction of the Smoker Brook viaduct sections over the existing A559 Chester Road (**late July 2029**).

Highway works and construction traffic routes

A556 Chester Road temporary realignment



Traffic management would be required to remove the A559 Manchester Road temporary realignment at the interface with the existing road network and return traffic onto the original alignment (**August 2029**).

Impacts on A530 Griffiths Road

Tata Chemicals, Renescience EFW Facility and Lostock Sustainable Energy Plant

The traffic impacts of HS2 construction in the Rudheath/Lostock Gralam area have been assessed using the **Northwich Traffic Model**, which was developed by Cheshire West and Chester Council (CW&C) in 2017 for to support the Northwich Transport Strategy. It is representative of transport conditions in the weekday AM and PM peak hours in 2016.

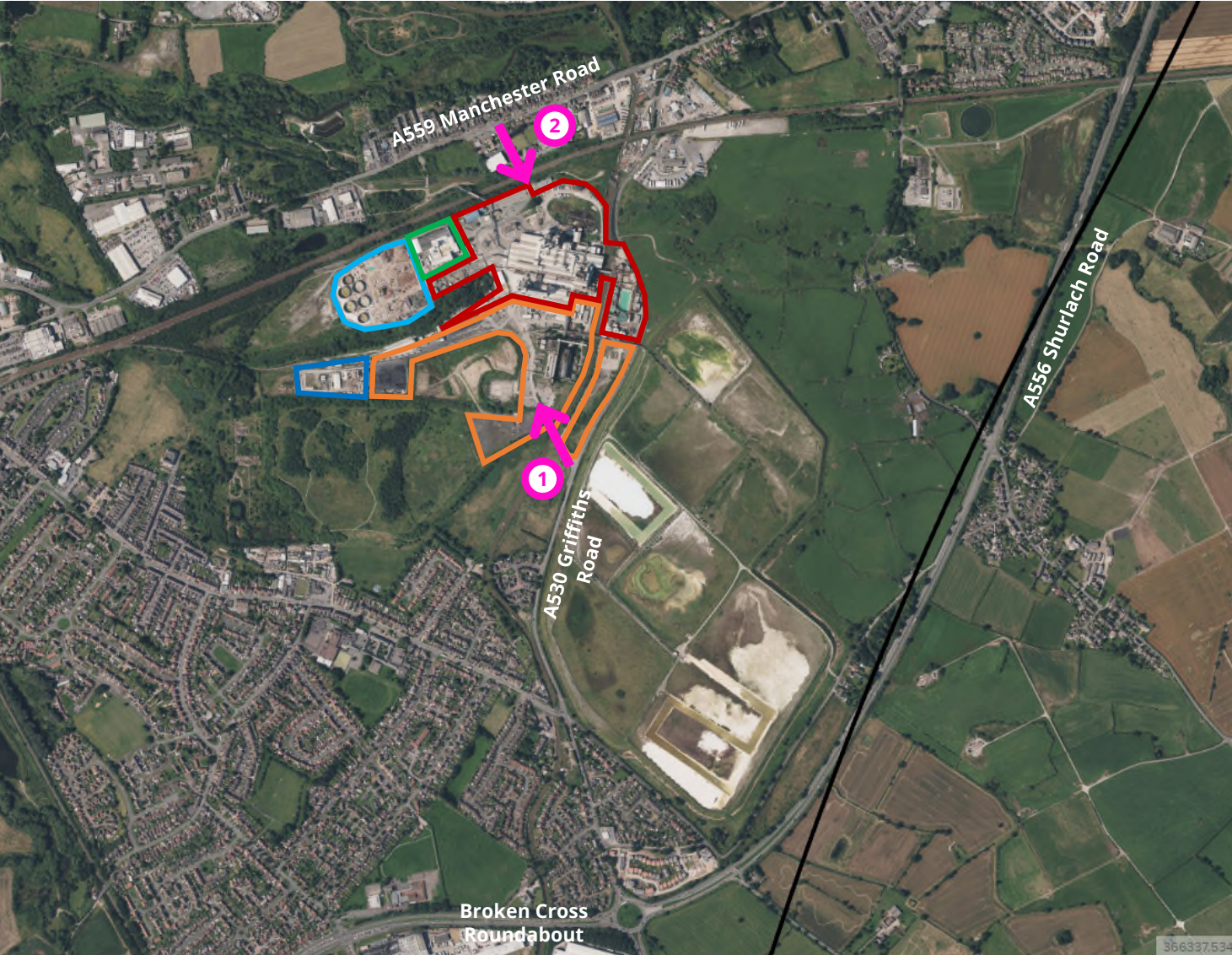
The uncertainty log provided when the model was handed over to HS2 by CW&C includes details of the committed and planned developments that were included in the future year models. This list included the Energy from Waste and Biomass Station development at the Lostock Works site on the A530 Griffiths Road (CW&C planning application reference 10/00691/DECC):

Reference	10/00691/DECC
Alternative Reference	
Application Received	Wed 24 Mar 2010
Address	Tata Chemicals Europe Ltd Works Lane Northwich CW9 7NU
Proposal	60MW energy from waste and biomass fuelled generating station









Trips associated with this development are assigned to a model zone which can be accessed from a point midway along the A530 Griffiths Road to the east. This is consistent with the location of the main site access for the Lostock Works site (see next slide).

Impacts on A530 Griffiths Road

Access to Tata Chemicals, Renescence EFW Facility and Lostock Sustainable Energy Plant



KEY

-  Tata Chemicals Plant
-  Imerys PCC
-  Renescence Energy from Waste Facility
-  Lostock Sustainable Energy Plant
-  Other Uses
-  Vehicular Access
-  1 Access from A530 Griffiths Road (Main access for cars, LGVs and HGVs)
-  2 Access from A559 Manchester Road (Secondary access to staff car park only)

Low headroom bridge at A530 Griffiths Road

The Promoter has considered the impacts of the 3.5m (11'-6") height restriction on the bridge on the A530 Griffiths Road within the assessment of construction traffic. In the transport assessment accompanying the main ES, up to 294 HS2 construction HGVs per day were assigned to and from the Birches Lane Satellite Compound via the A530 Griffiths Road.

The AP1 revised scheme incorporates changes to the routing of HS2 construction HGV traffic generated by the Birches Lane satellite compound, which would reduce the number of HS2 construction HGVs that would use the A530 Griffiths Road to access the Birches Lane Satellite Compound to a maximum of 20 vehicles per day.

This reduced level of use reflects that the route via the A530 Griffiths Road is only expected to be used occasionally by HS2 construction HGVs when direct access to/from the Birches Lane Satellite Compound via the A556 Shurlach Road is not possible.

Ground conditions

Promoter's response

On 3rd March 2023 the Promoter published a report entitled "Crewe to Manchester - Understanding the Ground Risk across the Cheshire Plain".

The March Report can be viewed at the following link: [HS2 Phase 2b Select Committee: Crewe to Manchester - Understanding the Ground Risk across the Cheshire Plain - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/1141212/HS2_Phase_2b_Select_Committee_Crewe_to_Manchester_-_Understanding_the_Ground_Risk_across_the_Cheshire_Plain.pdf)

The March Report provides a review of the ground conditions, the associated risks, and the mitigation measures for the Crewe to Manchester Proposed Scheme.

HS2

Crewe to Manchester

Understanding the Ground Risk across the Cheshire Plain

3rd March 2023

Overview of the March Report

Ground conditions

The alignment of the Proposed Scheme passes across the Cheshire Plain in areas of former salt mining and other areas where salt mining is ongoing. The March Report addresses geological concerns in this area and sets out:

- HS2 Ltd's understanding and interpretation of the existing ground conditions;
- How the route alignment and developed design has taken account of those ground conditions; and
- How HS2 Ltd plans to gather further information, develop the design, construct, and operate the Proposed Scheme accounting for those ground conditions.

Based on the information obtained to date and the derived engineering approach, HS2 Ltd, in conjunction with its designers and technical advisors, considers that the route alignment is appropriate for the intended purpose, and that geological challenges can be both managed and mitigated during detailed design and construction so as to provide a safe operational railway.

Conclusion of the March Report

Ground conditions

The scale of the ground related challenges and their solutions are comparable to the scale of other ground related challenges that can be encountered in the operation of other high-speed railways.

The Proposed Scheme has been designed with sufficient inbuilt resilience, along with practical measures for routine maintenance and adaptive design, which can be put in place in achievable timeframes, to mitigate against climate change during operation.

Route Alignment

The Proposed Scheme was selected to minimise the risks posed by ground conditions in the Cheshire plain. In particular, the route selected:

- Avoids major areas of former high subsidence as marked by flashes, with the one exception of Billinge Flash;
- Avoids a line of Meres that broadly align southeast of Rostherne Mere;
- Avoids areas of ground subsidence such as those which the Cheshire Brine Compensation Board defines as requiring statutory consultation in relation to any new development;
- Does not pass within 2 km of any known former locations of historical wild brine well pumping sites, with one possible exception, a suspected brine well in the vicinity of Clive Green Lane;
- Avoids clusters of subsidence features as historically mapped by BGS;
- Avoids historical and controlled salt mines, whether remediated or not, with the exception of Winsford Rock Salt mine; and
- Avoids existing brining extraction and gas storage caverns, passing just west and northwest of Warmingham and Holford brinefields respectively.

It is not possible to select a route which avoids entirely all possible sources of risk posed by the ground conditions.

Design response

General risk mitigation by design

The Proposed Scheme has been designed to account for the risks posed by ground conditions in the Cheshire plain as outlined below.

Adapted precautionary mitigation measures are proposed against the risk of subsidence, which are typical for the construction of infrastructure in these types of ground condition, or for high-speed rail systems in general including:

- The viaducts will be supported by piers on piled foundations because of the potentially relatively low strength of the near-surface soils. The piles can be lengthened into more stable ground.
- Surface rainwater run-off from embankments, and viaducts to be collected by lined drainage systems and held temporarily in lined balancing ponds, before discharge to river courses. Rainwater not concentrated and not percolating through the ground to give rise to the risk of salt dissolution.
- The track forms can have built in design features to allow for corrections of vertical rail geometry in operation.
- Differential settlements arising from the ground can be addressed through the design and routine maintenance aspects of the track form.

