

CASE FILE LIST

Case: HS2-010_AP1-007.

Title: HS2-010_AP1-007 Lostock Gralam Parish Council - Petitioner.

Page:1 of 50

No	Statement(s), depositions(s) and documents(s)	Statement Date	Page
1	Exhibit Index(A24)	13-04-23	2
2	Exhibit 1 - Map of Proposed Scheme at Lostock Gralam(A25)	13-04-23	3
3	Exhibit 2 - Presentation(A26)	13-04-23	4-18
4	Exhibit 3 - Pages 156, 157 and 158 of the Environmental Statement(A27)	13-04-23	19
5	Exhibit 4 - Embankment(A28)	13-04-23	20
6	Exhibit 5 - Traffic and pedestrian crossing assessment(A29)	13-04-23	21
7	Exhibit 6 - Construction Route Map for A556 Chester Road(A30)	13-04-23	22
8	Exhibit 7 - Northwich Transport Strategy Recommendation Report(A31)	13-04-23	23
9	Exhibit 8 - Existing Manchester Road Traffic Refuge Island(A32)	13-04-23	24
10	Exhibit 9 - Station Road - northbound(A33)	13-04-23	25
11	Exhibit 10 - Bill Petition(A34)	13-04-23	26-39
12	Exhibit 11 - AP1 Petition(A35)	13-04-23	40-45
13	Exhibit 12 - HS2 Station Road Assurance Letter(A36)	13-04-23	46
14	Exhibit 13 - CT-05-315 SES1 and AP1 ES(A37)	13-04-23	47
15	Exhibit 14 - CT-06-315 SES1 and AP1 ES(A38)	13-04-23	48
16	Exhibit 15 - CT-05-316A SES1 and AP1 ES(A39)	13-04-23	49
17	Exhibit 16 - CT-06-316A SES1 and AP1 ES(A40)	13-04-23	50

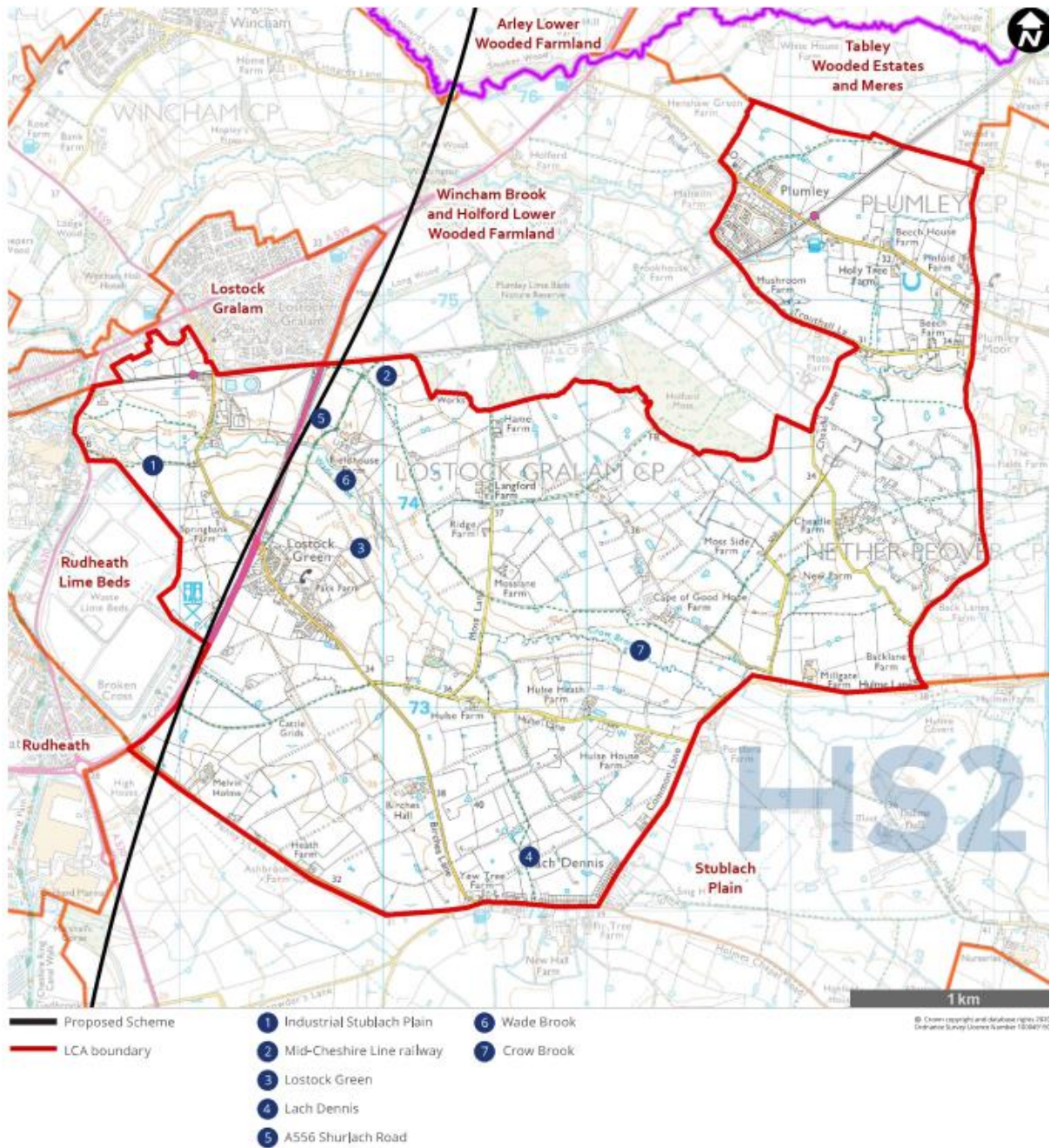
Lostock Gralam Parish Council Exhibit Index

To be presented 18th April 2023 at the HS2 Select Committee

- Exhibit 1 - Map of HS2 Phase 2B proposed scheme at Lostock Gralam
- Exhibit 2 - PowerPoint Presentation of HS2 impact at Lostock Gralam
- Exhibit 3: Pages 156, 157 and 158 of the Supplementary Environmental Statement 1 and Additional Provision Environmental Statement
- Exhibit 4 - A -Image of proposed route in the future &
B- Roker Park – Northwich Mid-Cheshire Line Embankment (Google Earth)
- Exhibit 5 - A -Traffic Flow Map 5 &
B- Pedestrian crossing assessment for Manchester Road - July 2019
- Exhibit 6 - Construction Route Map D & Traffic Histogram for A556 Chester Road
- Exhibit 7 - Northwich Transport Strategy Recommendations Report (DRAFT) 2018
- Exhibit 8 - Manchester Road Traffic Refuge Island
- Exhibit 9 - Station Road (Northbound)
- Exhibit 10- Lostock Gralam Parish Council Petition
- Exhibit 11- Lostock Gralam Parish Council Petition AP1
- Exhibit 12- HS2 Station Road Assurance Letter
- Exhibit 13- MAP CT-05-315 SES1 AND AP1 ES
- Exhibit 14- MAP CT-05-315 -SES1 AND AP1 ES
- Exhibit 15- CT-05-316A SES1 AND AP1 ES
- Exhibit 16- CT-06-316A SES1 AND AP1 ES

Exhibit 1: Map of HS2 Phase 2B proposed scheme at Lostock Gralam

Environmental Statement Volume 5: Appendix LV-001-0MA02 Landscape and visual impact assessment and photomontages MA02 Wimboldsley to Lostock Gralam

