

CASE FILE LIST

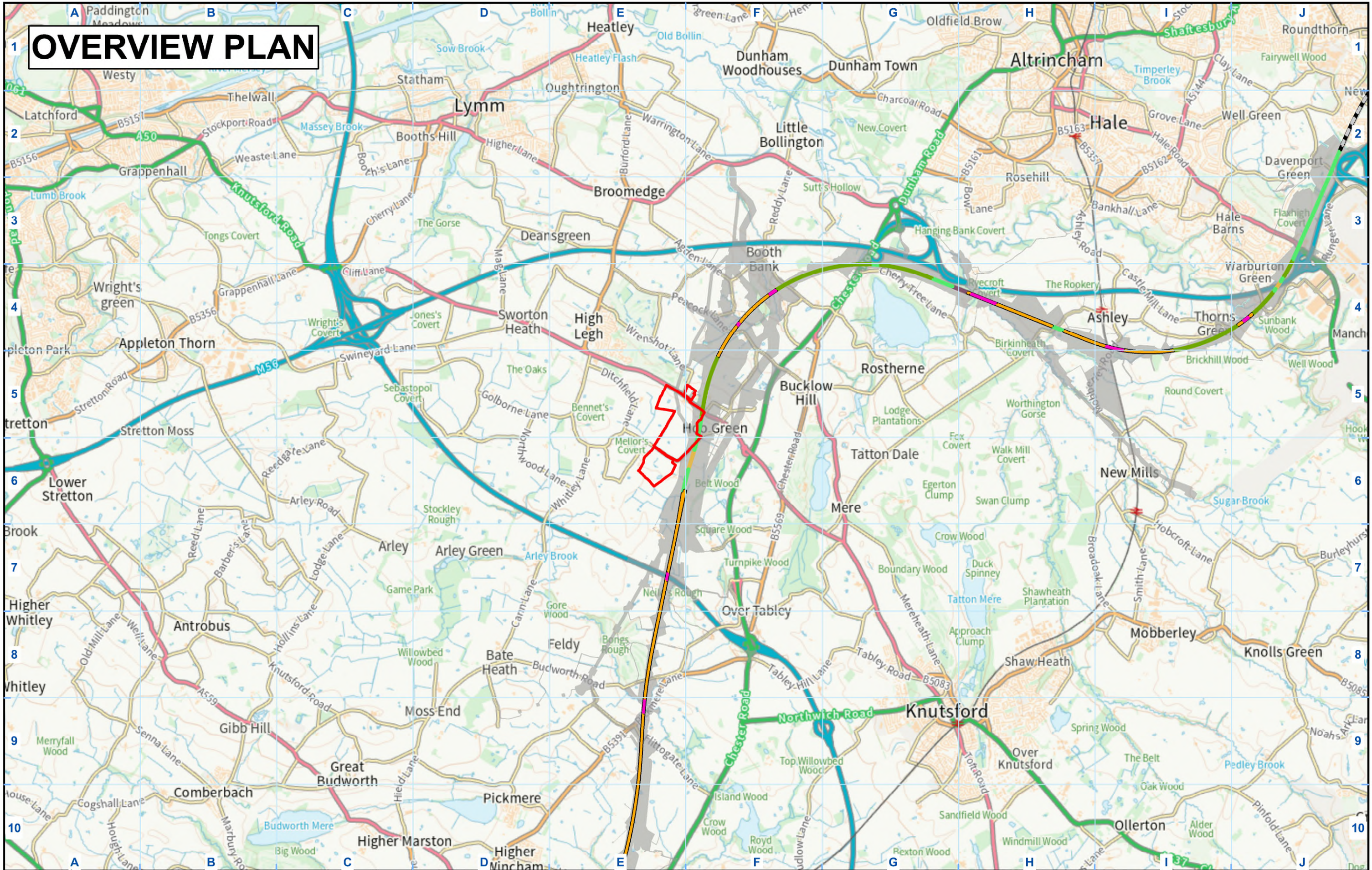
Case: HS2-013.

Title: HS2-013 Mr John Walter Wright - Promoter.

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OVERVIEW PLAN

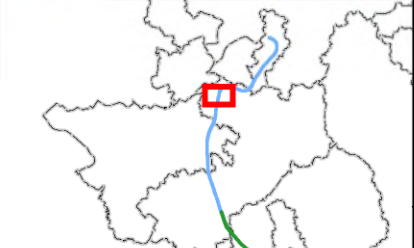


P247

- Legend**
- Phase 2b Western Leg Bill alignment February 2022
- Box Structure
 - Cutting
 - Embankment
 - Retaining Wall
 - Underground Box
 - Viaduct

 Indicative extent of petitioner(s) land interests

 hybrid Bill Limits



High Speed Two
Petitioner Location Plan
Reference Drawing

Petitioner
John Walter Wright (Yew Tree Farm)