Design response

General risk mitigation by design of vertical horizontal and vertical alignment

The selection of structural infrastructure including viaducts and bridges is driven by the need to cross over existing natural features such as rivers and existing major infrastructure. The viaducts are sufficiently high so as to provide necessary headroom. This infrastructure will be designed to account for the risks posed by ground conditions.

Where the Proposed Scheme continues north and has passed beyond the area of wet rockhead, long cuttings can be incorporated without risk of salt dissolution. At Hoo Green Lane and Rostherne the design has lowered the alignment to pass under the A556 and M56.

Design response

Site Specific Risk Mitigation Design

Solutions are proposed at Clive Green Lane and Billinge Flash. The final choice of mitigation solution will be based on interpretation of further ground investigation.

Winsford Rock Salt mine - viaduct structures and embankment are proposed. The piles of the viaduct structures will not reach the wet rockhead level, nor any of the salt layers. The mine is not materially impacted by the Proposed Scheme.

Construction Stage Response

The draft CoCP references measures to be implemented which include undertaking ground investigation, risk assessments, monitoring of ground movement, groundwater and ground gas.

Ground movement will be monitored using a master network of positional and level datums which would be tied into national level bedrock datums. INSAR and LiDAR surveys would be used during the construction stage to monitor ground movements in direct response to construction stage activities.

Operational Stage Response

Risk mitigating measures by adaptive interventions

Operation and maintenance of the railway will make use of digital information and monitoring techniques to detect:

- ground movements from the legacy effects of former salt brining activity
- salt dissolution from climate change impacts.

Due to the transient nature of ground surface settlements, the operational safety of the railway will need solutions which are able to make corrections for settlements which are outside of expectation.

Adaptive measures can include provisions for track raising, OCS raising, bridge deck raising, and interventions to the foundations, and future 'new technology' that will occur during the 120 year lifetime of the railway.

The monitoring data will allow early decisions on the application of the adaptive design elements accommodated for, or built into the infrastructure, and hence avoid unnecessary interruptions to operations.

Ground investigation works

Ground conditions

Under the process of desktop study, a significant amount of data gathering has been undertaken to inform the Proposed Scheme design with specific reference to the geology, hydrogeology and ground conditions.

HS2 Ltd has carried out detailed reviews of published data sources and a series of consultations with mining companies operational within the area so as to establish the ground conditions in the area.

Subsequently, advanced ground investigations were undertaken at targeted locations in 2020 and 2021. The data from these investigations has been used to reinforce the understanding from the desktop study, refine risk assessments, and will contribute to informing the detailed design development.

Further ground investigations will be carried out as the Proposed Scheme is taken forward.

Alternative alignment following the M6

Ground conditions

The proposed route via Crewe with a connection with the WCML near Crewe provides greater strategic benefit including connectivity to northwest England (including Chester, Liverpool and Warrington) and north Wales. This route also performs more favourably from a sustainability perspective compared with the other alternative routes including the M6 corridor, as it will require fewer demolitions and will be further away from a number of settlements across the Cheshire plain.

Routes following the M6 corridor would have similar impacts and geological challenges associated with passing over the Cheshire plain but would require a less favourable location for the junction of the HS2 WCML connection and the HS2 Manchester spur.

The decision to serve Crewe was confirmed by the Secretary of State in 2015. Neither of the alternative corridors (via the M6 or Airport) would serve Crewe.

Andrew Cooper
Northwich Town Council
The Council Offices
78 Church Road
Northwich
Cheshire
CW9 5PB

Sent by email to: andrewcooper@northwichtowncouncil.gov.uk

13 March 2023

Dear Andrew Cooper,

HIGH SPEED RAIL (CREWE – MANCHESTER) BILL – HOUSE OF COMMONS SELECT COMMITTEE: PETITION HS2- P2B - 077 - Northwich Town 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.

I understand my colleagues met Parish Council representatives on 13 October 2022 to discuss your petition. A Promoter's Response Document was then sent to you on 13 February 2023 setting out our position in relation to the issues you have raised.

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

Engagement

I am advised that this matter was discussed in the meeting on 13 October 2022 between the Parish Council and HS2 representatives, where my colleagues explained the position as set out in pages 4 and 5 of the Promoter's Response Document that was sent to you on 13

February 2023. I understand that HS2 colleagues spoke about the extensive stakeholder engagement and public consultation that has been carried out in advance of the submission of the Bill, as well as providing examples of how engagement following Royal Assent of the Bill has worked in practice in earlier phases of the project.

As set out in the Promoter's Response Document, the draft Code of Construction Practice would require the nominated undertaker and its contractors to engage with local communities on construction matters. The Community Engagement Framework will provide details of how local people will be informed in advance of works taking place in their area and regular meetings will be held in relevant community locations as the process continues.

Road closures, realignment and access

The Promoter's response remains as set out in pages 6 to 9 of the Promoter's Response Document and as discussed during the October 2022 meeting.

The sequencing of these highway works has been designed to keep disruption to a minimum. At the A556 Shurlach Road, the realigned carriageway would be constructed offline, with two traffic lanes retained in each direction on the existing alignment of the A556 Shurlach Road for the duration of the offline works. Similarly, the existing alignment of the A530 King Street would remain operational for traffic until the temporary highway alignment is in place, at which point traffic would be switched onto the temporary highway alignment. Additionally, the A559 Manchester Road at its junction with the A556 Chester Road/Shurlach Road Junction would remain operational while being temporarily realigned, before being reinstated to the original alignment once the Proposed Scheme construction works of the Smoker Brook viaduct are completed.

The Promoter would continue to liaise with the relevant local highway authorities regarding its impacts on roads in the vicinity of Northwich and other parish areas.

Local rail services

The Promoter's position remains as set out in pages 10 and 11 of the Promoter's Response Document. Provision of additional local rail services on the existing rail network in Cheshire is not within the scope of the High Speed Rail (Crewe – Manchester) Bill.

Local community and business impacts

As set out in pages 12 to 19 of the Promoter's Response Document and during the meeting in October 2022, the Promoter is engaging with businesses and local stakeholders regarding impacts of the Proposed Scheme, such as but not limited to the Morrisons produce processing facility as well as with Cheshire West and Chester Council.

The Community and Environment Fund and Business Funds will be available to local communities and businesses that are disrupted along the route of the Proposed Scheme. The Funds will be independently managed by a Grant Management Body, as for the Phase One and Phase 2a. The Phase 2b funds will be available for application until after Royal Assent of the Bill. For more information can be found at <https://hs2funds.org.uk> and in the HS2 Phase 2b Information Paper C11: The Community and Environment Fund and Business and Local Economy Fund.

Local access

The Promoter's position is as set out in pages 10 and 11 of the Promoter's Response Document.

Prior to the deposit of the Bill, the Promoter engaged widely within the local community, including a number of meetings with representatives of Leighton Hospital. Representatives from emergency services in the local area also attended Implementation Advisory Groups with the Promoter and other interested parties throughout 2018 and 2019.

This engagement will continue during detailed design, following Royal Assent, as has been the case with previous phases of the project. For example, there are regular Transport Liaison Group and Highways SubGroup meetings in areas where Phase 2a of the project will operate, whose attendance comprises a number of interested parties including emergency services. There is also an emergency services mailing list, where emergency services are given notice of upcoming closures and other works that may impact them. In addition to this, regular newsletters are sent to local emergency services. These include contact details of the relevant engagement team and up to date information about what is happening in the local area.

Ground conditions

Further to the Promoter's response on ground conditions set out in pages 23 to 26 of the Promoter's Response Document, a report has been published on 3 March 2023 which provides a review of the ground conditions, the associated risks, and the mitigation measures for the Crewe-Manchester Proposed Scheme. This report titled *Crewe to Manchester - Understanding the Ground Risk across the Cheshire Plain* and can be viewed from the following link:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1140192/Understanding_the_Ground_Risk_across_the_Cheshire_Plain.pdf

Section 5 of the report includes information the technical information used to support the development of the Proposed Scheme and the planned ground investigation work to inform the detailed design.

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.