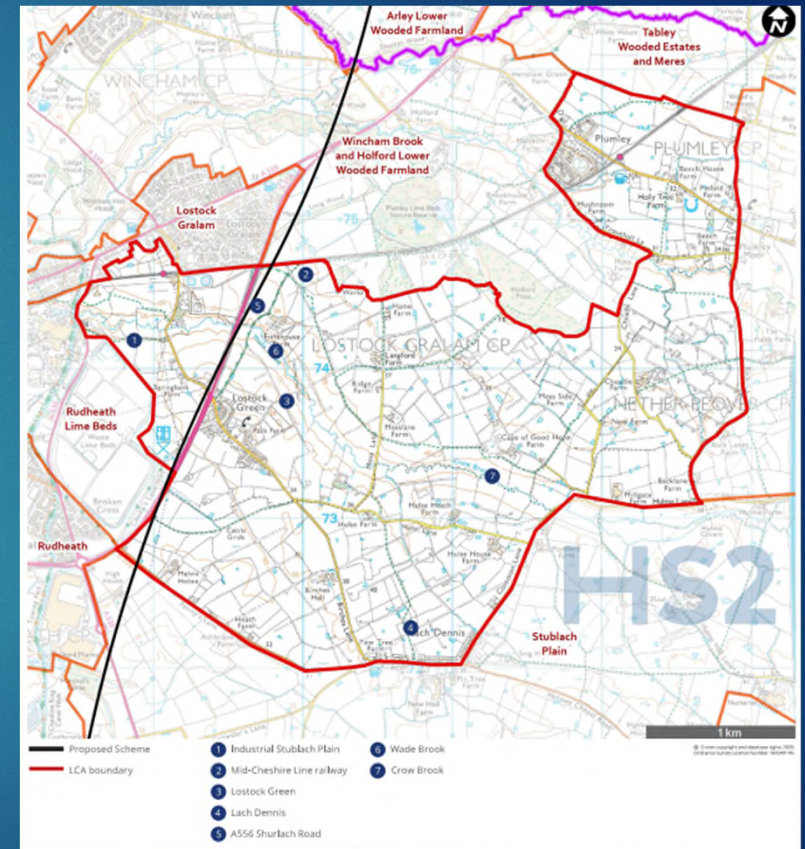


HS2 Phase 2b

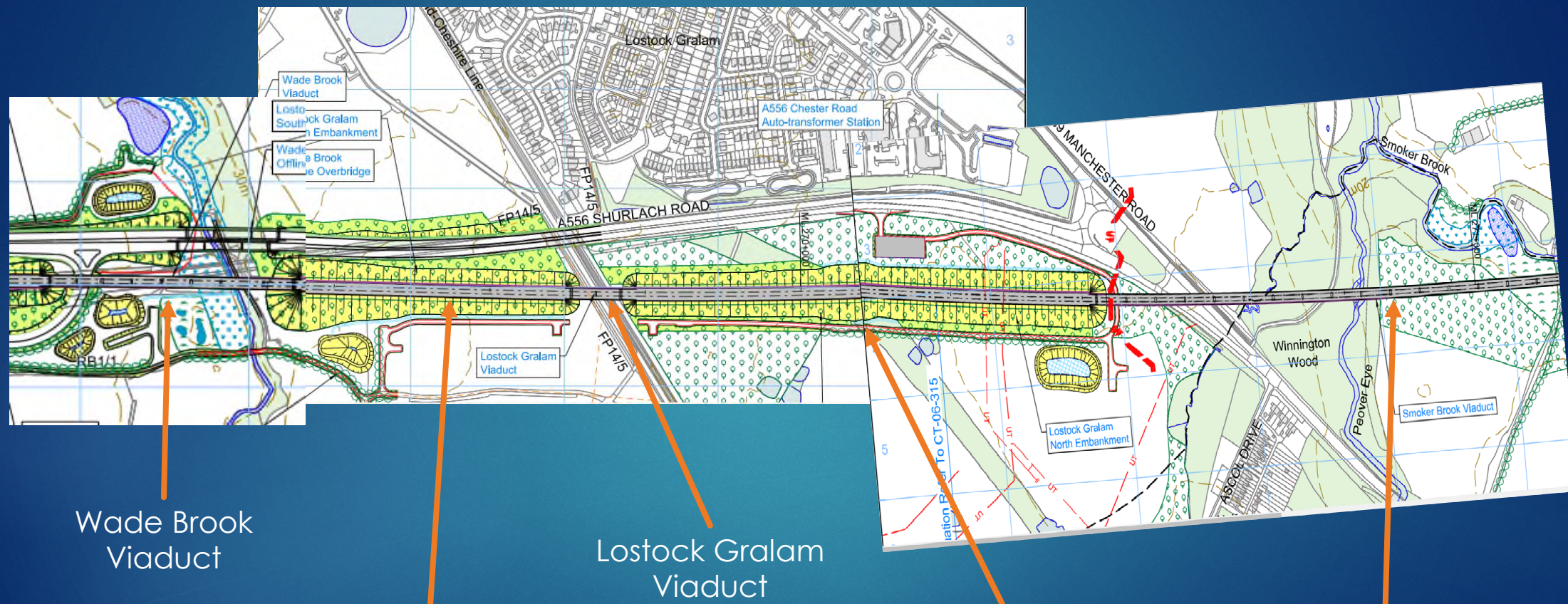
LOSTOCK GRALAM PARISH COUNCIL

18TH APRIL 2023

EXHIBIT 2



Local Area Route



Wade Brook Viaduct

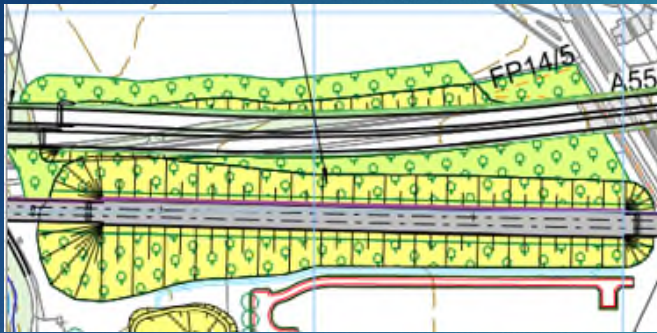
Lostock Gralam South Embankment

Lostock Gralam Viaduct

Lostock Gralam North Embankment

Smoker Brook Viaduct

Lostock Gralam South Embankment



Lostock Gralam South embankment, 353m in length and up to 14m in height, with landscape mitigation planting on both sides to help integrate the Proposed Scheme into the surrounding landscape (see Volume 2: MA02 Map Book, map CT-06-315, F5 to H6);

Lostock Gralam North Embankment



Lostock Gralam North embankment, 655m in length and up to 14m in height, with landscape mitigation planting on both sides to help integrate the Proposed Scheme into the surrounding landscape (see Volume 2: MA02 Map Book, map CT-06-315, H6 to map CT-06-316a, B4);

Smoker Brook Viaduct



Smoker Brook viaduct, 806m in length in this area and up to 25m in height (see Volume 2: MA02 Map Book, map CT-06-316a, B4 to F4);

Lostock Gralam Viaduct



Wade Brook Viaduct

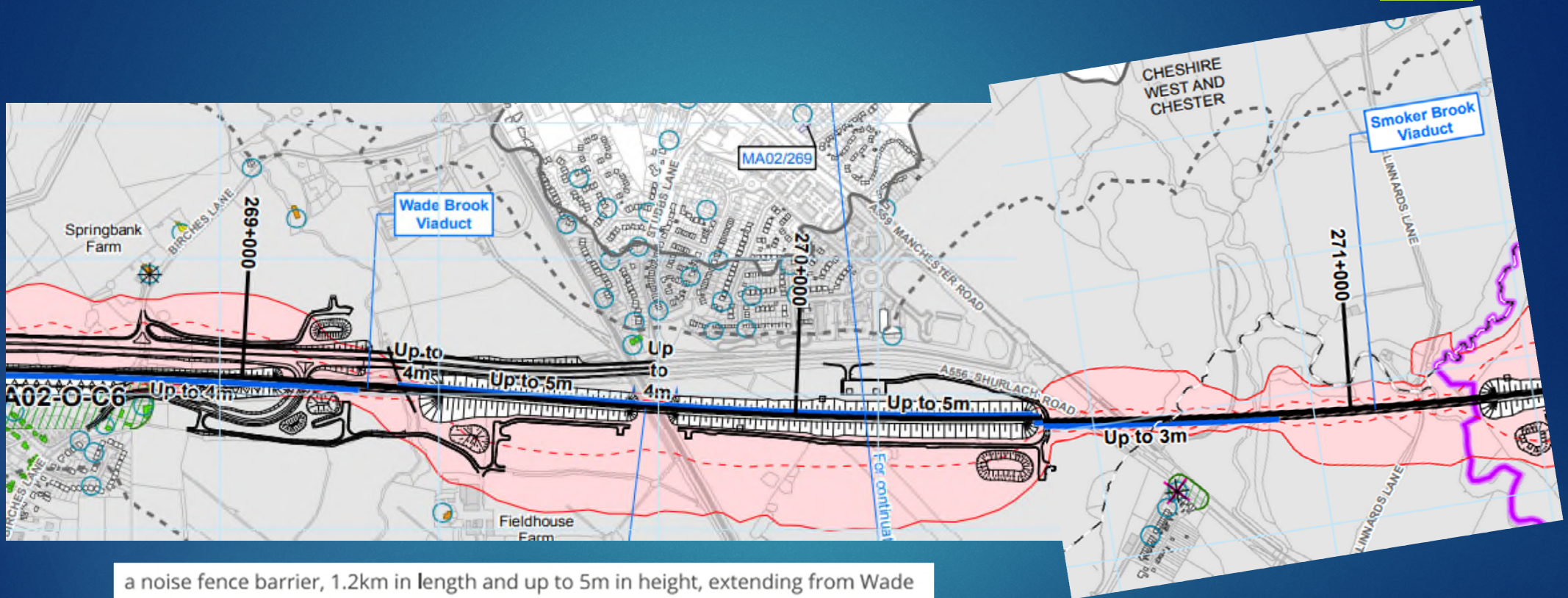


Winter view (baseline)

Date taken: 27/03/2018 Time taken: 15:42

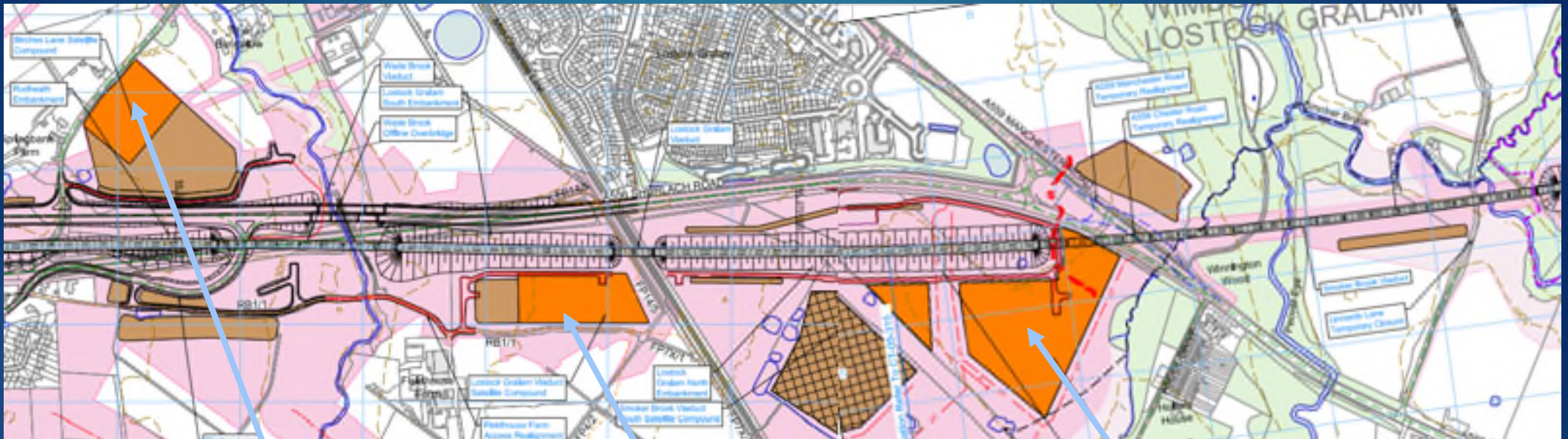


Noise Mitigation



a noise fence barrier, 1.2km in length and up to 5m in height, extending from Wade Brook, along the western side of Wade Brook viaduct, Lostock Gralam South embankment, Lostock Gralam viaduct, to the northern end of Lostock Gralam North embankment, to provide acoustic screening for properties in Lostock Gralam (see Volume 2: MA02 Map Book, map CT-06- 315, E5 to map CT-06- 316a, B4);



Compounds



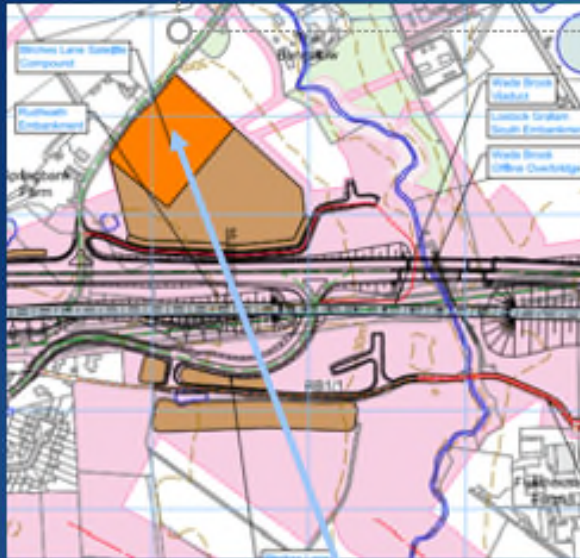
Birches Lane
Satellite Compound

Lostock
Gralam
Viaduct
Compound

Smoker Brook
Compound

-  Satellite construction compounds
-  Temporary material stockpile

Birches Lane Compound



Birches Lane Satellite Compound

6 years and 6 months, commencing in 2025

An average of 30 workers per day, with 150 workers and 45 staff at peak times

No worker accommodation

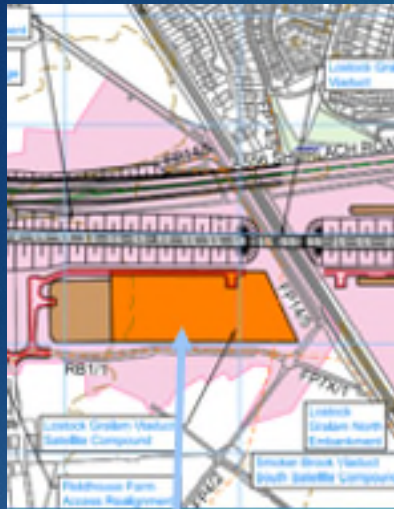
Core site operating hours of 08:00 to 18:00 on weekdays and 08:00 to 13:00 on Saturdays

Table 8: Demolitions required as a result of the works to be managed from Birches Lane satellite compound

Type	Description	Location	Feature resulting in demolition
Residential	Four residential properties	Birches Lane, Lostock Gralam	Rudheath embankment
Residential	One property	Birches Lane, Lostock Gralam	Rudheath embankment

The works to be managed from this compound will require the temporary realignment of the A556 Shurlach Road over a distance of 233m, 30m north of its existing alignment, which will take nine months to complete. The junction with Birches Lane will be reinstated once Wade Brook viaduct and Lostock Gralam viaduct works are complete.

Lostock Gralam Viaduct Compound



Lostock
Gralam
Viaduct
Compound

*1 years and 6
months, commencing
in 2028*

*An average of 30
workers per day, with
170 workers and 45
staff at peak times*

*No worker
accommodation*

Lostock Gralam viaduct (along with Smoker Brook viaduct south satellite compound), which will take one year and three months to complete.