Petition number
P2B-HS2-013



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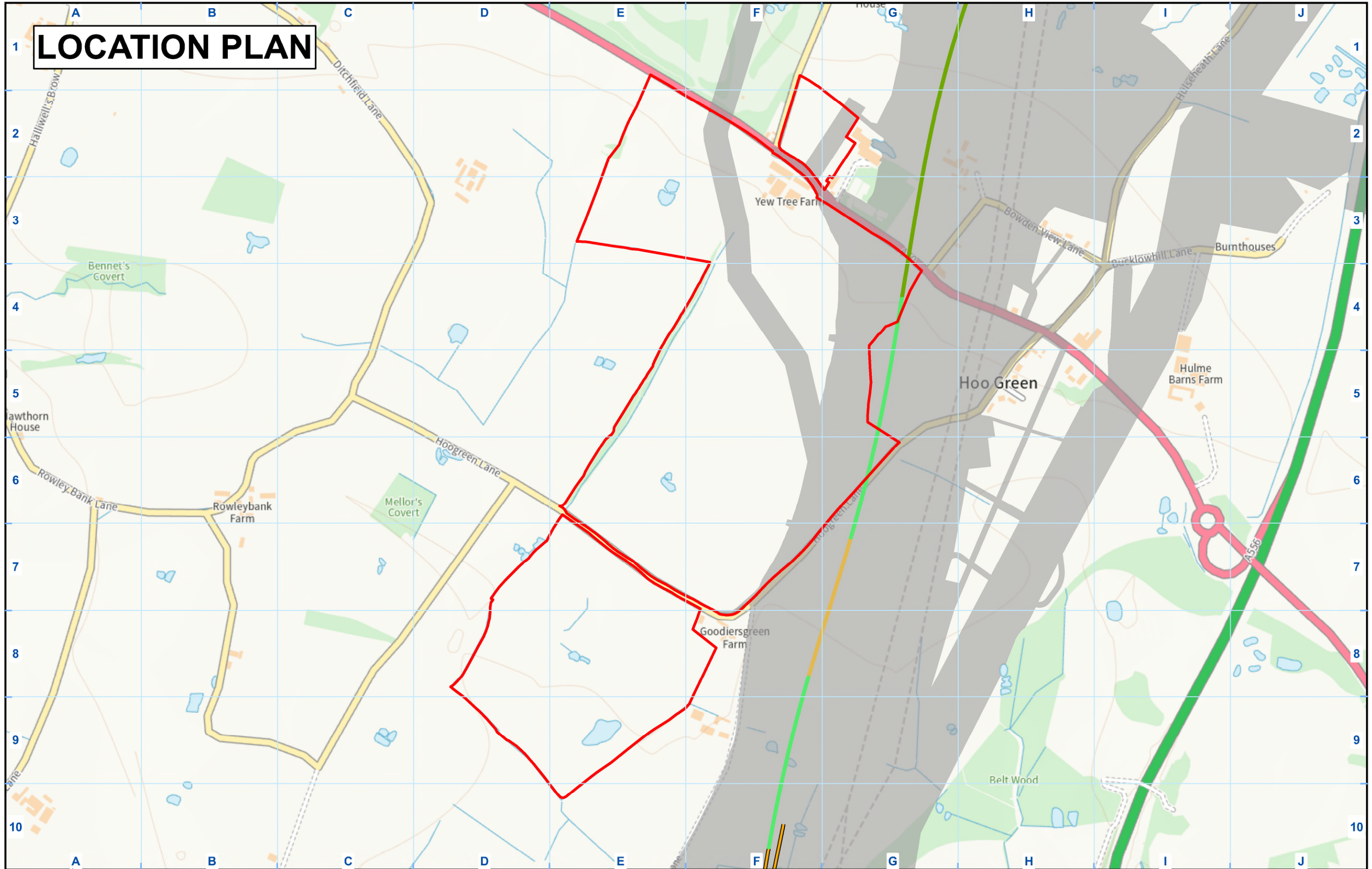
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Metres

Date: 09/03/23



LOCATION PLAN



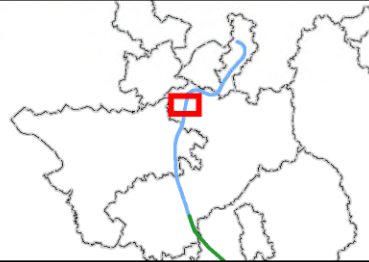
P248

Legend

Phase 2b Western Leg Bill alignment February 2022

- Box Structure
- Cutting
- Embankment
- Retaining Wall
- Underground Box
- Viaduct

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



High Speed Two Petitioner Location Plan Reference Drawing

Petitioner
John Walter Wright (Yew Tree Farm)