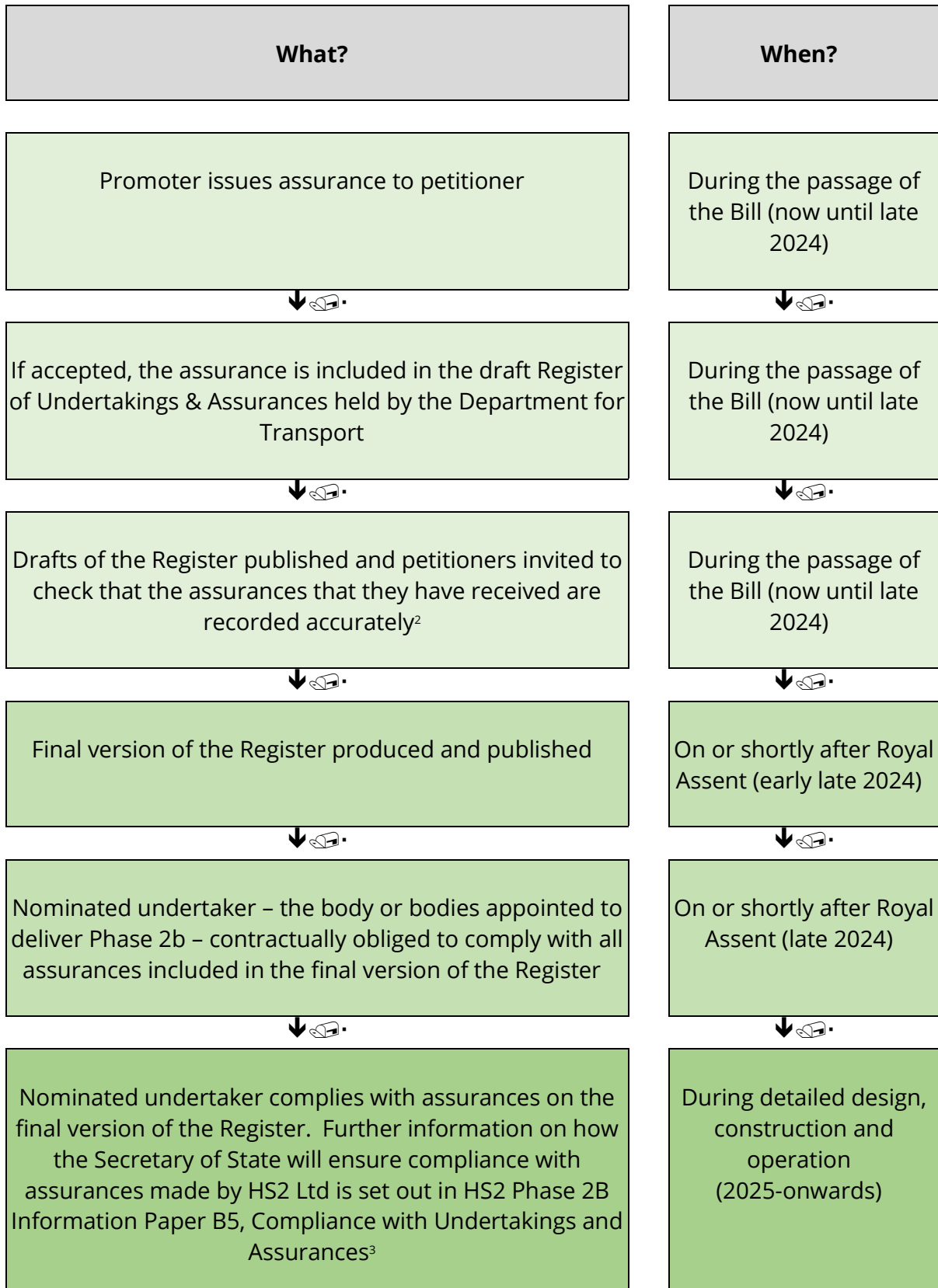
Yours sincerely

A handwritten signature in black ink, appearing to read 'Lucy Lagerweij', written in a cursive style.

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

Annex A

ASSURANCES: STEPS AND TIMING



Andrew Cooper
Northwich Town Council
The Council Offices
78 Church Road
Northwich
Cheshire
CW9 5PB

Sent by email to: andrewcooper@northwichtowncouncil.gov.uk

22 March 2023

Dear Mr Cooper,

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL - HOUSE OF COMMONS SELECT COMMITTEE: PETITION HS2- P2B - 077 - NORTHWICH TOWN COUNCIL

I am writing to you in my capacity as the 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.

Further to the letter I sent to you on 13 March which set out the Promoter's position on the issues raised in Northwich Town Council's petition against the Bill in the House of Commons which we understand you will be raising before the Select Committee, I am writing to you, on behalf of the Secretary of State for Transport, to offer Northwich Town Council the following assurance:

In this assurance:

"Bill" means the High Speed (Crewe-Manchester) Bill introduced into Parliament on 24 January 2022 and the expression "the Bill" shall be taken for the purposes of this assurance to include (unless the context otherwise requires) the form of the Bill as enacted;

"immediate area" means the land shown indicatively edged red on the attached Plan 1;

"nominated undertaker" means High Speed Two (HS2) Limited or such other person as may be appointed nominated undertaker under clause 42 of the Bill;

"Petitioner" means Northwich Town Council, The Council Offices, 78 Church Road, Northwich

Cheshire, CW9 5PB;

“Plan 1” means the plan attached to this assurance and labelled Plan 1

“Promoter” means the Secretary of State for Transport (or any successor Secretary of State or Minister holding the Transport portfolio) in his capacity as Promoter of the Bill and includes, so far as relevant, any nominated undertaker exercising any powers or functions under the Bill once enacted; and

“Proposed Scheme” means Phase 2b (Crewe - Manchester) of High Speed 2 as defined in the Bill.

The Promoter would like to draw the Petitioner’s attention to the provisions included in the draft Code of Construction Practice in relation to engagement and notice of works, in particular section 5.1.4, and in addition is offering the following assurance:

1. The Promoter will keep the Petitioner informed of the progress of the Bill and of likely target dates for construction of the Proposed Scheme in the immediate area.

If accepted, this assurance will be included in the Register of Undertakings and Assurances, which is held by the Department for Transport. Drafts of the Register will be published regularly during the passage of the Bill and it will be finalised after Royal Assent. A nominated undertaker will be contractually obliged to comply with all relevant undertakings and assurances set out in the Register. The assurance process is set out in Annex A.

If you have any further queries please don’t hesitate to contact Kirsty Clarke, Petition Manager, on 07826886543 or kirsty.clarke@hs2.org.uk.

