

CASE FILE LIST

Case: HS2-012.

Title: HS2-012 Davenham Parish Council - Petitioner.

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1	Presentation(A43)	19-04-23	2-12



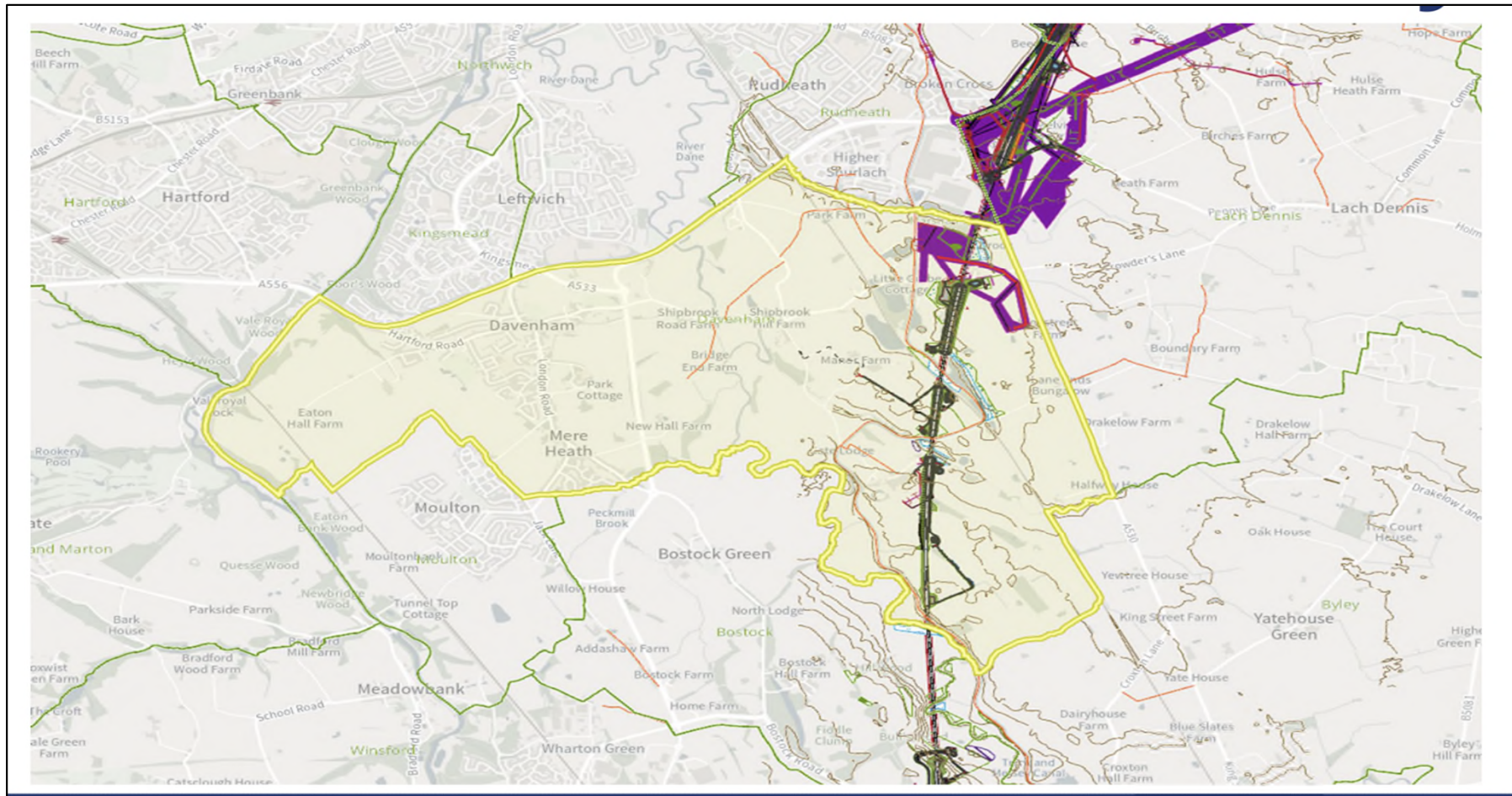
Davenham Parish Council
Briefing paper for the HS2 Phase 2b - 012 Select Committee