Petition number
P2B-HS2-013

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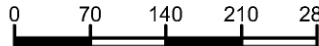
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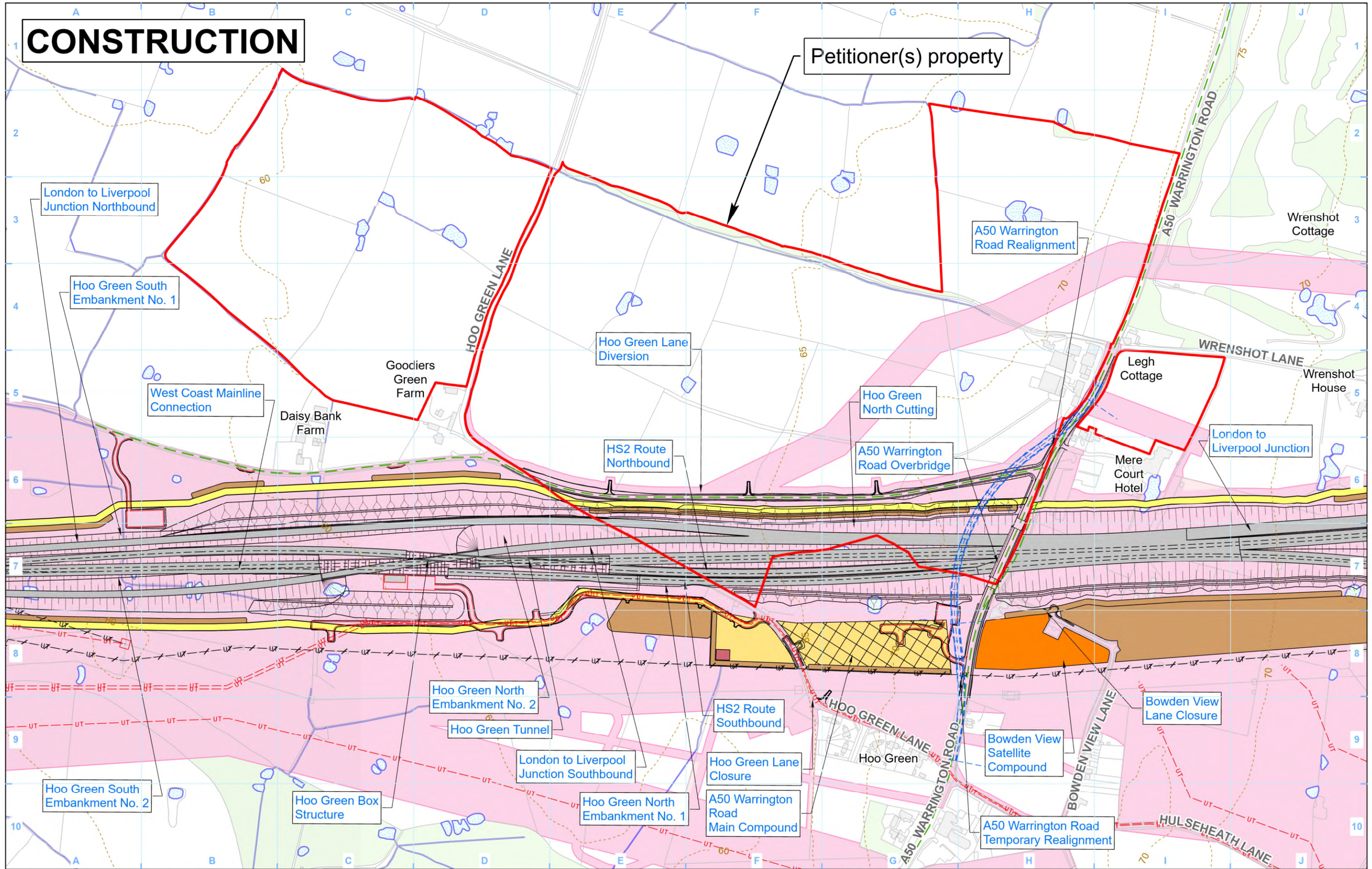
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Metres

Date: 09/03/23

CONSTRUCTION



Legend

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

Petitioner
Mr John Wright

Petition number
HS2-013

HS2

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Doc Number: 2PT24-MWJ-PT-MAP-M000-001351-HS2-013

Date: 16/03/2023

Scale at A3: 1:5,000

0 50 100 150 200 Metres

John Walter Wright
Yew Tree Farm,
Warrington Road, Mere
Knutsford,
Cheshire,
WA16 0RR

Sent by email to: yewtree.farm@yahoo.co.uk

14 April 2023

Dear Mr Wright

**HIGH SPEED RAIL (CREWE – MANCHESTER) BILL – HOUSE OF COMMONS SELECT
COMMITTEE: PETITION HS2-013-MR JOHN WRIGHT**

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 HS2 representatives met with you at your landholding on 28 February 2023 to discuss the issues raised in your petition and subsequently a Promoter's Response Document setting out our position in relation to the issues you have raised in your petition was sent to you on 5 April 2023.