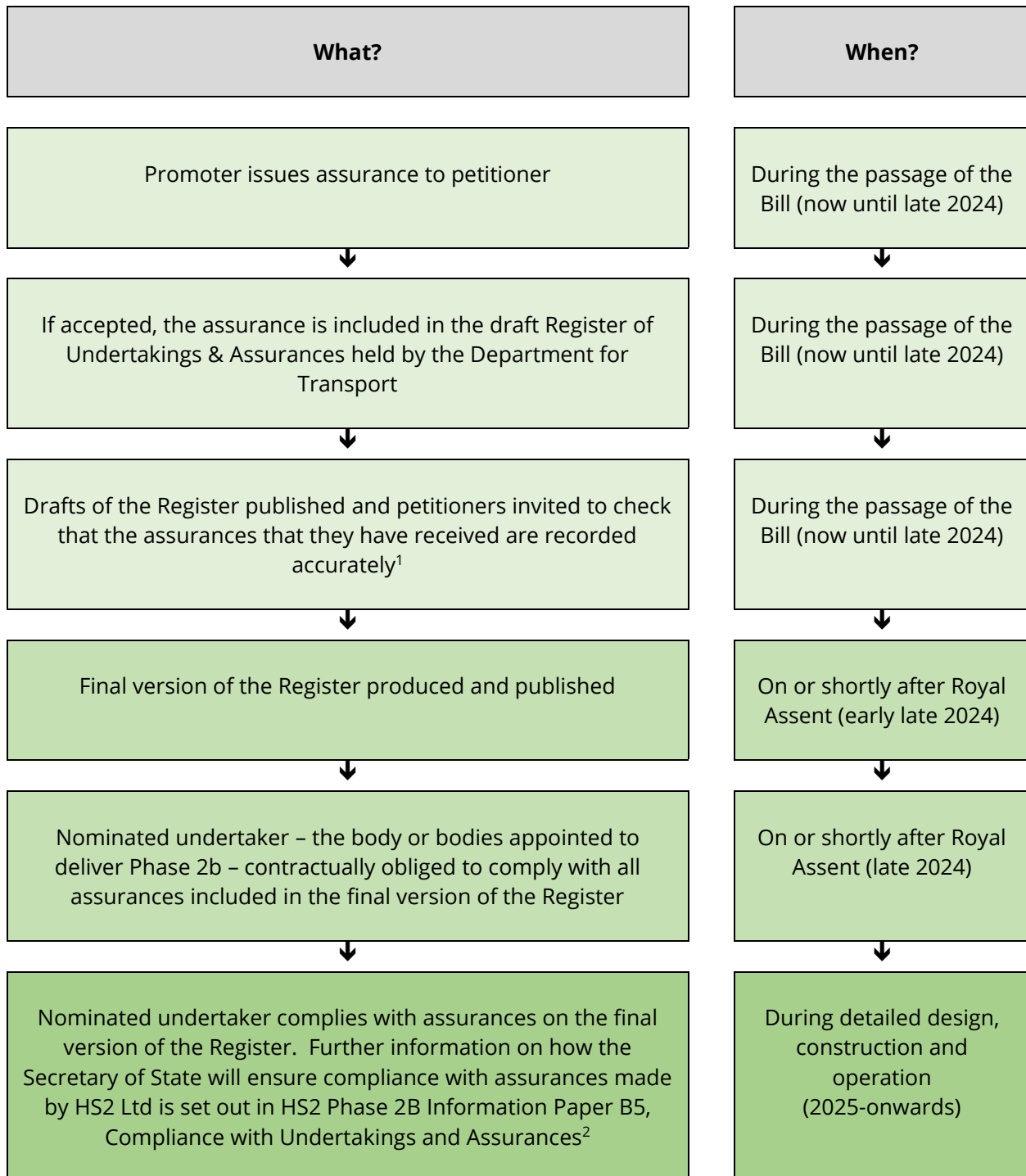
Yours sincerely



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

Annex A

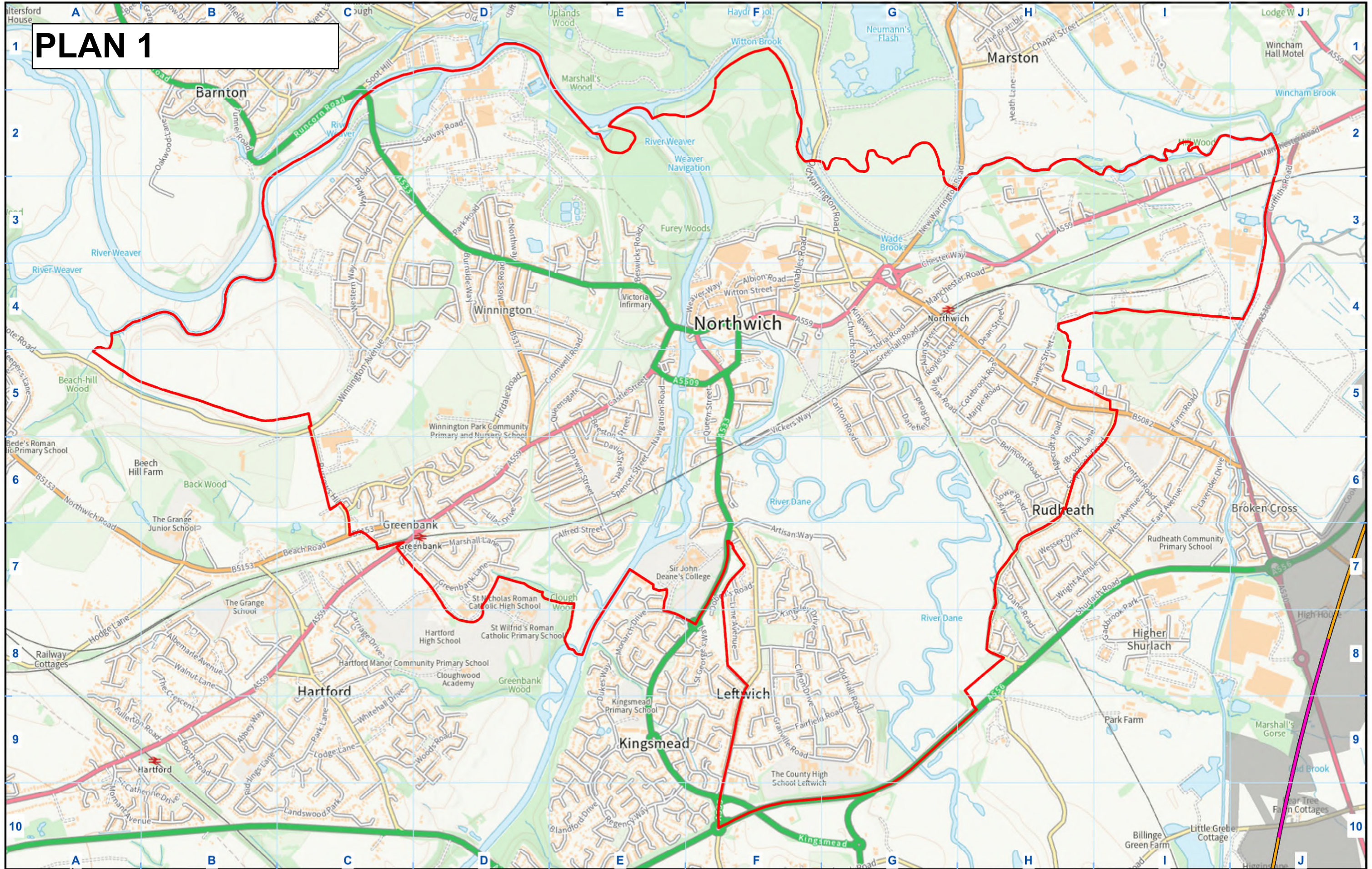
ASSURANCES: STEPS AND TIMING



¹ The latest draft of the Register can be found at <https://www.gov.uk/government/publications/hs2-phase-2b-crewe-manchester-register-of-undertakings-and-assurances>

² A copy can be found at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1048801/B5_Compliance_with_undertakings_and_assurances_v1.pdf

PLAN 1



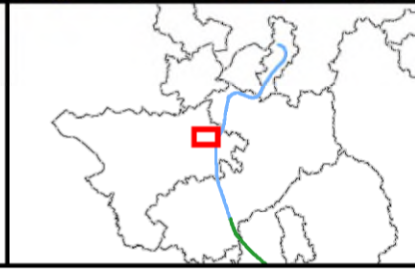
Legend

Phase 2b Western Leg Bill alignment February 2022

- Embankment
- Viaduct

P140(4)

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



**High Speed Two
Petitioner Location Plan
Reference Drawing**

Petitioner: Northwich Town Council

Petition number: P2B-HS2-077

HS2

Registered in England. Registration number 06791666.
Registered office: 2 Snowhill Queensway Birmingham B4 6GA

Scale at A3: 1:16,500

0 170 340 510 680 Metres

Doc Number: P2B-HS2-HY-MAP-000-000064 Date: 04/11/22

House of Commons

High Speed Rail (Crewe - Manchester) Bill

1. Petitioner information

In the box below, give the name and address of each individual, business or organisation submitting the petition.

Northwich Town Council
The Council Offices
78 Church Road
Northwich
Cheshire
CW9 5PB

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...".

We are the parish council of Northwich, which covers the main town of Northwich lying northwest of the proposed HS2 Phase 2B route.

2. Objections to the Bill

In the box below, write your objections 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. Northwich is an industrial and market town in Mid Cheshire with a population of approximately 49,000. Northwich Town Council was established as one of the successors to Northwich Urban District Council and has the powers and responsibilities of a parish council. Northwich Parish covers the inner core of the wider settlement of Northwich, with a population of around 20,000.
2. The proposed HS2 Phase 2B route runs to the southeast of Northwich Parish, through the adjoining parishes of Rudheath, Lach Dennis and Lostock Gralam, on the outskirts of the Northwich.
3. For this reason, our objections to the bill pertain to the broader potential knock-on effects of the route and its construction where these can be said to have a direct and special effect on our parish, its economy, its ecology, and our residents.
4. Given the extent of the proposed works and the significant and long-lasting detrimental impact they will have on the residents, communities and businesses, and the likelihood that this will completely alter the character of the area, the cumulative impact of these works are likely to be felt across the town.
5. Northwich is connected to the surrounding areas via:
 - a. The Mid Cheshire Line railway, which runs between Chester and Manchester and provides one train per hour Monday to Saturday, and one train every two hours on Sunday.
 - b. The A556, which provides a dual carriageway road connection to the M6 for northbound traffic, and Greater Manchester generally.
 - c. The A530 King Street, which provides a single carriageway road connection to the M6 southbound.
6. Northwich is connected to Leighton Hospital in Crewe via a network of single carriageway, and in many cases single file, roads including the A530 King Street / Nantwich Road, and the A533 Bostock Road. All of these routes will be disrupted at various stages of the construction.
7. Northwich residents access the West Coast Main Line railway from Crewe station, via the same route as Leighton Hospital. It is also possible use a connecting service from Hartford, but these trains are infrequent and add substantially to the journey time where connections do not align. A proposal to run trains from Northwich to

Crewe via the Middlewich Branch Freight Line is currently being considered by the Cheshire and Warrington LEP, who are producing a business case.

8. The HS2 Phase 2B route is proposed to:
 - a. Cross the Mid Cheshire Line railway to the north of Lostock Green, which will likely cause some disruption whilst bridges and other infrastructure is installed across the running line.
 - b. Broadly follow the route of the A556 between Rudheath and the Mid Cheshire Line railway, necessitating the re-construction of the A556 to the north of its current alignment. This is likely to cause disruption during construction and in particular during connection to the existing A556.
 - c. Cross the A530 King Street close the Morrisons Distribution Centre. This is likely to cause disruption during installation of bridges and other infrastructure at this crossing point.
 - d. Cross the A533 Bostock Road between Winsford and Middlewich, and have a substantial impact on the A530 Nantwich Road around the Crewe North Rolling Stock Depot.
9. Northwich has a history of brine subsidence partly caused by the use of wild brine pumping in the 19th century. This legacy has caused some catastrophic subsidence flashes, which the whole northeast side of the town sinking into what is now Ashton's Flash.
10. The salt mines covering Northwich Town Centre were filled in during the early 2000s by a unique process developed specifically for Northwich's situation, utilising a pulverised ash cement mix. This stabilised the subsidence in the Town Centre, but did not affect the wider area.
11. Subsidence continues to occur in the wider area outside of Northwich Town Centre from both historic and contemporary activity, as well as due to natural geological factors. This is set out in greater detail in the petitions from our neighbouring parishes as it pertains more directly to their areas.

Economic impact on Gadbrook Park, Lostock Works and Northwich Town Centre

12. We object to the realignment of the A556, the length of time it will take to construct this section of the HS2 route, and the lack of detail provided by the Promoter in advance of this stage of the bill to allow for a fuller assessment of the impacts both during construction and the eventual operation of the new alignment.
13. Gadbrook Park is a major employment centre for Northwich housing numerous small and medium-sized businesses, as well as larger employers, such as Roberts' Bakery and Morrisons Distribution Centre. Employees for these businesses are drawn from across the area (including Northwich Parish) and the success of this business park is key to the employment strategy for the town.

14. The nature of the Roberts' Bakery and Morrisons Distribution Centre in particular is that they are heavily reliant on free and unfettered access to the M6 motorway, both north and southbound.
15. Many of the junctions in this area are already at or nearing full capacity, prior to the introduction of construction traffic for this scheme and traffic generated by extant planning permission for residential and commercial uses.
16. Our concern is that during the period of construction the significant and long period of disruption to access to the M6 – either by the construction itself or by the overloading of junctions in the wider area through additional construction vehicle movements or diversions – will be challenging to the viability of these businesses in their current location.
17. Lostock Works (which is mostly in Northwich Parish) is home to various Tata Chemicals operations, some existing waste management facilities, and construction is ongoing for a new waste incinerator, which is due to begin operations around the same time as construction is due to begin on this section of HS2.
18. All of these operations have planning conditions in place that they must access the site from the A530 King Street, and must not use Manchester Road through Lostock Gralam in order to avoid air quality issues on this route, and to avoid the low bridge under the Mid Cheshire Line.
19. Significant disruption to the A556 may affect the viability of these businesses, as well as their ability to comply with their planning conditions.
20. It should be noted that several of these businesses on both Gadbrook Park and Lostock Works have 24 hour operations and it is unclear if this has been accounted for.
21. With respect to Northwich Town Centre, this has recently undergone a period of economic regeneration based on a combination of an improved retail and leisure offer, with the aim of attracting people to visit the town centre from a wider area.
22. A long period of disruption to road access to the town centre from settlements to the east and southeast of Northwich will affect the desirability of Northwich as a retail and leisure destination.

Access from Northwich to the wider region

23. In addition to the impact on Northwich's economy, the significant and long-lasting disruption to its major road and rail infrastructure is likely to cause issues for residents accessing the M6 and the wider Greater Manchester region, as well as access to Leighton Hospital owing to the parts of the scheme between Winsford and Middlewich, and the construction of the Crewe North Rolling Stock Depot.
24. In the latter case, this is likely to have a major impact on the ability of scheduled bus services to operate between Northwich and Leighton Hospital, and for patients and visitors to access the hospital in ambulances and private vehicles owing to the proposed bridge crossing at the A530 King Street, the major realignment of the

A533 Bostock Road, and the construction of the Crewe North Rolling Stock Depot along the A530 Nantwich Road.