24th April 2023 - 4.00pm

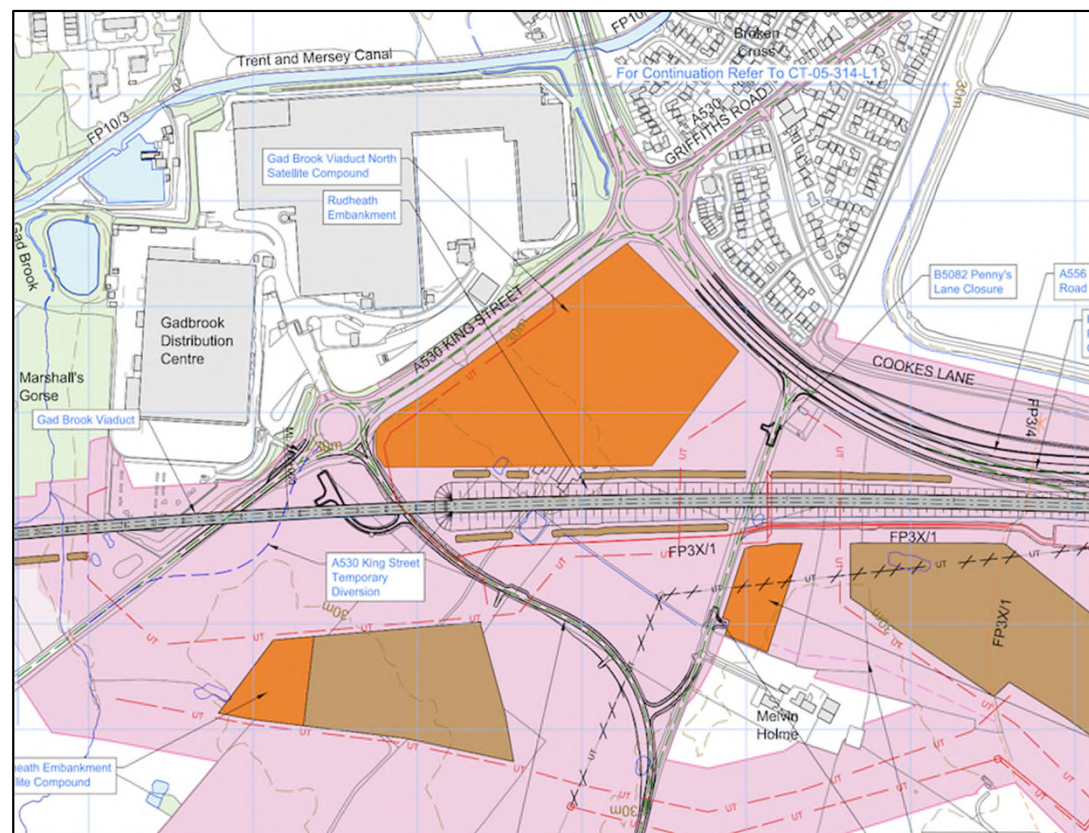
Supporting information

Davenham Parish Council Petition re HS2 Phase 2b - 012

DPC Fig 1- Map of the Parish - approx 3000 residents



DPC Fig 2 - Position of construction sites for the Trent & Mersey Canal & Gadbrook viaducts



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DPC Fig 3 - HS2 estimated start dates and estimated numbers of vehicles

Gad Brook Viaduct South Satellite Compound		
Start date	2027 Q2	Rail Systems and Civils
Duration of active use	4 years and 9 months	
Duration of busy movements (months)	3	
Average daily vehicles - Cars & LGV	194-296	
Average daily vehicles - HGV	346-466	

Puddinglake Brook Viaduct Satellite Compound		
Start date	2027 Q2	
Duration of active use	3 years and 9 months	
Duration of busy movements (months)	7	
Average daily vehicles - Cars & LGV	162-380	
Average daily vehicles - HGV	78-100	

Promoters Response Document 2023

Appendix: "TR-003-00002 of the SES1 and AP1 ES indicates that Davenham Road between Shurlach Lane and the A530 King Street would carry a peak daily two-way combined flow of 468 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 three months in duration"

"TR-003-00002 of the SES1 and AP1 ES summarises the peak daily construction traffic flows associated the AP1 revised scheme. It indicates that the A553 Davenham Bypass and the A556 Shurlach Road would each carry a peak daily two-way combined flow of less than 20 HGVs over an assumed 10-hour working day, which equates to approximately one HGV every 30 minutes on average"