Smoker Brook Viaduct Compound



Smoker Brook
Compound

4 years and 6 months, commencing in 2027

An average of 30 workers per day, with 140 workers and 60 staff at peak times

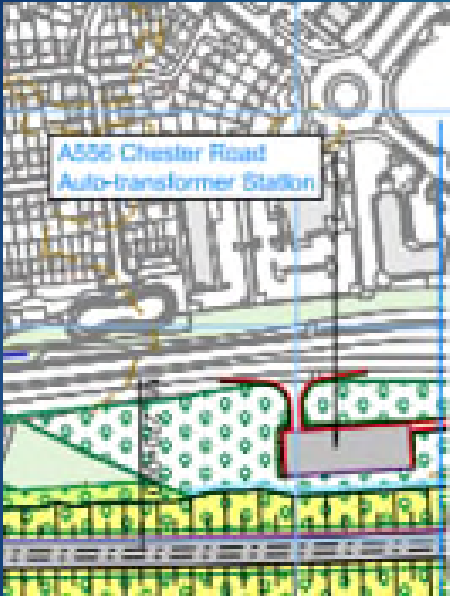
No worker accommodation

Will cover both Civils and Systems Work

The compound will be used to manage the construction and installation of the A556 Chester Road auto-transformer station. The construction of the A556 Chester Road auto-transformer station foundations and building will take one year and three months to complete. The construction and installation of the A556 Chester Road auto-transformer station will take two year and six months to complete.

Auto Transformer Station A556

A556 Chester Road auto-transformer station, 75m by 26m in area, to the west of the Proposed Scheme, including a railway telecommunications mast up to 20m in height and signalling equipment. Access will be provided from the A556 Shurlach Road (see Volume 2: MA02 Map Book, map CT-06-315, I5 to J5);



Implication on area

- Permanent re-alignment A556
- 1.2 kilometres of embankment and viaducts
- 3 large construction compounds
- 6 ½ years build program (Compounds, Viaducts, Embankments etc.)
- Total of 10 years build program including Testing & Commissioning
- Significant re-landscaping (tree planting on embankments)
- Extensive Utility diversions (Gas, Overhead Power lines etc.)
- Large increase in traffic movements (HGVs, Abnormal Loads etc)
- Minor diversions of roadways (temporary closures)
- Significant visual impact for Lostock Triangle residents and commuters.
- Increase in noise and vibration

END

Exhibit 3: Pages 156, 157 and 158 of the Supplementary Environmental Statement 1 and Additional Provision Environmental Statement

Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement
 Volume 2: Community Area report
 MA02 Wimboldsley to Lostock Gralam

Wimboldsley to Lostock Gralam	2025 Quarters	2026 Quarters	2027 Quarters	2028 Quarters	2029 Quarters	2030 Quarters	2031 Quarters	2032 Quarters	2033 Quarters	2034 Quarters	2035 Quarters	
Birches Lane satellite compound (HBD)	[Dark Blue]											
Birches Lane satellite compound (AP1)	[Dark Blue]											
Site preparation and setup	[Light Blue]											
A556 Shurlach Chester Road realignment		[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]							
A556 Shurlach Chester Road culvert			[Light Blue]	[Light Blue]								
Wade Brook offline overbridge			[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]				
Rudheath embankment				[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]				
Wade Brook viaduct					[Light Blue]	[Light Blue]	[Light Blue]					
Site reinstatement							[Light Blue]	[Purple]				
Lostock Gralam Viaduct satellite compound (HBD)					[Dark Blue]	[Dark Blue]	[Dark Blue]					
Lostock Gralam Viaduct satellite compound (AP1)					[Dark Blue]	[Dark Blue]	[Dark Blue]					
Site preparation and setup					[Light Blue]	[Light Blue]	[Light Blue]					
Lostock Gralam viaduct					[Light Blue]	[Light Blue]	[Light Blue]					
Fieldhouse Farm accommodation access					[Light Blue]	[Light Blue]	[Light Blue]					
New PRoW					[Light Blue]	[Light Blue]	[Light Blue]					
Wade Brook viaduct					[Light Blue]	[Light Blue]	[Light Blue]					
Birches Lane diversion					[Light Blue]	[Light Blue]	[Light Blue]					
Site reinstatement						[Light Blue]	[Light Blue]					

Wimboldsley to Lostock Gralam	2025 Quarters	2026 Quarters	2027 Quarters	2028 Quarters	2029 Quarters	2030 Quarters	2031 Quarters	2032 Quarters	2033 Quarters	2034 Quarters	2035 Quarters
Smoker Brook Viaduct South satellite compound (HBD)				[Dark Blue]	[Dark Blue]	[Dark Blue]	[Dark Blue]	[Dark Blue]			
Smoker Brook Viaduct South satellite compound (AP1)				[Dark Blue]	[Dark Blue]	[Dark Blue]	[Dark Blue]	[Dark Blue]			
Site preparation and setup			[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]				
Smoker Brook viaduct			[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]			
A559 Manchester Road realignment				[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]				
Lostock Gralam viaduct				[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]				
Lostock Gralam South embankment				[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]			
Lostock Gralam North embankment				[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]		
A556 Shurlach Chester Road auto-transformer station (civil works)					[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]		
A556 Shurlach Chester Road auto-transformer station (rail systems works)						[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]		
Site reinstatement							[Light Blue]	[Light Blue]			
Track laying and testing & commissioning											
Area track laying				[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]	[Light Blue]
Testing and commissioning									[Light Blue]	[Light Blue]	[Light Blue]

Key	
[Dark Blue]	Compound duration showing start and end of mobilisation. Activities below will be managed from the above compound. Second phase site reinstatement can occur post the compound demobilisation.
[Light Blue]	Activity duration (indicates where there is no change from the main ES taking into consideration SES1 changes and AP1 amendments).
[Purple]	Increase in duration or activity moved as a result of a SES1 change or AP1 amendment. (A purple box indicates that works are now taking place in the quarter indicated).
[Orange]	Decrease in duration or activity moved as a result of a SES1 change or AP1 amendment (An orange box indicates that works are no longer taking place in the quarter indicated).
[Red]	Removed as a result of SES1 change or AP1 amendment.
[Green]	New elements of the programme (compound or associated) works as a result of a SES1 change or an AP1 amendment.

Exhibit 4A: Screen shot of
<https://www.youtube.com/watch?v=jz3vzVF4eao&feature=youtu.be>



Exhibit 4B:Roker Park – Northwich Mid-Cheshire Line Embankment (Google Earth)



Exhibit 5A: Traffic Flow Map 5

Section H - Traffic and Transport Standard Pack.pdf (publishing.service.gov.uk)

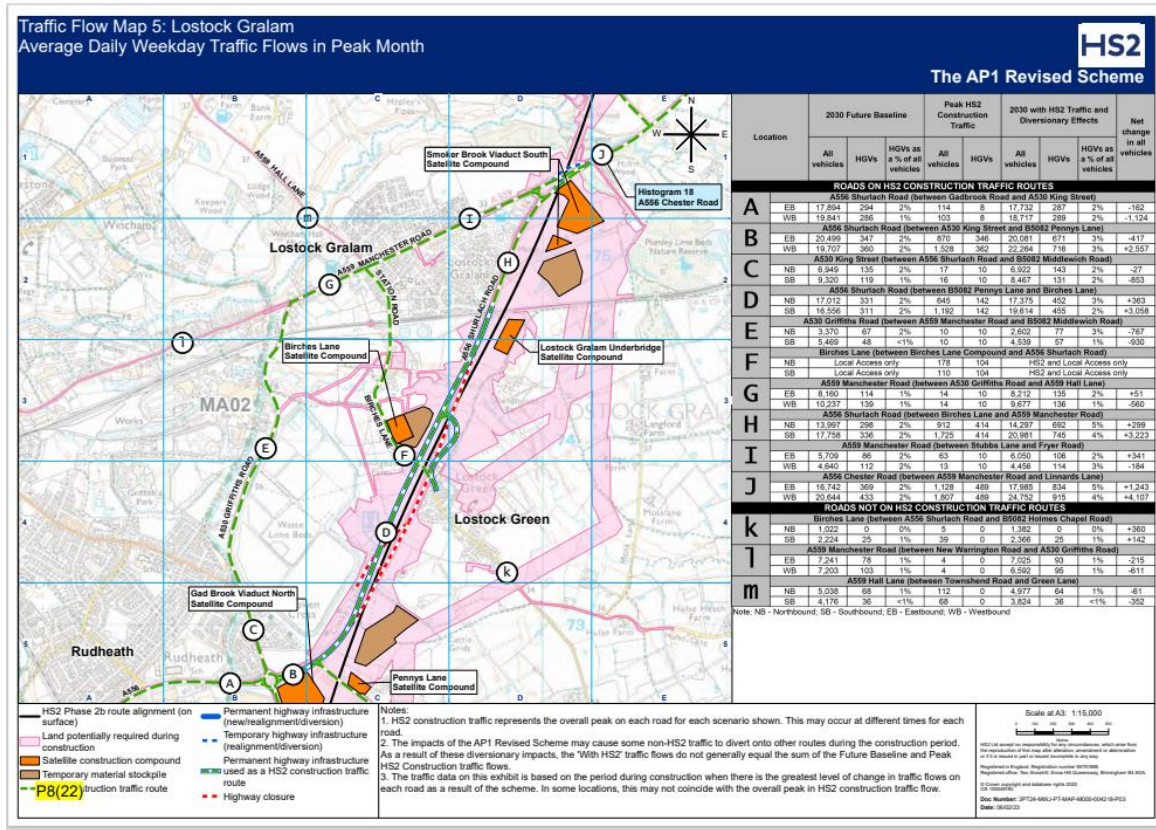
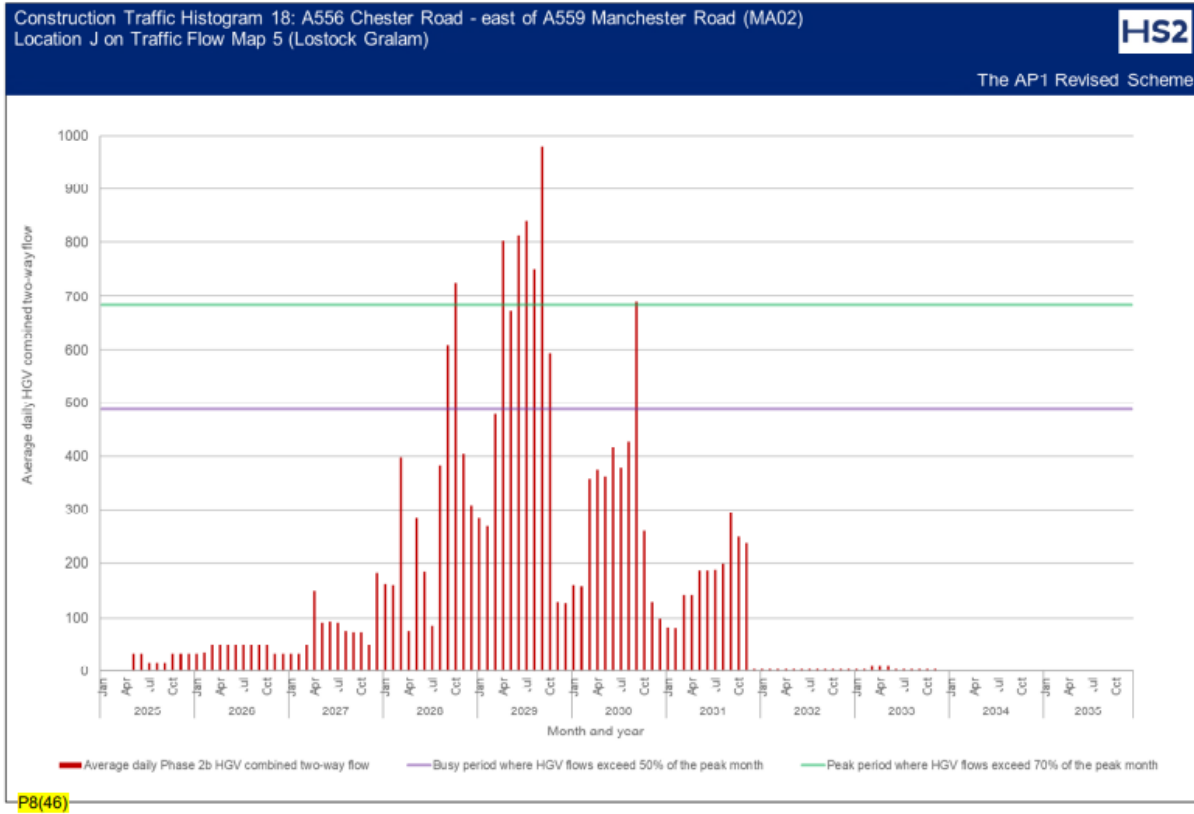
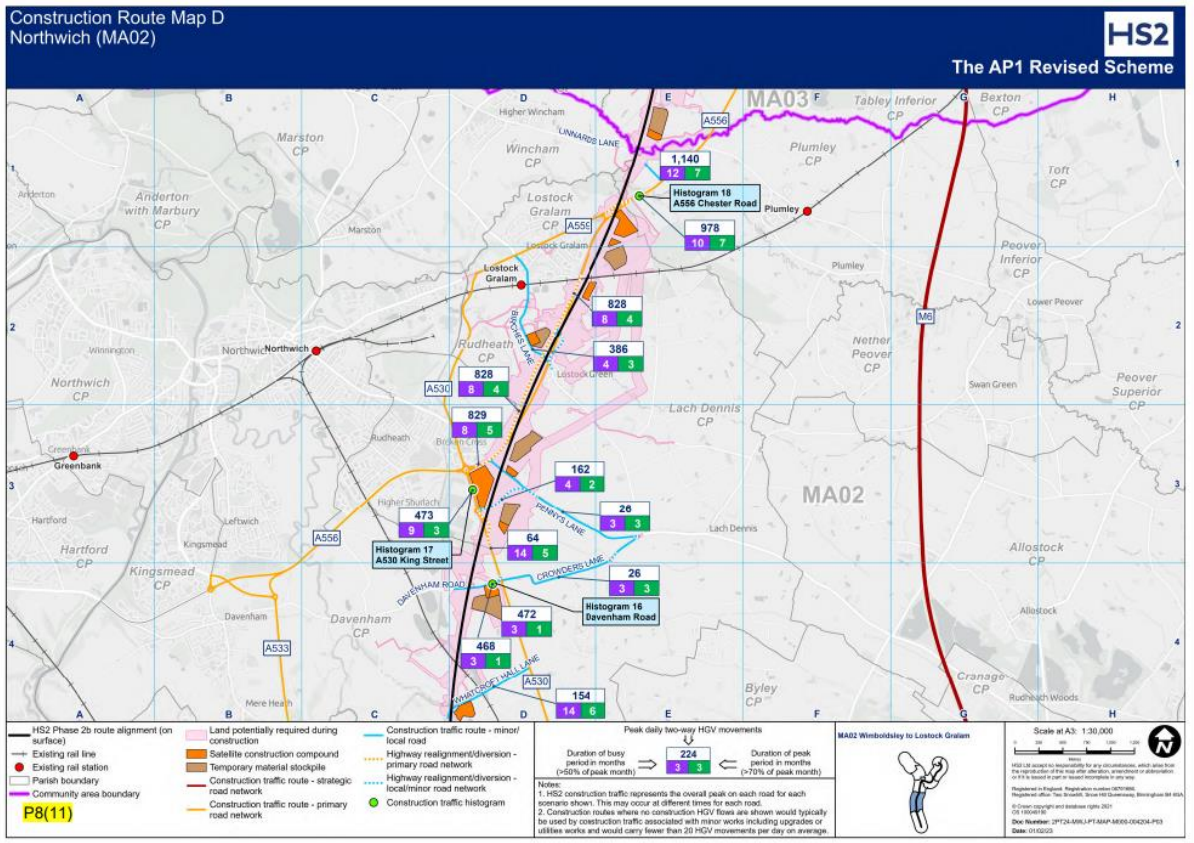