I also wrote to you on 13 April 2023 to provide assurances, on behalf of the Secretary of State for Transport, in relation to the issues raised in your petition.

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

Temporary possession of land

The Promoter's response is set out on pages 4 – 8 of the Promoter's Response Document that was sent to you on 5 April 2023.

Temporary diversion and permanent realignment of A50

Since the Promoter's response provided on pages 9-14 of the Promoter's Response Document that was sent to you on 5 April 2023 and following discussions that were had between yourself and HS2 representatives at the meeting on 28 February 2023, the following assurances have been provided to you in respect of your access to buildings at Yew Tree Farm during HS2 construction works:

1. Access from Dobb Lane

- 1.1 Subject to the Bill receiving Royal Assent, the Secretary of State will require the nominated undertaker in exercise of the Bill powers not to restrict the Petitioner's access to the Property from Dobb Lane as illustrated on the Plan, where reasonably practicable during the construction of the Works.
- 1.2 Paragraph 1.1 shall not apply in the event that there is an emergency, or other unforeseen need for works, that reasonably requires the use of the Petitioner's access from Dobb Lane.

2. Access to the Property

- 2.1 In exercising the powers in the Bill to construct the Proposed Scheme in the vicinity of A50 Warrington Road, Knutsford, the Secretary of State will require the nominated undertaker, insofar as is reasonably practicable, to maintain access to and from the Property for all forms of road vehicle currently utilised for the normal operation of the Petitioner's business which access the Property from the A50 Warrington Road via the Petitioner's existing access from the A50 Warrington Road.
- 2.2 In the event that the nominated undertaker considers that maintenance of the access as envisaged is not reasonably practicable, the Secretary of State will require the nominated undertaker to:
 - 2.2.1 give the Petitioner at least two weeks' prior written notice of any proposed interference with the access to the Property, unless the proposed interference will last for more than 24 hours, in which case at least one month's notice will be given, in each case along with an explanation of why it considers maintenance of the access is not reasonably practicable; and
 - 2.2.2 reduce, in so far as is reasonably practicable, the extent and duration of the proposed interference with the access to the Property and use reasonable endeavours to accommodate the Petitioner's reasonable requests where those requests relate to measures intended to mitigate the impact of the proposed interference and do not prejudice the safe, timely and economic delivery of the Proposed Scheme.

Field drainage during construction

Since the Promoter's response provided on pages 15-17 of the Promoter's Response Document that was sent to you on 5 April 2023 and following discussions between yourself and HS2 representatives at the meeting on 28 February 2023, the following assurances have been provided to you in respect of drainage arrangements for your landholding at Yew Tree Farm:

3. Land Drainage

3. Subject to the Bill receiving Royal Assent, the Secretary of State will require the nominated undertaker to:
 - 3.1. identify with the Petitioner existing drainage arrangements on the Property. This will include the carrying out, where reasonable, of inspections of the Property and of any existing plans;
 - 3.2. record the location of drains cut or disturbed by the construction of the Works;
 - 3.3. utilise appropriate drainage consultants to advise on drainage works and will engage with the Petitioner in respect of the pre and post drainage schemes that are required. The nominated undertaker will use reasonable endeavours to engage drainage consultants with working knowledge of the local conditions;
 - 3.4. prior to the commencement of significant construction works, land drains affected by the Works will, where practicable, be intercepted in a manner which maintains their efficiency. Work will be carried out to an appropriate specification after discussion with the Petitioner which may include the design (e.g. layout, falls, pipe sizes and types, outfall arrangements) and timing of any land drainage works required;
 - 3.5. provide as-built plans of modifications to existing land drainage and of any new drainage works to the Petitioner as appropriate by the nominated undertaker; and
 - 3.6. where natural drainage patterns are adversely affected by the Works, the provision of supplementary drainage or irrigation works will be considered having regard to an assessment of compensation and the commercial justification by the Petitioner.

Further to the above assurance, HS2 has undertaken a further technical study which confirms that there are alternative feasible designs that could be delivered within the powers and environmental minimum requirements defined by the Bill and the Environmental Statement, giving HS2 further certainty that an appropriate drainage solution could be identified at detailed design.

Passive Provision for West Coast Mainline and NPR connections

The Promoter's response is set out on page 18 of the Promoter's Response Document that was sent to you on 5 April 2023.

Advance assessment of compensation

Paragraph 7.1 of Phase 2b Western Leg Information Paper C2 Rural landowners and occupiers guide provides: Where an agricultural/rural business owner submits to the Promoter detailed particulars of an estimated claim for compensation arising from the compulsory acquisition of agricultural land/a rural business (a "detailed request"), the Promoter will provide in writing within three months of receipt of the detailed request the nominated undertaker's estimate of the compensation (including for disturbance) payable in respect of the compulsory purchase of that agricultural land/rural business. We would suggest that you or your agent submit detailed particulars of your estimated claim for compensation accordingly.