1. Please note both projects have the same start date
1. Therefore HS2 -Traffic numbers HGV, commercial vehicles and cars - should be added together
1. Avg Daily Cars & LGV = a range of 356 - 676
1. Avg Daily HGVs = a range of 424- 566

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DPC Fig 4 - (Gadbrook Park) staff & vehicle figures Roberts & Morrisons

Monday, 13th March

Hi Mark

Figures provided for Produce team

Head Count for Produce 230 colleagues/ 80- temps

Average 300 HGVs - a day min 1000 a week in and out 2000 in total

50% go North towards A556 & 50% South via King Street A530

Paul Robinson

Transport Manager Wincanton/Morrisons

Hi, Mark

Please see the below:

Head count for logistics, transport - 1058

VMU - 15

Car spaces Staff - 428 and 19 disabled bays (Produce included)

Deliveries per day - 216 (not including produce)

Deliveries per week - 1515 (not including produce)

Peak times - 05:00-06:00

14:00-15:00

19:00-20:00

Matthew Ffello



Monday, 3rd of April

Good afternoon Mark,

The company employs 750 people

With regards to parking spaces we have approx 360 on site across all our parking areas for cars.

For our own vehicles we have, 1000 planned vehicle movements = delivery vehicles in an out;

200 deliveries by others to site, all weekly, and 6 others per month (*in counted only*).

We also have numerous contractors, couriers and postal vehicles in a regular basis.

With our own delivery vehicles peak is around mid morning as they return from their deliveries.

With regards to staff our busiest times are shift changeovers which are:

6am, 7am, 2pm, 7pm and 10pm

Plus office staff arriving and leaving during the day, which is more variable across the week.

I hope this is sufficient for your requirements in your response to the HS2 enquiry.

Kind regards,

Tracey Birch

Group Environmental Manager

Frank Roberts & Sons Limited.



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DPC Fig 5 - Drone footage of Roberts Bakery Roundabout A530/A556 Junction

We would like to share with the Select Committee approximately 1 minute of drone footage of the A556/ A530 Roberts Bakery Roundabout: This was filmed on Thursday the 23rd of March around 5pm

Link to drone footage

<https://www.dropbox.com/s/mnab9bgdy6u7xb7/Northwich%20Traffic.m4v?dl=0>

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DPC Fig 6 - Images of the new slip roads into and out of Gadbrook Park