Exhibit 5B. Pedestrian crossing assessment for Manchester Road -July 2019

Location: A559 Manchester Road, Lostock Gralam nr to Stubbs Lane at crossing point (369332:375067)				Factors	
Survey Data				Number of Elderly: 5	
Traffic Survey Date: 02/07/2019				No. of Unaccompanied Children: 33	
Pedestrian Survey Date: 02/07/2019				No. of Prams, Wheelchairs & Blind: 2	
				No. of Bicycles: 11	
				Road Width (m): 9.0	
				Time to Cross (secs): 60	
				85th percentile speed: 60	
				Special Factors	
				Severed Community: yes	
				Outside School: no	
				Outside Clinic: no	
				Outside Community Centre: no	
				Outside Old Peoples Home: no	
				In Busy Shopping Centre: no	
				Outside Mobility or Blind Centre: no	
				Other: no	
				total: 1	
Time				PV ² = 0.18 x 10⁸	
7.00 - 8.00				Adjusted PV ² = 0.37 x 10⁸	
8.00 - 9.00					
9.00 - 10.00					
10.00 - 11.00					
11.00 - 12.00					
12.00 - 13.00					
13.00 - 14.00					
14.00 - 15.00					
15.00 - 16.00					
16.00 - 17.00					
17.00 - 18.00					
18.00 - 19.00					
total					
All Vehicles: 9199					
HGV's: 511					
Pedestrians: 172					
Is the assessment on a dual carriageway: no					
N.B For Dual Carriageways combine flows and widths, consult with TG for further information. Ext 75751					

Note 1: All Vehicles EB 4580- WB 4619 Total 9199 (HGV's EB 244 - WB 267 Total 511)
 Note 2: The results of the assessment do not justify a controlled crossing (1.0 x 10 to the power of 8) or zebra crossing (0.5 x 10 to the power of 8) as at Landy 201

Exhibit 6: Construction Route Map D & Traffic Histogram for A556 Chester Road



Section H - Traffic and Transport Standard Pack.pdf (publishing.service.gov.uk)

Exhibit 7: Northwich Transport Strategy Recommendations Report (DRAFT) 2018
[northwich-transport-strategy-recommendation-report-130318](http://northwich-transport-strategy-recommendation-report-130318.cheshirewestandchester.gov.uk)
cheshirewestandchester.gov.uk

<p>UA06a</p>	<p>Lostock Gralam: A559 Manchester Road/ A559 Hall Lane/Station Road. This scheme should involve improving the signal stages to improve flow through the junction at peak periods.</p>	<ul style="list-style-type: none"> • Consultation with CWaC Planning & Regen teams highlighted capacity constraints at this junction • The modelling process has shown that this junction will operate over capacity in the both the AM and PM peak periods by 2030. 	<ul style="list-style-type: none"> • Reduced congestion at key junctions. • Improved air quality as a result of reduced congestion. 	<ul style="list-style-type: none"> • Several pinch points exist within the wider area, which cause congestion and delay.
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PACKAGE H: Longer Term Road Congestion Pinch Point Schemes

Ref.	Scheme	Evidence	Benefits	Issues/Opportunities
<p>UA06b</p>	<p>Lostock Gralam: A559 Manchester Road / Stubbs Lane. This junction may be improved through changes to signal times at UA06a preventing backlogs of traffic at this point. This location should therefore be assessed for a scheme following amendments to UA06a.</p>	<ul style="list-style-type: none"> • Consultation with CWaC Planning & Regen teams highlighted capacity constraints at this junction. • The modelling process has shown that this junction will operate over capacity in the PM peak period by 2030. 	<ul style="list-style-type: none"> • Reduced congestion at key junctions. • Improved air quality as a result of reduced congestion. 	<ul style="list-style-type: none"> • Several pinch points exist within the wider area, which cause congestion and delay.
<p>UA06c</p>	<p>Lostock Gralam: A556/A559 roundabout junction. This should be looked at as a longer term scheme, once HS2 alignment has been confirmed and the impact upon local roads from that can be taken into account.</p>	<ul style="list-style-type: none"> • The modelling process has shown that this junction will operate over capacity in the both the AM and PM peak periods by 2030. 	<ul style="list-style-type: none"> • Reduced congestion at key junctions. • Improved air quality as a result of reduced congestion. 	<ul style="list-style-type: none"> • Several pinch points exist within the wider area, which cause congestion and delay.

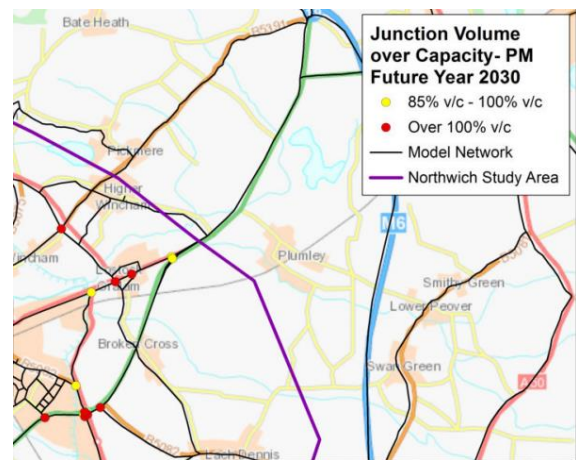
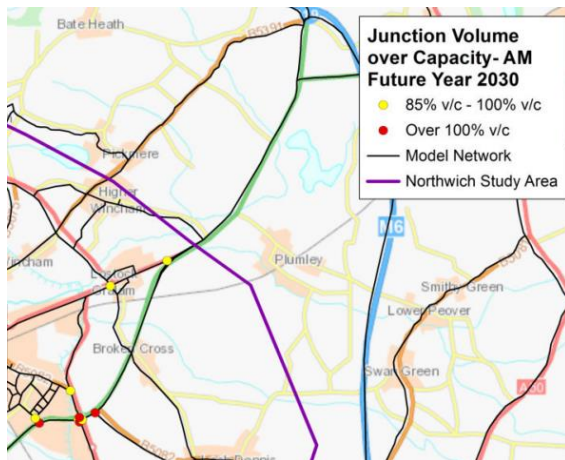


Photo taken 05.04.2023
 Time 5.09 pm
 Traffic starting to back up from the Hall Lane traffic lights to the Stubbs Lane junction.
 Typical scene for midweek at this time.

Exhibit 8: Existing Manchester Road Traffic Refuge Island

Eastbound



Westbound



Exhibit 9: Station Road (Northbound)



House of Commons

High Speed Rail (Crewe - Manchester) Bill

1. Terms and conditions

We need your consent to use your data and to keep you updated on the progress of your petition.

Your data

Your petition will be published on the UK Parliament's website. Please note this will include your name and address. We will store your data and a copy of your petition in the Private Bill Office and as a record in the Parliamentary Archives.

Communications

Your data is stored so that you can be invited to have your petition heard by the Committee.

Private Bill Office staff may contact any of the people named in the petition to verify the information provided. Those communications will be stored with the information you have given.

Your petition and communications regarding it may be shared between the Private Bill Offices.

If you have completed this form on behalf on an individual, group of individuals, on organisation or group of organisations, please ensure you have been authorised to do so.

For more information on how we handle your data, please see our privacy notice: [LINK](#)

Consent

I give consent for my information to be used for the purposes set out above.