The Select Committee have emphasised their desire that the Promoter and Petitioners seek to narrow down the issues between them as far as possible in advance of the hearing so that they can focus on issues which remain in dispute.

Therefore, in order to assist with the efficient running of the Committee process, we would be grateful if you could clarify whether, in light of the information set out above and through our earlier engagement and correspondence, you have any outstanding concerns in relation to the issues raised in your petition and if so, identify what those issues are. Please provide this clarification by return of email or letter to Rachna.Shah@hs2.org.uk by 18 April 2023.

For any further queries please don't hesitate to contact Rachna Shah, Senior Petition Manager, on 07881 792217 or Rachna.Shah@hs2.org.uk.

Yours sincerely



pp

Lucy Lagerweij

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

John Walter Wright
Yew Tree Farm,
Warrington Road, Mere
Knutsford,
Cheshire,
WA16 0RR

Sent by email to: yewtree.farm@yahoo.co.uk

13 April 2023

Dear Mr Wright

HIGH SPEED RAIL (CREWE – MANCHESTER) BILL – HOUSE OF COMMONS SELECT COMMITTEE: PETITION HS2-013-MR JOHN WRIGHT

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

Further to the Promoters Response Document sent to you on 5 April 2023 which set out the Promoter's position on the issues raised in your 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 you the following assurances:

In these assurances-

"Additional Provision 1" means the High Speed Rail (Crewe – Manchester) Bill Additional Provision which was deposited in the House of Commons on 6 July 2022;

"the Works" means the works authorised by the Bill;

"Bill" means the High Speed Rail (Crewe- Manchester) Bill as deposited in the House of Lords on 24 January 2022 and as amended by Additional Provision 1 and the expression "the Bill" shall be taken for the purposes of these assurances to include (unless the context otherwise requires) the form of the Bill as enacted;

“nominated undertaker” refers to the body or bodies appointed by the Secretary of State to exercise the powers conferred by the Bill to construct and maintain the Proposed Scheme. The nominated undertaker may be HS2 Ltd, or it may be another body or bodies appointed to oversee the construction and operation of the Proposed Scheme;

“the Petitioner” means Mr John Wright;

“the Plan” means the enclosed plan [ref: Plan 1] illustrating the Petitioner’s access for the purposes of these assurances;

“the Property” means Yew Tree Farm, Warrington Road, Mere, Knutsford, Cheshire WA16 0RR;

“Proposed Scheme” means Phase 2b of HS2 as defined further in the Bill;

“Royal Assent” means the date when Royal Assent is given to the Bill;

“the Secretary of State” means the Secretary of State for Transport or any successor Secretary of State or Minister holding the Transport portfolio.

1. Access from Dobb Lane

- 1.1 Subject to the Bill receiving Royal Assent, the Secretary of State will require the Nominated Undertaker in exercise of the Bill powers not to restrict the Petitioner’s access to the Property from Dobb Lane as illustrated on the Plan, where reasonably practicable during the construction of the Works.
- 1.2 Paragraph 1.1 shall not apply in the event that there is an emergency, or other unforeseen need for works, that reasonably requires the use of the Petitioner’s access from Dobb Lane.

2. Access to the Property

- 2.1 In exercising the powers in the Bill to construct the Proposed Scheme in the vicinity of A50 Warrington Road, Knutsford, the Secretary of State will require the nominated undertaker, insofar as is reasonably practicable, to maintain access to and from the Property for all forms of road vehicle currently utilised for the normal operation of the Petitioner’s business which access the Property from the A50 Warrington Road via the Petitioner’s existing access from the A50 Warrington Road.
- 2.2 In the event that the Nominated Undertaker considers that maintenance of the access as envisaged is not reasonably practicable, the Secretary of State will require the Nominated Undertaker to:
 - 2.2.1 give the Petitioner at least two weeks’ prior written notice of any proposed interference with the access to the Property, unless the proposed

interference will last for more than 24 hours, in which case at least one month's notice will be given, in each case along with an explanation of why it considers maintenance of the access is not reasonably practicable; and

- 2.2.2 reduce, in so far as is reasonably practicable, the extent and duration of the proposed interference with the access to the Property and use reasonable endeavours to accommodate the Petitioner's reasonable requests where those requests relate to measures intended to mitigate the impact of the proposed interference and do not prejudice the safe, timely and economic delivery of the Proposed Scheme.