Fig 1 -
The new eastbound & west bound slip roads



Fig 2 -
Gadbrook Park the new eastbound & two west
bound slip roads



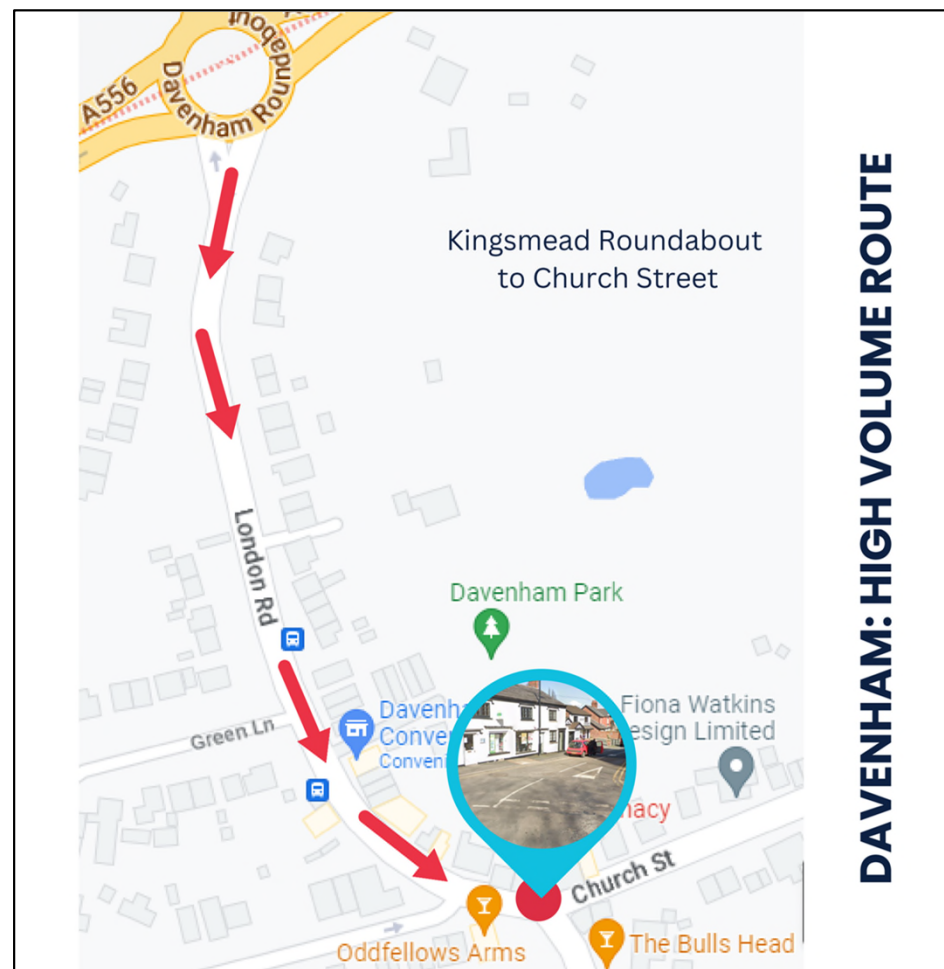
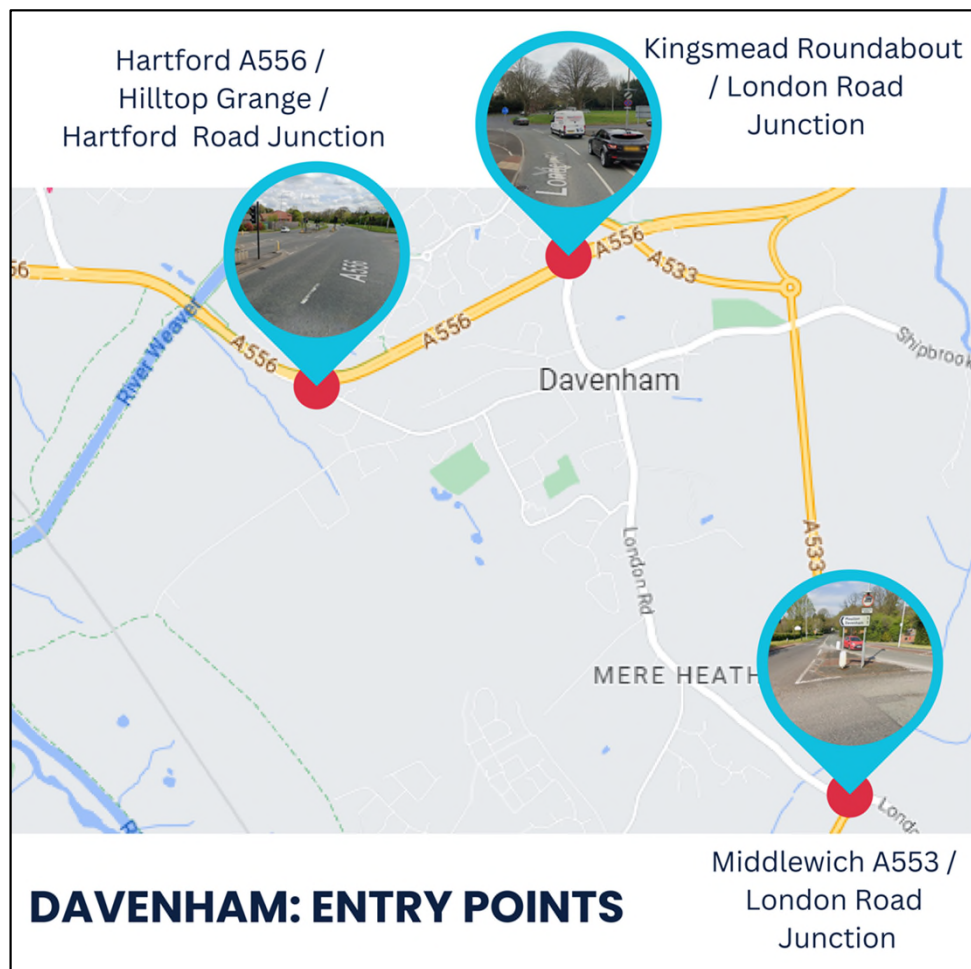
*Between 13/3 & 12/4 this year, 44,274 vehicles drove on to
Gadbrook Park = 88,000+ traffic movements in a month*