2. Petitioner information

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

Mrs Lyndsey Sandison
Lostock Gramam Parish Clerk & Responsible Finance Officer
Lostock Gramam Parish Council
PO BOX 768
Northwich
Cheshire
CW9 9TS

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

Your Petitioners are Lostock Gramam Parish Council, representing the inhabitants and Parish of Lostock Gramam, in Northwich. The Bill will result in a high-speed railway line, running alongside the south edge of the parish. A number of residential properties, businesses and a dementia care home lie within close proximity of the proposed line. The nearest properties are located 100m west of the scheme.

The parish of Lostock Gramam is bordered by the industrial and residential fringes of Northwich to the west, the Stubblach Plain to the south and the wooded area Marthall to the north.

The proposed high-speed railway line will be constructed to the south of Lostock Gramam on the Lostock Plain, which has a network of footpaths mainly following farm tracks and field boundaries. The Lostock Plain is also a major brine extraction area which is also utilised for underground gas storage. The A556 Shurlach Road south of the parish of Lostock Gramam, on the Lostock Plain is a busy commuter route serving Northwich, Chester to Manchester and Junction 19

of the M6 and is proposed to be realigned to make way for the high-speed railway line.

3. 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.

LAND QUALITY (L1)

BID LQ-002-0MA02

L1.0 The Lostock Gralam Parish Council **object** to a high-speed railway line being built across the Holford Brinefields, to the south of our parish. The Holford Brinefield measures approximately 3.7km (east to west) and 3km (north to south) and is located partially under the land required for the operation of the proposed HS2 scheme. The land across this stretch of route has poor ground conditions, extensive ground instability due to rapid dissolution of rock salt in the presence of fresh water and /or unsaturated brine, complex geological issues and extensive salt industry infrastructure.

L1.1 INOVYNS operations at the Holford Brinefields focus on the solution mining and processing of brine for the supply to the INOVYN site at Runcorn where it is used as one of the key raw materials for the production of chlorine, caustic soda, chlorinated derivatives and food grade salt. Brine is also supplied to the TATA Ash Plant at Northwich. The Holford Brinefields pump around 30 million cubic metres of water every year, with some 2.5 million tonnes of salt being solution mined. The site comprises a field of some 200 caverns within the Northwich Halite member. Caverns typically range from 100m to 150m in diameter, 100m to 200m high with cavern crown (top) depths of some 200m to 350m below ground level around Lostock Gralam, depending on the depth of the Northwich Halite Member.

L1.2 The effects of solution mining can result in erosion, sinkholes, loss of biodiversity, or the contamination of soil, groundwater and surface water by the chemicals emitted from the mining process.

L1.3 Cavities can be used to store gas due to their minimal permeability to liquids and gases. The underlying mudstones-including those at Holford Brinefields - can then prevent the downward migration into more sensitive aquifers such as the Sherwood Sandstone. On completion of salt extractions, the caverns located in this area are licensed for the storage of waste salt processing products and caverns utilities for gas storage.

CONSTRUCTION TIMELINE (CT2)

CT2.0 We **object** to the ten year timescale HS2 will take to be built at Lostock Gralam. The parish of Lostock Gralam is to be exposed to a potential construction time of ten years; starting quarter two of 2025 with the Birches Lane satellite compound and ending in quarter three 2035 with testing and commissioning. This does not take into account any unforeseen delays.

CT2.1 The main construction time will be taken up with the building of the Rudheath embankment, north and south Lostock Gralam embankments and the Wade Brook, Lostock Gralam and Smoker Brook viaducts and the realignment of the A556 and rerouting of utilities.

CT2.2 Lostock Gralam residents and local businesses will endure a significant increase in sound, noise, vibration, dust and light pollution, traffic delays and blight for the duration of construction.

CT2.3 It is noted that HS2 has not carried out extensive groundwork investigations despite local resident and Former Mining Geologist and Applied Geology/ Geophysics Lecturer Rosalind Todhunter Bsc PhD producing an abundance of information and evidence demonstrating the vulnerable, complex geology of the Lostock Plain. It is therefore inexcusable for HS2 to start work on the high-speed railway line and then find that the route is going to take longer to build due to unforeseen ground complexities which hadn't been accounted for. The proposed construction time for the high-speed railway line is in our opinion unacceptable.

VISUAL IMPACT (VI3)

This section of route is illustrated on maps CT-06-314 to CT-06-316a in the Volume 2:MA02 Map Book.

VI3.0 Your petitioners **object** to the significant visual impact that the Rudheath embankment, Lostock Gralam south embankment, Lostock Gralam viaduct, Lostock Gralam north embankment and the Smoker Brook viaduct will have on the Lostock Plain which is predominantly an area of flat agricultural land which was formerly heath and is now characterised in part by the extraction of brine.

VI3.1 Embankments up to 14 metres in height will cut off communities that currently enjoy open views of mature countryside. The Lostock Gralam south embankment and Lostock Gralam north embankments will both have landscape mitigation planting on both sides to help integrate the proposed scheme into the surrounding landscape. In all honesty planting isn't going to hide or blend in a 14m high embankment which is 353m in length (south) and a 655m in length (north) embankment, we therefore **object** to embankments being built across the Lostock Plain. The change in visual impact would be enormous and not in keeping with a predominantly flat landscape.

VI3.2 Lostock Gralam is the first Northwich parish to welcome commuters, visitors and Northwich residents home when travelling along the A556 Chester Road to Lostock Gralam/Northwich. The first thing which will be seen is the Smoker Brook viaduct, this will be like a gateway into our parish and town, it is

therefore absolutely essential that the viaduct design is sympathetic to our landscape and existing bridges. The viaduct design is something we feel very passionate about and want to be involved with.

VI3.3 Noise barriers up to 5m in height, extending from Wade Brook, along the western side of the Wade Brook Viaduct, Lostock Gralam south embankment, Lostock Gralam viaduct, to the northern end of Lostock Gralam north embankment for the provision of acoustic screening for properties in Lostock Gralam (see Volume 2: MA01 Map Book, map CT-06-315, E5 to map CT-06-316a, B4) is obviously wanted and needed however the example noise fence barrier (Figure 13- Environmental Statement Pg.30) visual included in the HS2 Environmental Statement is yet another imposing, ugly addition to our parish which enjoys rural views and walks.

VI3.4 NV4.2 An A556 auto-transformer station to be sited directly opposite the Travelodge and Lostock Lodge Care home. This was not in previous bills and has caused grievance within the community. It will be in permanent direct view of Lostock Lodge Care Home, Lostock Gralam Travelodge and properties located on Salary Row.

HIGHWAYS (H4)

H4.0 Lostock Gralam Parish Council **object** to the realignment of the A556 Shurlach Road by up to 90 metres to the north. We are extremely concerned about the impact of traffic flow through Lostock Gralam on Manchester Road and the wider impact on Northwich.

H4.1 If traffic is at a standstill on Manchester Road and on the A556 Shurlach Road this may impact emergency vehicle response times, from the Fire brigade getting to Lostock Gralam from Leftwich, Ambulances getting to Leighton Hospital at Crewe and the Police from Northwich Town centre.

H4.2 The Lostock Gralam Parish Council instructed CWAC Highways to carry out a traffic survey on Manchester Road in 2019, the results of this survey told us that 4619 vehicles travelled east to west over a 12-hour period with 501 of those vehicles being HGV. Travelling west to east over a 12-hour period there were 4580 vehicles of which 547 were HGV. This figure has no doubt increased with the growing number of new properties in the area and HGV's looking for the shortest routes to save on fuel and time. When road works or traffic collisions occur on the A556, Manchester Road becomes very congested and side residential roads used as cut throughs.

H4.3 Heavy traffic on Manchester Road not only has an environmental impact, made worse by idling HGV's waiting to turn right onto Hall Lane (A559) from Manchester Road but also a health impact on our local residents whose

properties line Manchester Road and for the children who walk to preschool and school along this route.

H4.4 We **object** to the proposed construction traffic routes along Manchester Road and Station Road which are unacceptable. Lostock Hollow is susceptible to subsidence due to a naturally occurring spring under the road, this road is also classed as unsuitable for HGVs from the A556. Lostock Hollow runs into Station Road after the Lostock Gralam railway bridge, Lostock Tiny Tots preschool is on the left just after the bridge followed by St. John the Evangelist Church to the right. The local primary school is just off Station Road onto School Lane. The area is densely residential with on street parking which results in vehicles travelling on the wrong side of the road on the approach to the Hall Lane/Station Road traffic lights.

H4.5 We **object** to Station Road being used as a construction route. Station Road is not suitable for any additional traffic, children, pedestrians and local residents will be put at risk by this proposed construction route. There will also be a significant increase in air pollution of diesel particulates from the construction vehicles. Damage will also be caused to the already depleted road surfaces in our parish. By using Station Road HS2 will impose a significant effect on young children's lives and our community.

H4.6 The use of heavy HGV's transporting earth for the embankments will increase traffic volume, and potentially damage the existing road structure surface around our parish. We **object** to HGVs being used to transport earth and instead suggest the railway is used.

H4.7 HS2 should be aware that the Lostock Sustainable Energy Plant (LSEP) currently under construction at the Lostock Works on Griffiths Road, will look to start operation Q4 2025 which is the same time HS2 plan to start the A556 realignment.

H4.8 LSEP currently has permission for a capacity of 600,000 tonnes of residual waste per year with a Section 36 variation application yet to be determined by BEIS to increase the capacity to 728,000 tonnes per year. This would increase HGV movements from 262 round trips per day to 434, and would require increased operating hours from 07:00-19:00 to 07:00-23:00. Bearing in mind this plant isn't operational yet, this equates to a new HGV lorry movement every two minutes over a 16-hour period travelling from the M6 motorway to Griffiths Road and back. The A556 will be the main route for HGV deliveries. This is yet another reason why Lostock Gralam Parish Council **object** to the A556 being realigned.

NOISE AND VIBRATION (NV5)

Volume 2: MA02 Map Book SV-02, SV-03, SV-05, SV-08 and SV-09 (volume 5, sound, noise and vibration Map Book).

NV5.0 We **object** to construction traffic noise at Station Road. HGV traffic noise at Station Road, will be significant and have an impact on Lostock Tiny Tots and toddler groups who use the Church Hall on Station Road.

NV5.1 HGV and HS2 construction noise will have an adverse effect on around 40 properties on Salary Row, Broseley Way, Gralam Grove, Wells Avenue, Lostock Gralam Travelodge guests, Celandine Court an over 50's apartment block of 64 apartments and Lostock Lodge a specialist dementia care home for up to 66 residents, and homes on the Harris Road estate in the vicinity of the A556.

NV5.2 The Birches Lane Satellite Compound will have a significant effect on properties along Harris Road as these properties are in direct line of sight and are located 530mtrs away, Lostock Gralam Viaduct Satellite Compound is located 110mtrs away from properties on Harris Road, Smoker Brook Viaduct South Satellite Compound is located 250mtrs from Lostock Lodge a specialist dementia care home. All of these residential locations will be exposed to significant increase in noise pollution for up to 6 years and will have a substantial impact on the local community.

MUD, DUST AND LIGHT POLLUTION (MDL6)

MDL6.0 The Lostock Gralam Parish Council is concerned about potential mud and contamination of the road network, along with dust and light pollution.

BLIGHT, SOCIO-ECONOMICS (BSE7)

BSE7.0 Lostock Gralam residents are going to be adversely impacted by the high-speed railway line over a long period of time, it will affect community well-being and mental health and growth in the Northwich area.

ENVIRONMENTAL (E8)

E8.0 The Lostock Plain has a network of footpaths mainly following farm tracks and field boundaries. The Lostock Plain is also a major brine extraction area which is also utilised for underground gas storage. Ditches are found across much of the land to take away excess water, HS2 may well have a detrimental impact on the way water is managed with the potential for flooding.