3. Land Drainage

- 3. Subject to the Bill receiving Royal Assent, the Secretary of State will require the nominated undertaker to:
 - 3.1. identify with the Petitioner existing drainage arrangements on the Property. This will include the carrying out, where reasonable, of inspections of the Property and of any existing plans;
 - 3.2. record the location of drains cut or disturbed by the construction of the Works;
 - 3.3. utilise appropriate drainage consultants to advise on drainage works and will engage with the Petitioner in respect of the pre and post drainage schemes that are required. The nominated undertaker will use reasonable endeavours to engage drainage consultants with working knowledge of the local conditions;
 - 3.4. prior to the commencement of significant construction works, land drains affected by the Works will, where practicable, be intercepted in a manner which maintains their efficiency. Work will be carried out to an appropriate specification after discussion with the Petitioner which may include the design (e.g. layout, falls, pipe sizes and types, outfall arrangements) and timing of any land drainage works required;
 - 3.5. provide as-built plans of modifications to existing land drainage and of any new drainage works to the Petitioner as appropriate by the nominated undertaker; and
 - 3.6. where natural drainage patterns are adversely affected by the Works, the provision of supplementary drainage or irrigation works will be considered having regard to an assessment of compensation and the commercial justification by the Petitioner.

If accepted, these assurances 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 Rachna Shah, Senior Petition Manager, on 07881 792217 or Rachna.Shah@hs2.org.uk

Yours sincerely

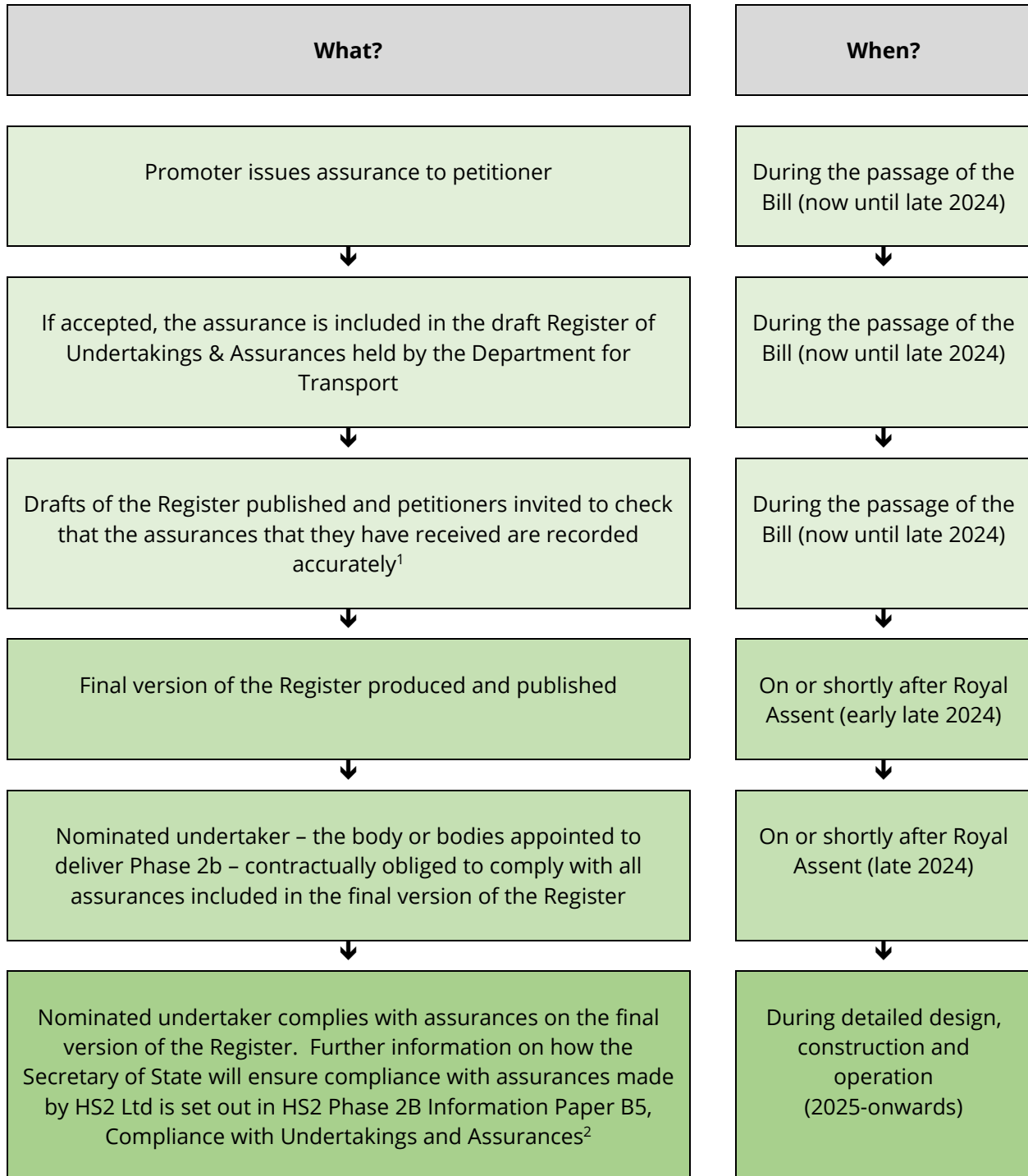
pp

A handwritten signature in black ink, appearing to read 'Lucy Lagerweij', with a stylized flourish at the end.