Fig 3/4 -
Gadbrook Park junction at its widest point we have
4 lanes eastbound and 4 lanes westbound

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DPC Fig 7 - Three key entry routes into Davenham when the A556 is congested/blocked/lane closures



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DPC Fig 8 - Lostock Sustainable Energy Plant

Lostock Sustainable Energy Plant

The £480m Lostock Sustainable Energy Plant (LSEP) was given planning permission by the Govt back in 2012. If given the go a head, not only would the amount of waste burned rise by 21% it would also have resulted in a huge increase in the number of daily HGV movements from 262 to 434 between 7am and 11pm NB using the **A530, A556 roundabout** & potentially the A559

In a letter to Chester West & Chester Council, David Wagstaff, Head of Energy Infrastructure Planning, Dept of Business Energy & Industry Strategy, said they plans had now been rejected. He wrote

“The Secretary of State has considered the overall planning balance, and considers *the increase in the number of HGV movements and the proposed increase in delivery hours*, as well as the premise upon which the varied consent was granted *weigh against the granting of the application*

Northwich Guardian 7th December 2022

<https://www.northwichguardian.co.uk/news/23175736.victory-people-power-incinerator-plans-knocked-back/>

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DPC Fig 9 - DPC response to the HS2 letter of Assurance

FAO Zachary Champion

As Lead Councillor for the HS2 Phase 2b Impacts on the village, I would like to thank you for providing us with a letter of assurance re a safety & community issue we raised in our Petition

However, I have the following observations:

1. HS2 Construction Traffic MUST include any construction worker vehicle or vehicles used to transport HS2 workers to & from construction sites. The roads in question must not be used as shortcuts or "rabbit runs" for HS2 vehicles

2. The Specified Roads - This section should include Hartford Road, Church Street & **London Road**

We require a **FULL** (not part) assurance from the HS2 team that these roads will not be used by construction traffic:-

Both Hartford Road & Church Street are overflowing with parked cars and even emergency service vehicles have had trouble navigating these. I cannot see any circumstances emergency or "unforeseen" where HS2 **construction** traffic would need to access these roads when the two construction sites for the two proposed viaducts will be situated immediately off the A556 & A530. Please also note that London Road is already operating at near capacity and has speed bumps along it to keep villagers safe and deter its use as a cut through

3. Funding for the Welcome to Davenham Sign on the Church Street approach

Subject to the Bill receiving Royal Assent, Davenham Parish Council will proceed with obtaining costings and Local highways approval for said sign.

We welcome HS2 support with this, thank you

Kind regards

Mark Powell - Parish Councillor
Davenham Parish Council

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DPC Fig 10 - Responses from Storeys & Williams Estate agents

Hi Mark,

It depends on the proximity of houses to the line/disruption. It's safe to estimate that the value of some homes could be affected by up to 10/15%. We've had houses struggle to sell that are located near to the route or ones that will be affected by the construction / traffic delays etc.

An example of this is Brook Cottage in Pickmere...

<https://storeysofcheshire.co.uk/properties/brook-cottage-pickmere-lane/> which sold for £658,000. Without the proximity of HS2, it should comfortably have achieved £750,000. Most buyers were put off because of HS2.

Hope this helps.

Ian Story
Founder & Director



Head Office 57 Church Street, Davenham, CW9 8NF

Northwich 01606 339922

South Warrington 01925 595950

Tarporley 01829 700359

Hi Mark,

"I am really not looking forward to the impending disruption and turmoil that is going to be caused by the commencement of the HS2 project, which I understand is due to start in 2025.

Northwich is a small market town and the invasion of literally hundreds of lorries and machinery clogging up the roads for up to six years is going to throw the local economy and housing market into freefall.

The local housing market is at best fragile, and I would question why potential buyers would commit to buying properties in Davenham, Lostock Green and the other villages to the east and south of Northwich when other areas are not affected to the same degree. At best I envisage a sharp decline in property prices in these areas.

Andrew Williams
Director



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