E8.1 Work associated with the diversion of three high pressure gas pipelines and the underground diversion of an existing 11kV power line between Lostock Gralam and Plumley Lime Beds SSSI will result in the permanent loss of 1.1ha (79%) of Square Wood. The loss of this woodland will have a permanent adverse effect that is significant at the district/borough level.

E8.2 Construction of Lostock Gralam north embankment and Smoker Brook viaduct will result in the permanent loss of 1.0ha (38%) of deciduous woodland within Long Wood LWS. The diversion of three high pressure gas pipelines between Lostock Gralam and Plumley Lime Beds SSSI and temporary works associated with Lostock Gralam north embankment will result in the permanent loss of a further 1.3ha (50%) of the woodland. The loss of this woodland will have a permanent adverse effect that is significant at the county/metropolitan levels.

E8.3 The land grab, construction compounds, rerouting of roads, utilities, loss of public footpaths, hedgerow removal and destruction of natural habitats are likely to impact wildlife species as a result of this build.

E8.4 There is a clear risk of land collapse, gas explosion, economic decline, destruction of ancient woodland and natural habitats, major decrease in the quality of life, permanent sound pollution and permanent visual destruction of the landscape.

E8.5 Lostock Gralam Parish Council **objects** to the environmental impact HS2 will have on our parish and the destruction of woodland, natural habitats and ecosystems.

UTILITIES (U9)

U9.0 We are very concerned about the major utility re-routing which is required, not only the impact this will have on traffic flow in the area but also the safety of our community.

4. 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 section 3 'Objections to the Bill' if you prefer. Please number each paragraph.

LAND QUALITY (LR1)

LR1.0 The Lostock Gralam Parish Council is not satisfied with the current level of groundwork investigations which HS2 have carried out. It is still unfathomable that the stretch of track from Rudheath to Lostock Gralam is the best option for building the highspeed railway. We ask that extensive groundwork investigations are carried out and that HS2 look again at an alternative route alignment away from Northwich.

LR1.1 We want assurances from HS2 that our community will not be put at risk of ground collapse, flooding, or explosion from the build process of HS2. We are particularly concerned about the rerouting of high-pressure gas mains and gas storage and the proposed HyNet hydrogen pipeline which may be routed across this parish around the same time HS2 is proposed to begin construction.

CONSTRUCTION TIMELINE RESPONSE (CTR2)

CTR2.0 The longer the HS2 line takes to construct from the first construction compound to track testing, the more blight, economic hardship, effects of quality-of-life HS2 impose on Lostock Gralam and Northwich.

CTR2.1 We note that the Smoker Brook viaduct at 806m in length and up to 25m in height (see Volume 2: Map Book, map CT-06-316a, B4 to F4) will take 2.5 years to construct, in comparison to the Lostock Gralam north embankment at 655m in length and up to 14m in height (see Volume 2:MA02 Map Book, map CTR-06-315, H6 to map CT-06-316a, B4) which will take 3 years to construct. This suggests to us that by asking HS2 to replace the Rudheath embankment, Lostock Gralam south embankment and Lostock Gralam north embankment with one viaduct straight through from the Gadbrook Viaduct to the Smoker Brook Viaduct that construction time of the high-speed railway line can be reduced thus resulting in less impact on our parish and town of Northwich.

CTR2.2 By using the construction techniques of the Colne Valley viaduct, we are confident that a launch girder system which will pick up each individually cast segment, put them into position, post tension in place, then repeat the process to construct the viaduct can not only reduce the currently proposed build time but also reduce the lifespan of each of the construction compounds and earth stockpiles.

CRT2.3 At what cost is too much? We ask HS2 to openly detail the cost of HS2 crossing Lostock Gralam and whether it is the best financial option for the tax payer.

VISUAL IMPACT RESPONSE (VIR3)

VIR3.0 With HS2 unable to use railway cuttings and tunnelling in our parish, we will be left with a visual legacy of HS2. It is therefore our duty as the Lostock Gralam Parish Council to ensure that the design and visual appearance of HS2 is as sympathetic to our landscape as possible. As one of the gateways into Northwich we would like to see viaduct design which is sympathetic to our existing arched bridges which surround the Northwich Town. We particularly prefer the Colne Valley viaduct design to that of a generic high viaduct (Figure 6. Illustration of a generic high viaduct Pg 25 Environmental Statement, Non-technical summary).

VIR3.1 We are very concerned about the visual impact of 14m high embankments to the degree that we would prefer to see a viaduct. Long high embankments are a total block on the vision of what is beyond, they act as a wall dividing communities. It is simply not enough to plant shrubs on the embankments, a sympathetically designed viaduct would allow light and views through and beyond the HS2 line over the Lostock Plain.

VIR3.2 As with the Colne Valley Viaduct design we ask HS2 to, where possible, use innovative transparent sound barriers to reduce the apparent scale of the viaducts and embankments experienced at ground level. We want the barriers to be designed to appear as light as possible to ensure that HS2 passes through the Lostock Plain as sensitively as possible.

VTI3.3 The Auto-transformer station would ideally be located on the southern side of the HS2 line away from view of properties on Salary Row, Lostock Lodge Care Home and Celandine Court. Mature planting to screen the auto-transformer station would be welcomed.

HIGHWAYS (HR4)

HR4.0 We note that the proposed timeline for the A556 Shurlach Road realignment is from Q4 2025 to the end of 2028. This is simply unacceptable, the disruption from recent utility works at Roberts Bakery in Rudheath which lasted around 6 months was unbearable for local residents and Lostock Gralam residents who had to endure Manchester Road being used as an alternative route.

HR4.1 The realignment work must be carried out in a way that ensures that two lanes of traffic continue to flow in both directions. If HS2 remove the embankments and instead build one viaduct across the Lostock plain, the land grab required may reduce and therefore lessen the realignment requirement of the A556 Shurlach Road.

HR4.2 We request that the road surface of the realigned A556 Shurlach Road is low noise due to the impact on properties and the Lostock Lodge dementia care home.

HR4.3 We ask that the Manchester Road/Hall Lane traffic lights be modernised to incorporate a right hand turn onto Hall Lane, this would allow traffic to continue flowing towards Northwich despite vehicles waiting to turn right, something which does not currently happen.

HR4.4 With increased traffic proposed for Manchester Road, we would like to ask that a controlled pedestrian crossing be installed on the existing traffic refuge island near to the Stubbs Lane junction on Manchester Road. This would allow school children and members of our community to safely cross the road to the Stubbs Lane play area and primary school on School Lane. We also suggest that a 'Keep Clear' is painted on the Stubbs Lane junction to Manchester Road, as residents of Stubbs Lane struggle to safely pull out of the junction when traffic is backed up along Manchester Road heading towards Northwich.

HR4.5 Construction traffic should not be permitted past the Lostock Gralam train station onto Station Road, for the safety of pre-school and school children and due to the parked vehicles, which line the road up to the Station Road/Hall Lane traffic lights.

HR4.6 The realignment of the A556 is not in our opinion an option. It is the main artery bringing in and taking away traffic to the M6 motorway and Chester. By disrupting this road, HS2 will not only inflict long delays and traffic congestion but also impact businesses operating in the area, adding to the negative economic impact of HS2 at Northwich.

NOISE AND VIBRATION (NVR5)

NVR5.0 The Lostock Gralam Parish Council urge HS2 not to use Station Road as a construction traffic route due to the number of young children who attend Lostock Tiny Tots, toddler play groups at the Church Hall and primary school age children walking along this route to the Lostock Gralam Primary School on School Lane. This is a residential area with vehicles parked on the road.

NVR5.1 HGV and construction noise may well become too much for the properties in close proximity to the A556, provision should be in place to offer noise insulation e.g. triple glazing and if necessary alternative temporary housing. The Parish Council through the local authority will want to be kept abreast of noise and vibration monitoring data to demonstrate compliance with all noise and vibration commitments.

NVR5.2 To reduce likely community significant effects, taller screening (provided by solid temporary hoarding, temporary stockpiles, screening close to activities or other means to provide equivalent noise reduction) should be used to lessen

the noise effects for properties on Harris Road, and homes in close proximity to the A556.

NVR5.3 Power driving alternatives should be considered to reduce noise. We note that Lostock Sustainable Energy are using a piling process which is virtually vibration free and dramatically reduces the level of noise created, by using continuous flight auger (CFA) piles. Is this something HS2 could consider? This method removed the need for the use of a piling hammer to drive piles into the ground, dramatically reducing the level of noise and vibration generated.

MUD, DUST AND LIGHT POLLUTION (MDLR6)

MDLR6.0 Restricted working hours must be fixed with no option of variations to increase work hours from that proposed in the Hybrid Bill.

MDLR6.1 Dampening down for dust management and wheel wash systems should be in place at all construction compounds. A light management plan should be agreed to limit light pollution.

BLIGHT, SOCIO-ECONOMICS (BSER7)

BSER7.0 The Lostock Gralam Parish Council request that the homeowner payment zone be increased to 500 metres due to the extensive work and timeline to complete HS2 at Lostock Gralam.

BSER7.1 HS2 will not bring any benefit to Northwich, the effect the build will have on our community and local businesses will cripple our ability to thrive whilst construction takes place between 2025 and 2035. We ask HS2 to consider offering apprenticeships to our community and promote learning, use local contractors to support the town, hold regular community engagement events to bring some benefit to a community that will not likely be able to afford to travel on HS2.

ENVIRONMENTAL (ER8)

ER8.0 The Lostock Gralam Parish Council is concerned about the negative effect embankments will have on the Lostock plain, particularly the way water runoff will be controlled and the impact the weight will have on the brine fields. We believe a viaduct will have less impact as ditches and natural animal tracks can be reinstated, and less woodland and natural habitats destroyed due to the lesser land grab. Local footpaths and walking routes could also be retained, allowing neighbouring communities to stay connected and not severed as currently proposed.

ER8.1 We ask for evident plans to achieve the very best outcome for nature. We ask that HS2 improves its environmental mitigation and compensation commitment. Nature should be left in a better state than before, with provision for bat nesting, provision for birds and crested newts. We would welcome a

compensation plan to achieve a 'no net losses of biodiversity. For every one tree cut down, we ask HS2 to plant two.

ER8.2 Will HS2 be resilient against climate change effects as the track lifespan is 120 years?

ER8.3 With the move towards cleaner transport we expect that fully electric vehicles will be used as much as possible to reduce the impact of diesel engine emissions in our parish.

ER8.4 We ask that the high-speed railway, carefully, tiptoes across our landscape watching where to place each step as opposed to the proposed destructive clomping across our landscape without a care of what's destroyed.

UTILITIES (UR9)

UR9.0 We do not have the knowledge required to make recommendations on the utility rerouting and trust that HS2 will work with the utility companies to ensure that disruption is kept to a minimum and that safety of our community is paramount.

House of Commons

High Speed Rail (Crewe - Manchester) Bill – First Additional Provision

1. Terms and conditions

We need your consent to use your data and to keep you updated on the progress of your petition.

Your data

Your petition will be published on the UK Parliament's website. Please note this will include your name and address. We will store your data and a copy of your petition in the Private Bill Office and as a record in the Parliamentary Archives.

Communications

Your data is stored so that you can be invited to have your petition heard by the Committee.

Private Bill Office staff may contact any of the people named in the petition to verify the information provided. Those communications will be stored with the information you have given.

Your petition and communications regarding it may be shared between the Private Bill Offices.

If you have completed this form on behalf of an individual, group of individuals, on organisation or group of organisations, please ensure you have been authorised to do so.

For more information on how we handle your data, please see our [privacy notice](#).

Consent

I give consent for my information to be used for the purposes set out above.