25. Access to Crewe station from Northwich will be affected by the same issues as described above.

Ground stability issues

26. The HS2 route chosen between Stanthorne and Lostock Gralam has poor ground conditions, extensive ground instability, and other complex geological issues. It will be extremely challenging to construct this section of the route without unintended consequences on the wider area, and is likely to be among the most expensive sections of the route.
27. Ground stability issues as a result of brine subsidence, whilst exceptionally common in Mid Cheshire, are not common elsewhere in country, and as a result there is not an abundance of commercial engineering or academic expertise in this field.
28. The unusual nature of brine subsidence is that, due to the length of brine runs, disturbance in one area can have an impact some distance away, as the brine run moves to fill the cavity. This has the potential to have a direct impact on the residents of Northwich and as a result requires the utmost caution.
29. Others may take the view that it is up to HS2 Ltd. to build a railway safely and accept the consequences if they are unable to do so. Our view is that we would rather prevent those consequences from occurring in the first place.

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 Bill. You do not have to complete this box if you do not want to.

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

30. With regard to the issues outlined above, we propose the following mitigations that may lessen the impact of the construction and operation of the railway on Northwich and its residents.

- a. A commitment to establish and meet the operating costs of a local consultative committee to be made up of borough and parish council representatives, the major employers, the Gadbrook Park BID, senior members of HS2's stakeholder engagement team with the power to act on concerns raised, and chaired by an independent industry specialist. The purpose of this body will be to provide a conduit to raise serious issues and get resolutions in a timely and transparent way.
- b. An undertaking to complete construction of the re-aligned A556 prior to closing the current alignment. Disruption caused by joining the new alignment to the existing retained alignment should be kept to a minimum, and access to two-way traffic should be maintained at all times, without the use of diversions through Northwich Town Centre or Manchester Road.
- c. An undertaking to not have closures or speed restrictions in place on the A556 at the same time as disruption is taking place to services on the Mid Cheshire Line.
- d. An undertaking to not have closures or speed restrictions in place on the A530 King Street at the same time as disruption to the A556.
- e. An undertaking to work with Network Rail and TOCs and provide funding for necessary safety improvements on the Mid Cheshire Line, as well as operational funding to allow two trains per hour to run from Greenbank to Manchester Piccadilly during the period of construction along the A556.
- f. An undertaking to work with Network Rail and TOCs and provide funding for increasing services between Hartford and Crewe during the period of construction.
- g. A commitment to work with the Cheshire and Warrington LEP to support production of the business case to provide new rail services from Northwich to Crewe via Middlewich.

- h. In the event of either Roberts' Bakery or Morrisons Distribution Centre sites becoming unviable as a result of disruption caused by construction of the route:
 - i. Provision of financial support for those businesses to retain the sites in Northwich.
 - ii. Support for redundancy and compensation for workers, including assistance with redeployment and retraining.
- i. In the interests of public safety, clear, timely and sufficiently detailed information on disruption on the key routes between Northwich and Leighton Hospital should be provided to the Highways Authority, North West Ambulance Service, and the bus operators. In the case of North West Ambulance Service, diversions and disruption should not be implemented without their approval that the ambulance service can be operated without risking patient safety.
- j. Completion of additional ground investigations providing detailed evidence for the whole of the section between Stanthorne and Lostock Gralam, and in particular around the Dane Valley. No construction should take place in this area until this has been completed.
- k. An undertaking to make public the results of any ground investigation works between Stanthorne and Lostock Gralam such that they may be peer reviewed by experts in brine subsidence, and to provide reassurance to anyone that requires it. This should include any third party expert opinion commissioned by HS2 Ltd, its contractors or subcontractors.
- l. An undertaking to make public the construction method statements for infrastructure along the route between Stanthorne and Lostock Gralam. For example, deep piling into brine flows must be done in a particular way (e.g. fresh water should not be used in the concrete mix as it dissolves rock salt). Making this information available transparently to anyone who wishes to see it will provide reassurance to local residents.
- m. Provision of funding to a consortium of local town and parish councils to allow them to commission their own evaluation of the ground investigation and construction method statement evidence from an agreed independent expert in brine subsidence in Mid Cheshire so that we can be assured that construction can be undertaken safely. This work should take place prior to any physical construction work commencing on this section of the route.

February 2023

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

**HOUSE OF COMMONS
SELECT COMMITTEE**

**Petition No. HS2-P2B-077:
Northwich Town Council**

Promoter's Response Document

INTRODUCTION

This Promoter's Response Document (PRD) forms the Promoter's response to Petition No. HS2-P2B-077, from Northwich Town 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).

Department for Transport
High Speed Two (HS2) Limited

BACKGROUND

Northwich Town Council is a Local Government Authority located in Northwich, Cheshire within the administrative area of Cheshire West and Chester.

PETITION NO. HS2-P2B-077

NORTHWICH TOWN COUNCIL

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10	3.30.e, 3.30.f, 3.30.g	Local rail services
12	2.13 - 2.22, 3.30.h	Local community and business access
20	2.6, 2.7, 2.23, 2.24, 2.25, 3.30.i	Local access
23	2.9, 2.10, 2.11, 2.26, 2.27, 2.28, 3.30.j, 3.30.k, 3.30.l, 3.30.m	Ground conditions

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Northwich Town Council

PETITION NO: HS2-P2B-077

PARAGRAPH NO: 2.4, 3.30.a

ISSUE RAISED: Engagement

PETITION PARAGRAPH: 2.4. Given the extent of the proposed works and the significant and long-lasting detrimental impact they will have on the residents, communities and businesses, and the likelihood that this will completely alter the character of the area, the cumulative impact of these works are likely to be felt across the town.

3.30.a. (Request) A commitment to establish and meet the operating costs of a local consultative committee to be made up of borough and parish council representatives, the major employers, the Gadbrook Park BID, senior members of HS2's stakeholder engagement team with the power to act on concerns raised, and chaired by an independent industry specialist. The purpose of this body will be to provide a conduit to raise serious issues and get resolutions in a timely and transparent way.

PROMOTER'S RESPONSE:

Engagement during construction

1. The Promoter has made a commitment in the draft Code of Construction Practice (CoCP) accompanying the Bill to engage further with local communities on construction matters. Paragraph 5.1.1 of the draft CoCP 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.
2. Regular meetings would be held in relevant community locations between the lead contractor, the nominated undertaker, the local authority, and representatives of the local community or other stakeholders to discuss construction issues and the forthcoming programme of works. Experienced support for local businesses,

landowners and voluntary and community organisations that may be affected by the works would also be provided by the nominated undertaker.

Local engagement - costs

3. The Promoter and the Department for Transport (DfT) acknowledge that some of the activities that local authorities would be required to carry out in relation to the Proposed Scheme would place an additional resource burden on them.

4. In the Department for Levelling Up, Housing and Communities' (DLUHC's) New Burdens Doctrine (2011), a new burden is defined as 'any policy or initiative that increases the cost of providing local authority services'. The New Burdens Doctrine requires that the net additional costs of all new burdens placed on local authorities by central Government are assessed and fully and properly funded.

5. In line with this guidance, the Promoter has, since January 2017, offered to reimburse local authorities for the time spent by their staff providing technical support and information to the Promoter. The nature and type of new burdens placed on local authorities would change during the construction of the Proposed Scheme.

6. In recognition of these new burdens, the Promoter and the DfT, in conjunction with DLUHC, undertook a New Burdens Assessment in relation to Phase One of HS2. This was undertaken to establish which of the activities carried out by local authorities represents a new financial burden on them and those activities that are not considered eligible for additional funding. This assessment would also be used in relation to Phase 2b.

7. Decisions on the level of funding that each local authority may receive, and the final details of the agreement would follow discussions with individual local authorities.

8. Further information can be found in HS2 Phase 2b Western Leg Information Paper C12: Local Authority Funding and New Burdens.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Northwich Town Council

PETITION NO: HS2-P2B-077

PARAGRAPH NO: 2.5, 2.8, 2.12, 3.30.b, 3.30.c, 3.30.d

ISSUE RAISED: Road closures, realignment and access

PETITION PARAGRAPH: 2.5. Northwich is connected to the surrounding areas via:

- a. The Mid Cheshire Line railway, which runs between Chester and Manchester and provides one train per hour Monday to Saturday, and one train every two hours on Sunday.
- b. The A556, which provides a dual carriageway road connection to the M6 for northbound traffic, and Greater Manchester generally.
- c. The A530 King Street, which provides a single carriageway road connection to the M6 southbound.

2.8. The HS2 Phase 2B route is proposed to:

- a. Cross the Mid Cheshire Line railway to the north of Lostock Green, which will likely cause some disruption whilst bridges and other infrastructure is installed across the running line.
- b. Broadly follow the route of the A556 between Rudheath and the Mid Cheshire Line railway, necessitating the re-construction of the A556 to the north of its current alignment. This is likely to cause disruption during construction and in particular during connection to the existing A556.
- c. Cross the A530 King Street close the Morrisons Distribution Centre. This is likely to cause disruption during installation of bridges and other infrastructure at this crossing point.
- d. Cross the A533 Bostock Road between Winsford and Middlewich, and have a substantial impact on the A530 Nantwich Road around the Crewe North Rolling Stock Depot.

2.12. We object to the realignment of the A556, the length of time it will take to construct this section of the HS2 route, and the lack of detail provided by the Promoter in advance of this stage of the bill to allow for a fuller assessment of the impacts both during construction and the eventual operation of the new alignment.

3.30.b. (Request) An undertaking to complete construction of the re-aligned A556 prior to closing the current alignment. Disruption caused by joining the new alignment to the existing retained alignment should be kept to a minimum, and access to two-way traffic should be maintained at all times, without the use of diversions through Northwich Town Centre or Manchester Road.

3.30.c. (Request) An undertaking to not have closures or speed restrictions in place on the A556 at the same time as disruption is taking place to services on the Mid Cheshire Line.

3.30.d. (Request) An undertaking to not have closures or speed restrictions in place on the A530 King Street at the same time as disruption to the A556.

PROMOTER'S RESPONSE:

Proposed highway works

1. Section 2.2.25 in Volume 2, Community Area report: Wimboldsley to Lostock Gralam (MA02) of the Environmental Statement published alongside the Bill in January 2022 (main ES) describes the proposed realignment of a section of the A556 Shurlach Road up to 90m to the north-west of its current alignment for 2.3km, including improvement of the junction with Birches Lane/Lostock Hollow (and incorporating landscape mitigation planting), with negligible change in journey length.