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

Annex A

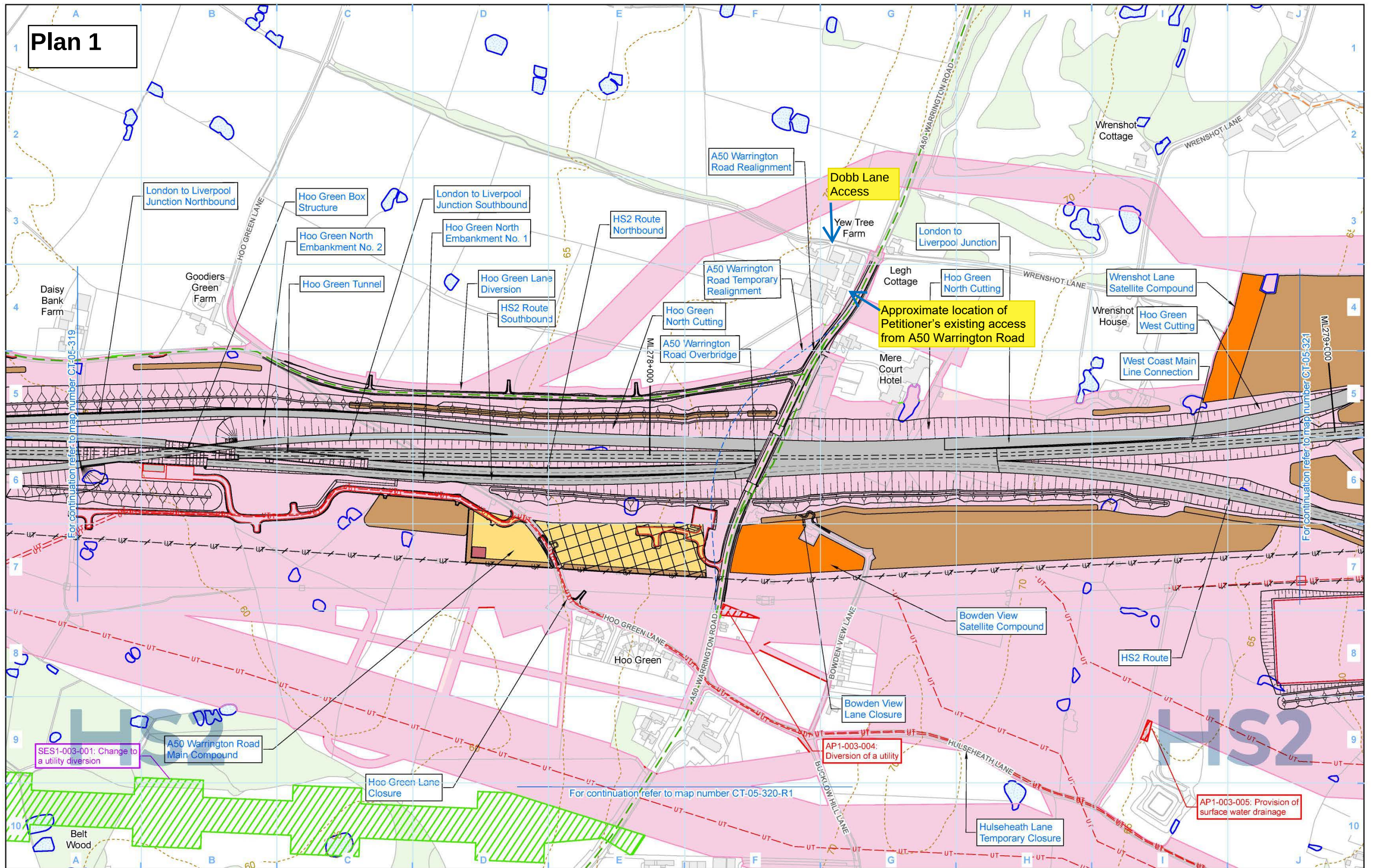
ASSURANCES: STEPS AND TIMING



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

Depot, station, headhouse or portal building	System railheads	Land potentially required for mitigation planting	Existing public right of way	Landscape earthworks	Existing woodland
Tunnel portal	Temporary material stockpile	Temporary replacement community facility	Public right of way closure	Engineering earthworks	Existing inland water
Main construction compound	Borrow pit	Rail alignment formation	Temporary public right of way closure	Major utility works	Existing watercourse
Satellite construction compound	Railway systems site	Temporary workers accommodation	Temporary public right of way diversion / realignment	Major utility works - Removed	HS2 access
End of systems compounds	Storage / prefabrication / laydown areas	Community area boundary	New, diverted or realigned public right of way	County boundary	Rail alignment
	Land potentially required during construction	Construction traffic route		Borough / District boundary	Additional land required for current AP
				Tunnels external extent	Land no longer required at current AP/SES
				Existing buildings	