2. Petitioner information

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

Mrs Lyndsey Sandison
Lostock Gramam Parish Clerk & Responsible Finance Officer
Lostock Gramam Parish Council
PO BOX 768
Northwich
Cheshire
CW9 9TS

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

Your Petitioners are Lostock Gramam Parish Council, representing the inhabitants and Parish of Lostock Gramam, in Northwich. The Bill will result in a high-speed railway line, running alongside the south edge of the parish. A number of residential properties, businesses and a dementia care home lie within close proximity of the proposed line. The nearest properties are located 100m west of the scheme.

The parish of Lostock Gramam is bordered by the industrial and residential fringes of Northwich to the west, the Stubblach Plain to the south and the wooded area Marthall to the north.

The proposed high-speed railway line will be constructed to the south of Lostock Gramam on the Lostock Plain, which has a network of footpaths mainly following farm tracks and field boundaries. The Lostock Plain is also a major brine extraction area which is also utilised for underground gas storage. The A556 Shurlach Road south of the parish of Lostock Gramam, on the Lostock Plain is a busy commuter route serving Northwich, Chester to Manchester and Junction 19 of the M6 and is proposed to be realigned to make way for the high-speed railway line.

3. Objections to the First Additional Provision to the Bill

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

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

HIGHWAYS

H.0 Your Petitioners welcome the 3m wide shared-use pedestrian and cycle path proposal for the A556 Shurlach Road.

H.1 The Lostock Gramam Parish Council **object** to the A559 Manchester Road and Station Road being used as a temporary construction traffic route. Increased traffic will have a significant effect on the A559 Hall Lane/ A559 Manchester Road traffic signals. Your Petitioners do not understand why Station Road has been selected as an HGV construction traffic route, not only is Birches Lane / Lostock Hollow unsuitable for HGVs, but Station Road is a residential road with Lostock Tiny Tots preschool, a Church Hall providing toddler groups and community café events and the St. Johns Church. The Lostock Gramam Primary School is also located just off Station Road onto School Lane.

H.2 Your Petitioners **object** to the A556 Shurlach Road realignment. Lostock Gramam residents will be heavily impacted by traffic congestion on Manchester Road. How will HS2 manage traffic flow in the area? Many of the roads and junctions in this vicinity are already operating at near or full capacity. It should also be noted that the A559 Manchester Road can not be used as a diversion route for HGVs to access Griffiths Road due to the low Mid Cheshire line railway bridge.

H.3 Your Petitioners are concerned about how the volume of traffic being generated at the Lostock Works on Griffiths Road is going to be managed through the construction phase. The Lostock Works and Jack Richards Haulage on Griffiths Road are dependent on the A530 King Street and the A556 Shurlach Road for access to the M6 both north and southbound. It should be noted that there are businesses on Gadbrook Park and on Griffiths Road which operate 24 hours a day.

H.4 The A556 is often used as an alternative route for when the M6 Motorway has closures and diversions. These closures and diversions also impact on the traffic flow on the A559 Manchester Road. How will HS2 deal with this?

H.5 The proposed widening from a single carriageway in both directions to enable the formation of a right-turn lane and the introduction of traffic signals at the junction of the A530 Griffiths Road and A559 Manchester Road is both positive and negative. We welcome the traffic signals but note that the work will take 12 months which will impact local residents and those who live in close proximity to the junction. We also note that additional land is required.

H.6 Lostock Gramam residents, walkers and cyclists often cross the A556 Shurlach Road to Lostock Green and vice versa. It is important that communities are not severed and that existing walking/cycling routes are protected. The proposed new crossing of the

A556 Shurlach Road is out of the way, and may make lone walkers/cyclists feel vulnerable.

NOISE

N.0 The Lostock Gramam Parish Council is concerned about the changes to the sound, noise and vibration assessment results of new construction traffic noise effects on properties in the vicinity of the A556 for approx. one year and three months.

N.1 Your Petitioners are concerned that the addition of a rail expansion device at the Smoker Brook viaduct may create an additional noise.

N.2 Your Petitioners **object** to Lostock Tiny Tots preschool having to experience new significant effects from indirect noise, as well as HGV construction traffic. This will not only impact the children but also may discourage parents and carers from choosing to send their children to the establishment.

N.3 Your petitioners **object** to Lostock Lodge Care Home, Salary Row, Broseley Way and Harris Road residents having to experience new significant effects from indirect noise.

LAND GRAB

LB.0 Your Petitioners are concerned about the additional land permanently required for the realignment and extension of the Smoker Brook viaduct at the A556 Shurlach Road and Winnington Wood (AP1-002-012).

LB.1 Your Petitioners are concerned about the additional land permanently required for modifications to the A530 Griffiths Road and Manchester Road junction (AP1-002-013).

4. 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 First Additional Provision to the Bill. You do not have to complete this box if you do not want to.

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

HIGHWAYS RESPONSE (HR)

HR.1 Your Petitioners ask for traffic signal improvements at A559 Hall Lane/A559 Manchester Road to include a right-hand filter lane from Manchester Road to Hall Lane to help manage traffic flow. Vehicles waiting to turn right, hold up other traffic wishing to proceed across the traffic lights towards Northwich. We ask for a controlled pedestrian crossing at the refuge island on Manchester Road near to the Stubbs Lane junction to enable children and families to safely cross the A559 Manchester Road. We ask that 'KEEP CLEAR' be painted on the Stubbs Lane junction to enable residents to safely pull out of the junction when traffic is backed up along Manchester Road heading towards Northwich.

HR.2 We **sternly object** to Station Road being used as a construction traffic route and therefore ask that no construction traffic goes beyond the Lostock Gralam train station from Lostock Hollow. The children attending education settings must come first, not only for their safety, but for their health. Our young children should not be adversely impacted by HGV emissions or indirect noise affecting their learning. If HS2 ignore or discount this request, we want assurances that emissions will be monitored and reported, that additional sound proofing be offered, and a restriction on the times when HGVs can use the route i.e., not at 9.00am or 3.00pm Monday to Friday when children will be walking to and from education settings.

HR.3 It is unclear how HS2 propose to carry out the A556 realignment and manage traffic flow in the area. Your Petitioners seek assurances from HS2 that;

- a. Emergency Service response time to our community and Town will not be affected by the building of HS2.
- b. That local businesses will be able to continue their operations and not be affected by longer journey times or road closures.
- c. That the realignment of the A556 is carried out in a way that two lanes of traffic continue to flow in both directions, without delays.
- d. That the A559 Manchester Road will not be used as a diversion route for A556 traffic.

HR.4 HS2 should be aware that flooding often occurs under the Mid-Cheshire Line railway bridge on Griffiths Road, and that there is a pump installed to take away excess water. We would therefore welcome any improvements to drainage in this area. The properties to the left of the Griffiths Road junction may be impacted by the loss of natural screening, we therefore ask HS2 to provide alternative screening i.e., a fence. We request that the new traffic signals include a controlled pedestrian crossing on the A559 Manchester Road.

HR.5 We ask HS2 to install a pedestrian/cycle overbridge to enable walkers and cyclists from Lostock Gralam to cross the A556 to Lostock Green. We also ask that the overbridge is lit to minimise vulnerability of loan walkers/cyclists.

HR.6 Your Petitioners are concerned about the sound, noise and vibration effects on residents at the Lostock Lodge Care Home and other properties in the vicinity of the A556. Provision should be in place to offer noise insulation e.g., triple glazing and if necessary alternative temporary housing. The Parish Council through the local authority will want to be kept abreast of noise and vibration monitoring data to demonstrate compliance with all noise and vibration commitments.

Exhibit 12 – HS2 Station Road Assurance Letter

<p data-bbox="252 443 416 544">Mrs Lyndsey Sandison Lostock Gralam Parish Council PO BOX 768 Northwich Cheshire CW9 9TS</p> <p data-bbox="252 575 563 593">Sent by email to: clerk@lostockgralamparishcouncil.co.uk</p> <p data-bbox="676 607 759 622">30 March 2023</p> <p data-bbox="252 651 360 667">Dear Mrs Sandison,</p> <p data-bbox="252 683 751 712">HIGH SPEED RAIL (CREWE – MANCHESTER) BILL – HOUSE OF COMMONS SELECT COMMITTEE: PETITION HS2- P2B - 010 and AP1-007- LOSTOCK GRALAM PARISH COUNCIL</p> <p data-bbox="252 730 740 777">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.</p> <p data-bbox="252 792 756 869">Further to the Promoters Response Document sent to you on 17 February 2023 which set out the Promoter's position on the issues raised in Lostock Gralam Parish Council's petitions against the Bill and first Additional Provision to the Bill in the House of Commons, I am writing to you, on behalf of the Secretary of State for Transport, to offer Lostock Gralam Parish Council the following assurance:</p> <p data-bbox="252 898 347 913">In this assurance</p> <table data-bbox="272 949 703 1043"><tr><td data-bbox="272 949 395 965">"the authorised works"</td><td data-bbox="427 949 639 965">means the works authorised by the Bill;</td></tr><tr><td data-bbox="272 981 320 996">"the Bill"</td><td data-bbox="427 981 703 1043">means the High Speed (Crewe – Manchester) Bill as introduced into Parliament on 24 January 2022 as amended by the Additional Provision to the Bill deposited on 6 July 2022;</td></tr></table> <p data-bbox="252 1115 743 1137"><small>High Speed Two (HS2) Limited, registered in England and Wales. Registered office: Two Snowhill, Snow Hill Quadrway, Birmingham B4 6GA, Company registration number: 06791686, VAT registration number: 181 4312 30.</small></p>	"the authorised works"	means the works authorised by the Bill;	"the Bill"	means the High Speed (Crewe – Manchester) Bill as introduced into Parliament on 24 January 2022 as amended by the Additional Provision to the Bill deposited on 6 July 2022;	<p data-bbox="895 398 1345 450">"HS2 construction traffic" means any HS2 construction vehicles excluding private construction worker vehicles or vehicles used to transport HS2 workers to and from construction sites;</p> <p data-bbox="895 472 1345 524">"the nominated undertaker" means High Speed 2 (HS2) Ltd or such other person as may be appointed nominated undertaker under clause 42 of the Bill;</p> <p data-bbox="895 546 1345 611">"the Promoter" means the Secretary of State for Transport or any successor Secretary of State or Minister holding the transport portfolio and includes, so far as relevant, the Nominated Undertaker;</p> <p data-bbox="895 633 1345 698">"Station Road" means Station Road in the Parish of Lostock Gralam, in the borough of Cheshire West and Chester from its junction with the A559 Manchester Road to the point where it meets the mid-Cheshire railway Line.</p> <ol data-bbox="895 734 1378 925" style="list-style-type: none">1. The Promoter will require the nominated undertaker to limit, so far as reasonably practicable, its use of Station Road by HS2 construction traffic during the construction of the authorised works to occasional use associated with tie-in works at the junction of Birches Lane and the realigned A556 Shurlach Road and with utility works and other minor highway works affecting Station Road.2. Paragraph 1 shall not apply in the event that there is an emergency, or other unforeseen need for works, that reasonably requires the use of Station Road by HS2 construction traffic.3. For the purposes of paragraph 1, "minor highway works" would include tie-in works at the junction of Birches Lane and the realigned A556 Shurlach Road. <p data-bbox="874 938 1382 1016">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.</p> <p data-bbox="874 1030 1331 1064">If you have any further queries please don't hesitate to contact Kirsty Clarke, Petition Manager, on 07826886543 or kirsty.clarke@hs2.org.uk.</p> <p data-bbox="874 1077 959 1093">Yours sincerely</p>
"the authorised works"	means the works authorised by the Bill;				
"the Bill"	means the High Speed (Crewe – Manchester) Bill as introduced into Parliament on 24 January 2022 as amended by the Additional Provision to the Bill deposited on 6 July 2022;				