2. Section 2.3.151 in Volume 2, Community Area report: Wimboldsley to Lostock Gralam (MA02) of the main ES sets out the following proposed works to public roads:

- temporary diversion of a section of the A530 King Street, which would take one year and six months to complete. Users would be diverted 50m east of its existing alignment, resulting in a negligible change in journey length. On completion of construction, the A530 King Street would be reinstated on its existing alignment; and
- temporary realignment of the A556 Chester Road/Shurlach Road at its junction with the A559 Manchester Road over a distance of 240m, 22m north of its existing alignment which would be in use for two years and six months, resulting in a negligible change in journey length. The current configuration would be reinstated upon completion of construction of Wade Brook viaduct and Lostock Gralam viaduct.

3. 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, as introduced in January 2022. Figure 4 in Volume 2, Community Area report: Wimboldsley to Lostock Gralam (MA02) of the Supplementary Environmental Statement (SES1) and Additional Provision 1 Environmental Statement (AP1ES) sets out an indicative construction programme sequence of works.

A556 Shurlach Road - sequence of the works

4. The permanent realignment of the A556 Shurlach Road would take three years and one month to complete (Quarter 4 2025 to Quarter 4 2028). The realigned carriageway would be constructed offline, with two traffic lanes retained in each direction on the existing alignment of the A556 Shurlach Road for the duration of the offline works. Traffic would then be switched onto the new highway alignment once complete, keeping disruption to a minimum.

5. Traffic management would be required to construct the tie-ins of the A556 Shurlach Road realignment at the interface with the existing alignment, which may require short term lane closures, or road closures at weekends or overnight when the road network would be less busy.

6. The realignment would take place prior to the construction of the HS2 mainline and once realigned should maintain two-way operation in both directions throughout the remaining construction period.

7. During operation of the Proposed Scheme, the realignment would result in a negligible change in journey length.

A530 King Street - sequence of the works

8. A section of the A530 King Street would require a temporary realignment 50m east of its existing alignment, which would last for one year and six months (Quarter 4 2029 to Quarter 1 2031). The current configuration would be reinstated on completion of the construction of the Gad Brook viaduct. Construction and use of the A530 King Street realignment would take place after the completion of the permanent realignment of the A556 Shurlach Road. The A530 King Street would remain operational for traffic until the temporary highway alignment is in place, at which point traffic would be switched onto the temporary highway alignment, keeping disruption to a minimum.

A556 Chester Road/Shurlach Road Junction - sequence of the works

9. A temporary realignment would be required of the A559 Manchester Road at its junction with the A556 Shurlach Road / Chester Road over a distance of 240m, 22m north of its existing alignment. This would be in use for two years and six months, resulting in a negligible change in journey length. The current configuration would be reinstated upon completion of construction of the Wade Brook viaduct and Lostock Gralam viaduct. Construction of the A559 Manchester Road temporary highway

realignment would be completed during the offline construction of the A556 Shurlach Road highway realignment, with two traffic lanes retained in each direction on the existing alignment of the A556 Shurlach Road.

Mid-Cheshire railway

10. The Proposed Scheme crosses the Mid-Cheshire railway line at Lostock Gramam on the Lostock Gramam viaduct. Construction of the Lostock Gramam viaduct over the Mid-Cheshire Railway Line would take place after the completion of the A556 Shurlach Road realignment.

11. As set out in Volume 2, Community Area report: Wimboldsley to Lostock Gramam (MA02) of the main ES Section 14.4.7, where works would potentially affect Network Rail assets, disruption to travelling passengers and freight movements should be reduced insofar as reasonably practicable. This includes measures such as:

- programming the construction works to coincide with the possessions that would be required and planned by Network Rail for the general maintenance of their railway;
- planning the required construction works so that they could be undertaken in short overnight stages so that passenger services would not be disrupted; and
- programming longer closures at the weekend and on bank holidays to reduce insofar as reasonably practicable the number of passengers affected.

Engagement during construction

12. Please refer to Promoter's response paragraphs 2.4 and 3.30.a above in this document.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Northwich Town Council

PETITION NO: HS2-P2B-077

PARAGRAPH NO: 3.30.e, 3.30.f, 3.30.g

ISSUE RAISED: Local rail services

PETITION PARAGRAPH: 3.30.e. (Request) An undertaking to work with Network Rail and TOCs and provide funding for necessary safety improvements on the Mid Cheshire Line, as well as operational funding to allow two trains per hour to run from Greenbank to Manchester Piccadilly during the period of construction along the A556.

3.30.f. (Request) An undertaking to work with Network Rail and TOCs and provide funding for increasing services between Hartford and Crewe during the period of construction.

3.30.g. (Request) A commitment to work with the Cheshire and Warrington LEP to support production of the business case to provide new rail services from Northwich to Crewe via Middlewich.

PROMOTER'S RESPONSE:

1. The Promoter appreciates that HS2 proposals do not include any changes to these local services that the Petitioner has cited, such as additional services along the Mid-Cheshire Line, at Hartford Station or new services along the Middlewich Branch between Northwich and Sandbach. However, the Proposed Scheme does not preclude them.
2. The Proposed Scheme viaduct crossing of the Mid Cheshire Line near Lostock Gralam does not preclude possible future electrification of the existing railway. In addition, the Proposed Scheme viaduct crossing of the single-track Northwich to Sandbach line (Middlewich branch), does not preclude possible electrification or doubling of the existing single line at a future time.

3. There would be an opportunity for released capacity of additional services on the existing conventional railway network as a consequence of the Proposed Scheme. This may provide the industry more opportunities for additional future local services than would be available without the Proposed Scheme.

4. Department for Transport and regional transport executives are aware of local aspirations for direct services from Crewe to Northwich, via Middlewich, and have asked HS2 Ltd not to preclude them should they go ahead. In addition, the Chester – Stockport peak time additional services have resumed as part of a December 2022 timetable change.

5. Provision of additional local rail services on the existing rail network in Cheshire is not within the scope of the Crewe to Manchester hybrid Bill, but local access and travel is addressed in the sections below.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Northwich Town Council

PETITION NO: HS2-P2B-077

PARAGRAPH NO: 2.13 - 2.22, 3.30.h

ISSUE RAISED: Local community and business access

PETITION PARAGRAPH: 2.13. Gadbrook Park is a major employment centre for Northwich housing numerous small and medium-sized businesses, as well as larger employers, such as Roberts' Bakery and Morrisons Distribution Centre. Employees for these businesses are drawn from across the area (including Northwich Parish) and the success of this business park is key to the employment strategy for the town.

2.14. The nature of the Roberts' Bakery and Morrisons Distribution Centre in particular is that they are heavily reliant on free and unfettered access to the M6 motorway, both north and southbound.

2.15. Many of the junctions in this area are already at or nearing full capacity, prior to the introduction of construction traffic for this scheme and traffic generated by extant planning permission for residential and commercial uses.

2.16 Our concern is that during the period of construction the significant and long period of disruption to access to the M6 – either by the construction itself or by the overloading of junctions in the wider area through additional construction vehicle movements or diversions – will be challenging to the viability of these businesses in their current location.

2.17. Lostock Works (which is mostly in Northwich Parish) is home to various Tata Chemicals operations, some existing waste management facilities, and construction is ongoing for a new waste incinerator, which is due to begin operations around the same time as construction is due to begin on this section of HS2.

2.18. All of these operations have planning conditions in place that they must access the site from the A530 King Street, and must not use Manchester Road through Lostock Gralam in order to avoid air quality issues on this route, and to avoid the low bridge under the Mid Cheshire Line.

2.19. Significant disruption to the A556 may affect the viability of these businesses, as well as their ability to comply with their planning conditions.

2.20. It should be noted that several of these businesses on both Gadbrook Park and Lostock Works have 24 hour operations and it is unclear if this has been accounted for.

2.21. With respect to Northwich Town Centre, this has recently undergone a period of economic regeneration based on a combination of an improved retail and leisure offer, with the aim of attracting people to visit the town centre from a wider area.

2.22. A long period of disruption to road access to the town centre from settlements to the east and southeast of Northwich will affect the desirability of Northwich as a retail and leisure destination.

3.30.h. In the event of either Roberts' Bakery or Morrisons Distribution Centre sites becoming unviable as a result of disruption caused by construction of the route:

- i. (Request) Provision of financial support for those businesses to retain the sites in Northwich.
- ii. (Request) Support for redundancy and compensation for workers, including assistance with redeployment and retraining.

PROMOTER'S RESPONSE:

Access to local businesses and communities

1. The Promoter understands the Petitioner's concern regarding access of local businesses and communities to the surrounding area, including Gadbrook Park as a major employment centre, Robert's bakery and the Morrisons' distribution centre. The Promoter also understands the Petitioner's concern regarding access to the wider strategic road network northwards, via M6 Junction 19 and southwards, via M6 Junction 18. The Promoter is liaising with the local highway authorities who would be

affected by HS2, including Cheshire West and Chester and Cheshire East, regarding its impacts on the local highway network as raised in their petitions against the Proposed Scheme and AP1 revised scheme.

2. There are no construction traffic routes proposed through the centre of the town of Northwich. However, there are a number of construction routes in the vicinity of the Parish. These include the A556 Shurlach Road, A530 King Street, A559 Manchester Road and A530 Griffiths Road.

3. 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 SES1 and AP1 ES has been updated since the publication of the main ES and summarises the peak daily construction traffic flows associated with the AP1 revised scheme. The paragraphs below set out the HGV flows on key construction routes in the vicinity of Northwich. Generally, the duration of the busy period for the construction routes in the vicinity of Northwich is up to 12 months.

4. The A556 Shurlach Road (between A530 King Street and B5082 Penny's Lane) would carry a peak daily two-way combined flow of 828 HGVs over an assumed 10-hour working day, which equates to approximately one HGV every minute on average. The busy period is expected to be eight months in duration.

5. The A556 Chester Road (between A559 Manchester Road and Linnards Lane) would carry a peak daily two-way combined flow of 978 HGVs over an assumed 10-hour working day, which equates to approximately two HGVs every minute on average. The busy period is expected to be 10 months in duration.

6. The A530 King Street (between the Gadbrook Distribution Centre and A556 Shurlach Road) would carry a peak daily two-way combined flow of 473 HGVs over an assumed 10-hour working day, which equates to approximately one HGV every minute on average. The busy period is expected to be nine months in duration.

7. The A559 Manchester Road, A530 King Street (between A556 Shurlach Road and B5082 Middlewich Road) and A530 Griffiths Road would each 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 thirty minutes on average.

8. The Promoter has used strategic models to assess the traffic and transport impacts during construction and operation of the AP1 revised scheme. The assessment is included in the Transport Assessment. In the area of Northwich four scenarios were assessed during construction, representing four distinct temporal phases. These scenarios include area-wide highway impacts including diverted traffic due to the combination of highway changes and construction traffic.

9. The changes to traffic flows during construction of the AP1 revised scheme in the vicinity of Northwich are reported in Table 14-7 and 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. Roads with only small changes in traffic flows

(HGVs or all vehicles of less than 10%) compared to the future baseline daily flow are generally not included in the tables.

10. The section of A556 Shurlach Road between A530 King Street and B5082 Penny Lane is forecast to carry 3,267 vehicles per hour in the AM peak hour and 2,643 vehicles per hour in the PM peak hour during the 2030 future baseline (i.e. without HS2 construction activity).

11. During the construction of the AP1 revised scheme, traffic flows on the section of the A556 Shurlach Road between A530 King Street and B5082 Penny's Lane are forecast to increase to a maximum of 3,519 vehicles per hour in the AM peak hour, an increase of 252 vehicles (8%) compared with the 2030 future baseline. In the PM peak hour, traffic flows would increase to a maximum of 3,259 vehicles per hour, an increase of 616 vehicles (23%) compared with the 2030 future baseline.

12. The section of the A556 Chester Road between A559 Manchester Road and Linnards Lane would carry 3,011 vehicles per hour in the AM peak hour and 3,148 vehicles per hour in the PM peak hour during the 2030 future baseline (i.e. without HS2 construction activity).

13. During construction of the AP1 revised scheme, traffic flows on the section of the A556 Chester Road between A559 Manchester Road and Linnards Lane are forecast to increase to a maximum of 3,887 vehicles per hour in the AM peak hour, an increase of 87 vehicles (3%) compared with the 2030 future baseline. In the PM peak hour, traffic flows would increase to a maximum of 3,235 vehicles per hour, an increase of 87 vehicles (3%) compared with the 2030 future baseline.

14. The section of A530 King Street between Gadbrook Distribution Centre access and A556 Shurlach Road would carry 1,491 vehicles per hour in the AM peak hour and 1,579 vehicles per hour in the PM peak hour during the 2030 future baseline (i.e. without HS2 construction activity).

15. During construction of the AP1 revised scheme, traffic flows on the section of the A530 King Street between the Gadbrook Distribution Centre access and A556 Shurlach Road are forecast to increase to a maximum of 2,673 vehicles per hour in the AM peak hour, an increase of 1,182 vehicles (79%) compared with the 2030 future baseline. In the PM peak hour, traffic flows would increase to a maximum of 2,298 vehicles per hour, an increase of 719 vehicles (46%) compared with the 2030 future baseline. The A530 King Street is a dual-carriageway A-road and the duration of the busy period for construction traffic on this section of road is expected to be 9 months.

16. With reference to wider access to Leighton Hospital and Crewe station, there are principally two alternative routes south from Northwich which merge at the A530 Nantwich Road, west of Middlewich. These are the route via the A533 London Road, Road One, Clive Green Lane via Bostock Green and the route via A530 King Street and Middlewich.

17. Although the A533 route, as described, would be used a construction traffic route, it would only carry a peak daily two-way combined flow of up to 20 HGVs over an assumed 10 hour working day, which equates to one HGV every 30 minutes on average.

18. Table 13-5 in the Transport Assessment Part 3 Addendum for Hough to Walley's Green (MA01) in Volume 5, Appendix: TR-003-00001 of the SES1 and AP1 ES summarises the peak daily construction traffic flows associated with the AP1 revised scheme further south. The section of the A530 south of Middlewich with the greatest HS2 HGV construction flow is A530 Middlewich Road (between Smithy Lane and B5076 Flowers Lane) which is adjacent to Leighton Hospital. In this location the A530 Middlewich Road would carry a peak daily two-way combined flow of 1,390 HGVs over an assumed 10-hour working day, equating to approximately two HGVs every minute on average. The busy period is expected to be 21 months in duration.

19. The changes to traffic on the A530 Middlewich Road between Smithy Lane and B5076 Flowers Lane between the 2030 future baseline and the construction of the AP1 revised scheme are reported in Table 13-7 and Table 13-8 in the Transport Assessment Part 3 Addendum for Hough to Walley's Green (MA01) in Volume 5, Appendix: TR-003-00001 of the SES1 and AP1 ES.

20. The section of the A530 Middlewich Road between Smithy Lane and B5076 Flowers Lane would carry 812 vehicles per hour in the AM peak hour and 853 vehicles per hour in the PM peak hour during the 2030 future baseline (i.e. without HS2 construction activity).

21. During construction of the AP1 revised scheme, traffic flows on the A530 Middlewich Road between Smithy Lane and B5076 Flowers Lane are forecast to remain unchanged in the AM peak hour compared with the 2030 future baseline. In the PM peak hour, traffic flows would increase to a maximum of 895 vehicles per hour, an increase of 42 vehicles (5%) compared with the 2030 future baseline.

22. The Promoter's analysis shows that the roads are capable of accommodating the forecast traffic flows during construction of the AP1 revised scheme. As outlined for each road, the duration of the busy period for construction traffic is limited. The Promoter therefore does not consider that the additional construction traffic associated with the HS2 AP1 revised scheme would materially impact on the operation of the roads that the Petitioner has raised as a concern.

Management of construction traffic - general

23. During construction works for the Proposed Scheme, the nominated undertaker would require impacts on the local community from construction traffic to be reduced by its contractors and for public access to be maintained where reasonably practicable. Impacts on local traffic would be managed in accordance with Local Traffic Management Plans (LTMPs), which would be developed with the relevant highway authority and other key stakeholders.

24. The LTMPs would 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.

25. This and other measures to control traffic impacts are set out in the draft Code of Construction Practice (CoCP) and would be developed further during the detailed design phase. Paragraphs 14.1.1 and 14.1.2. of the draft CoCP detail provisions with regards to traffic management during construction:

“During construction works, the nominated undertaker will require that the impacts from construction traffic on the local community (including all local residents and businesses and their customers, visitors to the area, and users of the surrounding transport network) are minimised by its contractors where reasonably practicable.

The nominated undertaker will require that public access is maintained, where reasonably practicable, and appropriate measures will be implemented to ensure the local community, economy and transport networks can continue to operate effectively. Where this is not reasonably practicable, alternative measures shall be identified to maintain continual public access, especially for pedestrians and cyclists, to routes in the vicinity of the construction sites. The impact of road based construction traffic will be reduced by implementing and monitoring clear controls on vehicle types, hours of site operation, parking and routes for large goods vehicles.”

26. HS2 Phase 2b Western Leg Information Paper E3: Management of Traffic During Construction, describes the consultation which is proposed in relation to the Management of Traffic During Construction:

“7.3 During construction, regular local traffic liaison meetings will be arranged with highway authorities, bus operators, taxi and trade representation (as appropriate), and the police - other emergency services will be included, as appropriate. These meetings will provide an opportunity for contractors to present proposals for future works affecting the highway, including methods of construction and proposed programme, and for a review of the associated traffic management requirements. This will allow the highway authorities to carry out their network co-ordination duties.

7.5 The nominated undertaker, as part of the requisite community liaison arrangements, will require contractors to communicate regularly with parties affected by the works. Local residents and businesses will be informed -

appropriately and in advance - of the dates and durations of any closures of roads or public right of way, and will be provided with details of diversion routes at least two weeks in advance or when final details are available. Advance warning signs of road closures will be provided for users of roads and public of rights of way.”

27. The HS2 Phase 2b Western Leg Information Paper D10: Maintaining access to residential and commercial property during construction, outlines how access to residential and commercial property as a result of temporary interference with the highway will be maintained during construction works for HS2 railway, where the construction works require the temporary closure of highways.

28. HS2 Phase 2b Information Paper D10 states that:

“To construct the Proposed Scheme, it will sometimes be necessary to temporarily close or otherwise alter a highway, and temporarily divert traffic, pedestrians and/or other users.”

29. The general approach is to ensure that reasonable pedestrian access to premises abutting the highway is maintained. This includes consideration of access for disabled people. Additionally, where reasonably practicable, vehicular access would be maintained.

Compensation

30. The entitlement to compensation for the businesses mentioned would depend upon the circumstances in each case and whether the Proposed Scheme requires land from the affected party.

31. The HS2 Phase 2b Western Leg Information Paper C8: Compensation code for compulsory purchase provides details on how compensation is assessed under the compensation code. It states:

“The principal purpose of the Compensation Code is to provide for the payment of fair compensation to a landowner whose land is compulsorily purchased for public works.”

32. Further details about how the compensation code would apply can be found in HS2 Phase 2b Western Leg Information Paper C8.

33. In some circumstances, compensation can be claimed where no land is taken under Section 10 of the Compulsory Purchase Act 1965 and Part 1 of the Land Compensation Act 1973. Under Section 10, a claim would be assessed by reference to the diminution in value of the claimant’s land as a result of the execution of public works, such as the Proposed Scheme. Part 1 claims would be assessed on the basis of the depreciation in the value of a claimant’s land due to physical factors resulting from the operation of the Proposed Scheme.

34. Compensation for a reduction in value caused by the execution of works is payable when a loss occurs because some right in land (as opposed to the actual land itself) is taken away or interfered with. The requirements are that the injury done must:

- be authorised by statutory power;
- arise from that which would, if done without the statutory authority, have been actionable at law, for example as a nuisance;
- arise from a physical interference with some right, public or private, which attaches to the land; and
- arise solely from the execution of the works and not as a result of their subsequent use.