Exhibit 13: MAP CT-05-315 SES1 AND AP1 ES

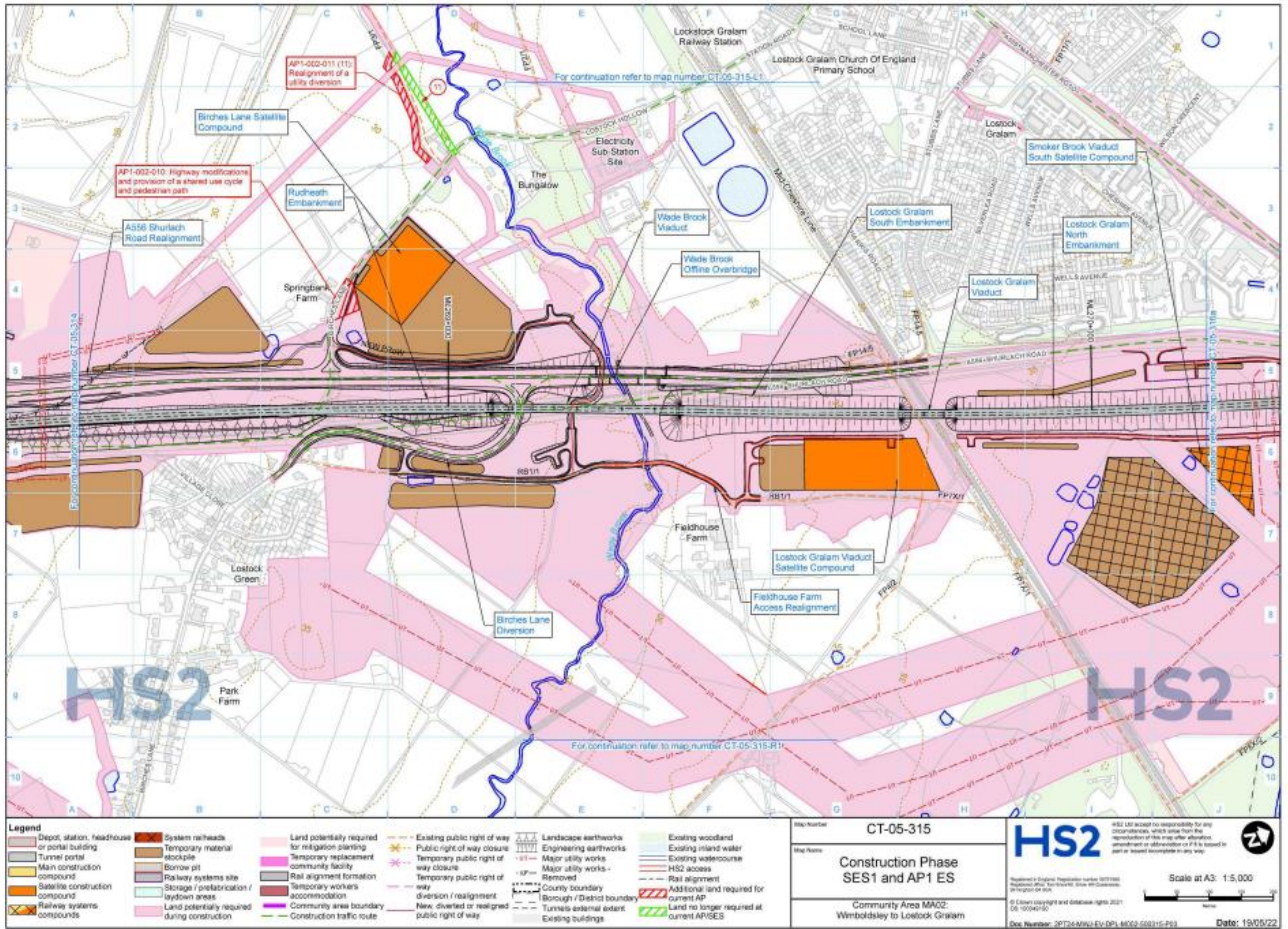


Exhibit 14: MAP CT-05-315 -SES1 AND AP1 ES

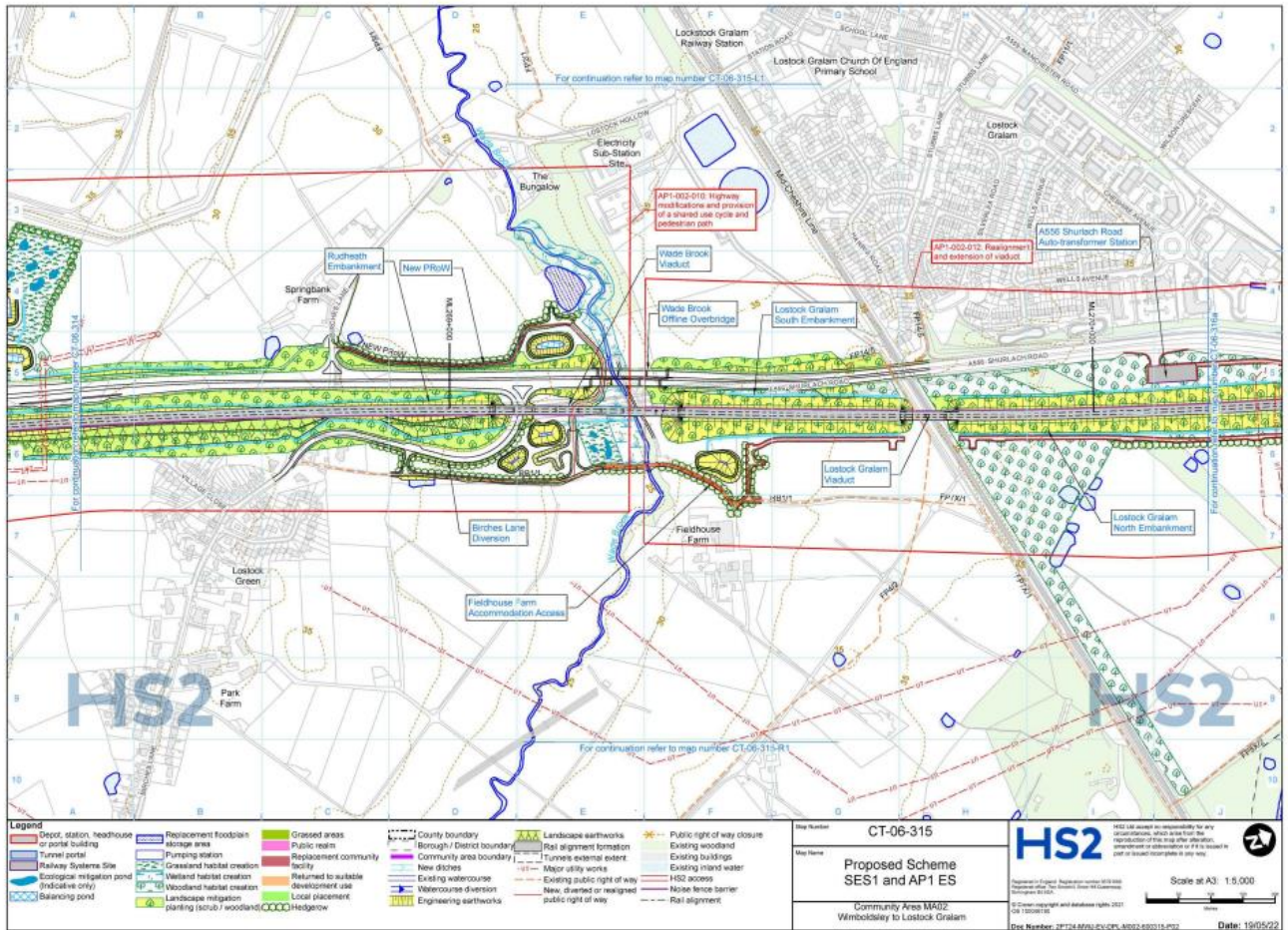


Exhibit 15: CT-05-316A SES1 AND AP1 ES

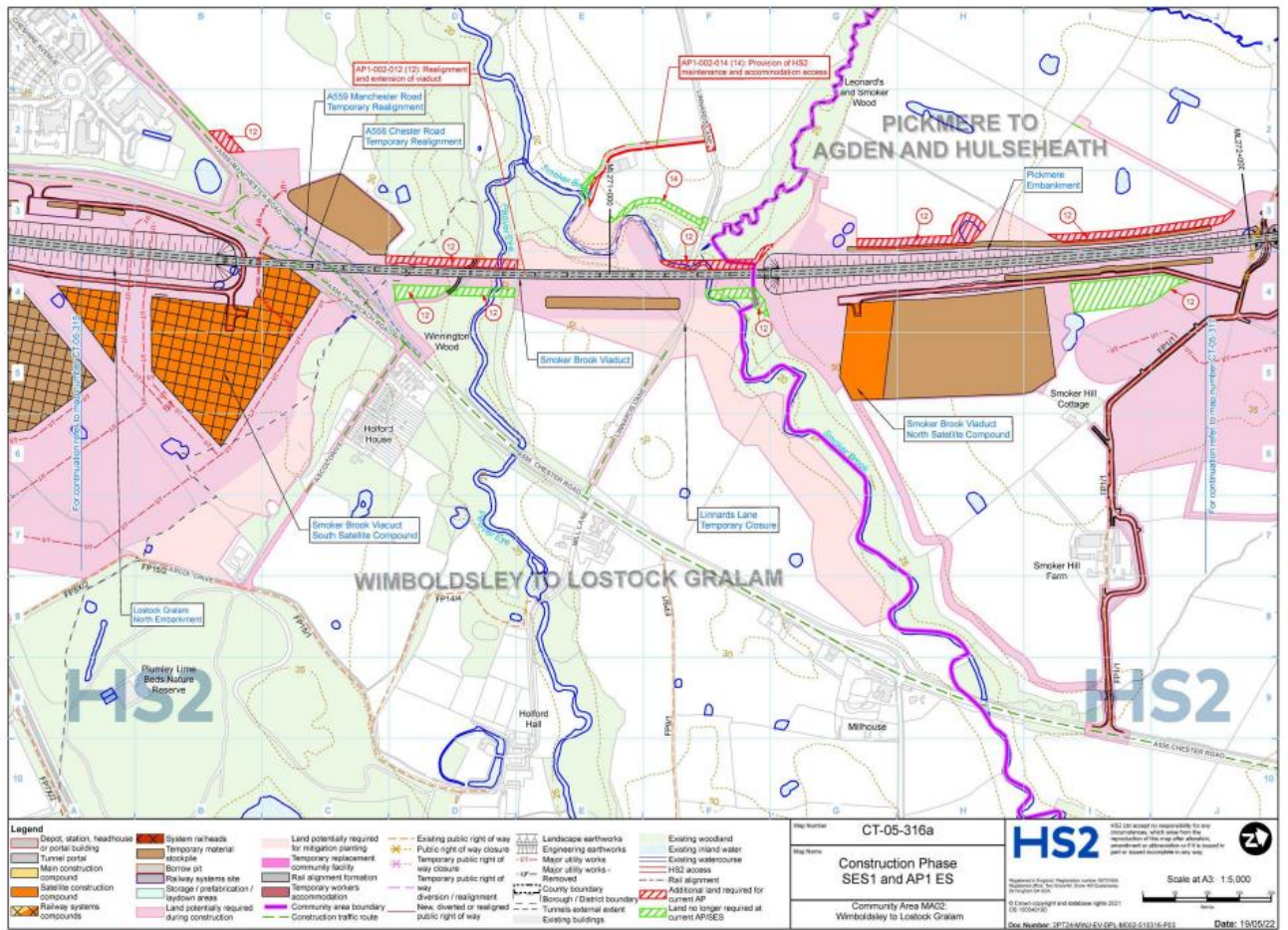


Exhibit 16: CT-06-316A SES1 AND AP1 ES