35. However, Section 10 of the Compulsory Purchase Act 1965 does not provide the basis for a claim for compensation for disruption and inconvenience experienced by neighbouring landowners and occupiers during the construction of the Proposed Scheme. The Promoter and a nominated undertaker are under a legal duty to ensure that construction of the Proposed Scheme is carried out by their contractors and sub-contractors with reasonable care and skill. Provided that duty is fulfilled, the Promoter and a nominated undertaker are entitled to exercise the works powers under the Bill without any obligation to pay compensation for the execution of the works, other than in the circumstances outlined in paragraphs 11 and 12 above.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Northwich Town Council

PETITION NO: HS2-P2B-077

PARAGRAPH NO: 2.6, 2.7, 2.23, 2.24, 2.25, 3.30.i

ISSUE RAISED: Local access

PETITION PARAGRAPH: 2.6. Northwich is connected to Leighton Hospital in Crewe via a network of single carriageway, and in many cases single file, roads including the A530 King Street / Nantwich Road, and the A533 Bostock Road. All of these routes will be disrupted at various stages of the construction.

2.7. Northwich residents access the West Coast Main Line railway from Crewe station, via the same route as Leighton Hospital. It is also possible to use a connecting service from Hartford, but these trains are infrequent and add substantially to the journey time where connections do not align. A proposal to run trains from Northwich to Crewe via the Middlewich Branch Freight Line is currently being considered by the Cheshire and Warrington LEP, who are producing a business case.

2.23. In addition to the impact on Northwich's economy, the significant and long-lasting disruption to its major road and rail infrastructure is likely to cause issues for residents accessing the M6 and the wider Greater Manchester region, as well as access to Leighton Hospital owing to the parts of the scheme between Winsford and Middlewich, and the construction of the Crewe North Rolling Stock Depot.

2.24. In the latter case, this is likely to have a major impact on the ability of scheduled bus services to operate between Northwich and Leighton Hospital, and for patients and visitors to access the hospital in ambulances and private vehicles owing to the proposed bridge crossing at the A530 King Street, the major realignment of the A533 Bostock Road, and the construction of the Crewe North Rolling Stock Depot along the A530 Nantwich Road.

2.25. Access to Crewe station from Northwich will be affected by the same issues as described above.

3.30.i. In the interests of public safety, clear, timely and sufficiently detailed information on disruption on the key routes between Northwich and Leighton Hospital should be provided to the Highways Authority, North West Ambulance Service, and the bus operators. In the case of North West Ambulance Service, diversions and disruption should not be implemented without their approval that the ambulance service can be operated without risking patient safety.

PROMOTER'S RESPONSE:

Local access

1. Please refer to Promoter's response to paragraphs 2.13 - 2.22 and 3.30.h of the petition, set out earlier in this document, and see HS2 Phase 2b Western Leg Information Paper E3: Management of Traffic During Construction.

Impact to existing bus services

2. The draft CoCP provides a consistent approach to the management of construction traffic. Prior to the commencement of the works, the nominated undertaker would ensure that a Route-wide Traffic Management Plan (RTMP) and Local Traffic Management Plans (LTMPs) would be produced in consultation with the highway and traffic authorities as well as emergency services, as set out in HS2 Phase 2b Information Paper E3: Management of Traffic During Construction.

3. The impact of construction works on bus services has been assessed as part of the ES and reported in the relevant Community Area reports in Volume 2 of the Environmental Statement (ES). This assessment has shown that the construction of the Proposed Scheme would not result in any significant effects upon the operation of existing bus services or stops.

4. The effects on social care and school travel, provided by the relevant authority, would be considered during the development of the LTMPs and appropriate mitigation would be discussed prior to the introduction of traffic management on a scheme-by-scheme basis through the relevant local Traffic Liaison Group meetings. Further information can be found in HS2 Phase 2b Information Paper E5: Roads and Public Rights of Way.

Access for emergency services

5. The nominated undertaker would consider all aspects of safety during the construction of the railway and to ensure that through consultation with the

emergency services, accessibility would be assured where reasonably practicable through the design process and would be implemented during construction.

6. The LTMP(s) would include, as appropriate:

- site boundaries and the main access/egress points for worksites and compounds;
- any temporary and permanent closures and diversions of highways; and
- the proposed traffic and construction vehicle management strategy.

7. Emergency vehicles are able to operate on a blue light system should the need arise and are able to circumvent other road traffic including queuing traffic and general traffic congestion, utilising manoeuvres they currently undertake. Measures set out in the draft CoCP are designed to reduce the effects of highway works and construction traffic. Specific liaison with the emergency services at a local level, through the relevant local Traffic Liaison Group meetings, as well as specific meetings with the emergency services, would be set out within the RTMP.

Engagement during Construction

8. Please refer to Promoter's response to paragraphs 2.4 and 3.30.a of the petition set out earlier in this document.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Northwich Town Council

PETITION NO: HS2-P2B-077

PARAGRAPH NO: 2.9, 2.10, 2.11, 2.26, 2.27, 2.28, 3.30.j, 3.30.k, 3.30.l, 3.30.m

ISSUE RAISED: Ground conditions

PETITION PARAGRAPH: 2.9. Northwich has a history of brine subsidence partly caused by the use of wild brine pumping in the 19th century. This legacy has caused some catastrophic subsidence flashes, which the whole northeast side of the town sinking into what is now Ashton's Flash.

2.10. The salt mines covering Northwich Town Centre were filled in during the early 2000s by a unique process developed specifically for Northwich's situation, utilising a pulverised ash cement mix. This stabilised the subsidence in the Town Centre, but did not affect the wider area.

2.11. Subsidence continues to occur in the wider area outside of Northwich Town Centre from both historic and contemporary activity, as well as due to natural geological factors. This is set out in greater detail in the petitions from our neighbouring parishes as it pertains more directly to their areas. Economic impact on Gadbrook Park, Lostock Works and Northwich Town Centre.

2.26. The HS2 route chosen between Stanthorne and Lostock Grlam has poor ground conditions, extensive ground instability, and other complex geological issues. It will be extremely challenging to construct this section of the route without unintended consequences on the wider area, and is likely to be among the most expensive sections of the route.

2.27. Ground stability issues as a result of brine subsidence, whilst exceptionally common in Mid Cheshire, are not common elsewhere in country, and as a result there is not an abundance of commercial engineering or academic expertise in this field.

2.28. The unusual nature of brine subsidence is that, due to the length of brine runs, disturbance in one area can have an impact some distance away, as the brine run moves to fill the cavity. This has the potential to have a direct impact on the residents of Northwich and as a result requires the utmost caution.

3.30.j. (Request) Completion of additional ground investigations providing detailed evidence for the whole of the section between Stanthorne and Lostock Gralam, and in particular around the Dane Valley. No construction should take place in this area until this has been completed.

3.30.k. (Request) An undertaking to make public the results of any ground investigation works between Stanthorne and Lostock Gralam such that they may be peer reviewed by experts in brine subsidence, and to provide reassurance to anyone that requires it. This should include any third party expert opinion commissioned by HS2 Ltd, its contractors or subcontractors.

3.30.l. (Request) An undertaking to make public the construction method statements for infrastructure along the route between Stanthorne and Lostock Gralam. For example, deep piling into brine flows must be done in a particular way (e.g. fresh water should not be used in the concrete mix as it dissolves rock salt). Making this information available transparently to anyone who wishes to see it will provide reassurance to local residents.

3.30.m. (Request) Provision of funding to a consortium of local town and parish councils to allow them to commission their own evaluation of the ground investigation and construction method statement evidence from an agreed independent expert in brine subsidence in Mid Cheshire so that we can be assured that construction can be undertaken safely. This work should take place prior to any physical construction work commencing on this section of the route.

PROMOTER'S RESPONSE:

Ground conditions

1. HS2 is in consultation with the operators of the Salt Industry infrastructure and discussions are ongoing with the business owners/operators to ensure public safety and their safe continued business operations during constructing and operating the Proposed Scheme.
2. HS2 has undertaken a significant amount of data gathering to inform the design with specific reference to the geology and ground conditions. HS2 has held discussions

with relevant agencies that have significant knowledge and information on existing infrastructure assets within the area and captured data on the interaction between their activities and the ground conditions. These agencies include Network Rail, The Canal and Rivers Trust, the relevant Salt Industry companies and the Cheshire Brine Subsidence Compensation Board. In addition, HS2 has listened to local communities who have knowledge of the local geology and taken note of their observations and opinions.

3. A comprehensive desk study has been compiled for the Phase 2b Western Leg route. Following a review of desk study information, two phases of ground investigations have already been carried out.

4. It is industry practice to undertake Ground Investigation in a phased manner, with each phase building on the next. HS2 has planned a routewide Ground Investigation activity which is proposed to commence in 2023. This proposed routewide Ground Investigation will involve closely spaced exploratory sampling points along the full route from Crewe to Manchester, with more frequent and site-specific exploration at specific locations, where the ground risk may be greater due to the local geological conditions. Future contractors will normally also deploy additional ground investigations in the later stages of design and the early stages of construction to finalise design elements that could be sensitive to ground conditions along the HS2 corridor. This ensures the engineering solutions proposed are verified and the safety of the Proposed Scheme is validated and assured.

5. The Promoter has previously given commitments on the design of the Proposed Scheme in HS2 Phase 2b Western Leg Information Paper D1: Design, in particular the Promoter would highlight Sections 3.1 of this publication, which states:

“The Promoter and the nominated undertaker will seek to ensure that:

- the design is safe, efficient, and meets with the requirements of whole life operation and maintenance alongside initial buildability and will integrate with the local setting;
- the design is developed through engagement to seek peoples' views and including integration with setting design of the visible buildings and permanent structures.”

6. HS2 continues to work with its design partners to optimise the Proposed Scheme with respect to engineering design and cost as more information relating to the ground conditions emerges.

Construction method statements

7. Regarding the request for construction methods to be published, the draft CoCP sets out a series of measures and standards that the nominated undertaker and the contractors appointed to deliver the Proposed Scheme would be required to meet for

the duration of the construction of the Proposed Scheme. It would also ensure that potential impacts on people and the natural environment are kept to a practicable minimum.

Advance notice of works

8. The nominated undertaker and its contractors would ensure that local residents, occupiers, businesses, local authorities and parish councils affected by the proposed construction works, as outlined in the ES, are informed in advance of works taking place by methods identified in the framework. The notifications would 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 would be advised as soon as reasonably practicable. All notifications would include the community helpline number and information on the works would also be available on the HS2 website.