Map Number: CT-05-320

Map Name: Construction Phase SES1 and AP1 ES

Community Area MA03: Pickmere to Agden and Hulseheath

HS2

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Date: 19/05/22

Hoo Green Junction

Consultation on passive provision for NPR connections with HS2

2019, June - Government Design Refinement Consultation on the location for NPR touchpoints at High Legh. Reasons for proposed touchpoints:

- consistent with Transport for the North's recommendations as set out in its Strategic Transport Plan (February 2019), which was subject to public consultation in 2018;
- would not prescribe future Government decisions about how and where NPR lines would serve. For example, the selected locations have the benefit of allowing any future NPR route to also serve Warrington, but without at this stage prescribing how that is done.

2020, October - Minister of State for Transport confirmed passive provision for two junctions at High Legh

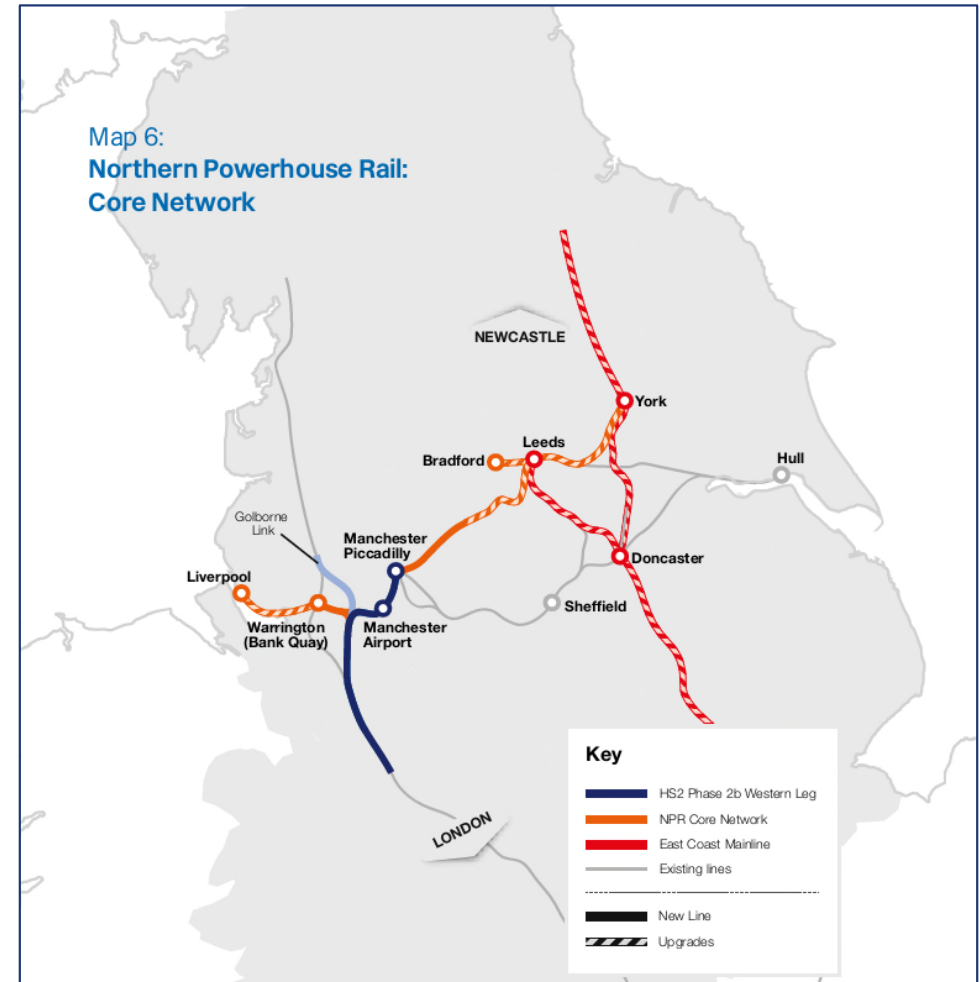
Hoo Green Junction

NPR and the Integrated Rail Plan (2021)

Government policy commitment sets out the blueprint for the development of train services across the Midlands and North and towards Scotland and London, bringing together communities and strengthening the economy.

Includes in its “core pipeline” of investment a new Northern Powerhouse Rail high-speed line between Warrington, Manchester and Yorkshire making use of the railway.

The IRP identifies the need for HS2 and NPR to be integrated and the government has instructed HS2 to include passive provision for a connection to Warrington with Phase 2b western leg (paragraph 3.69 of the IRP).



Hoo Green Junction

NPR interfaces on the Phase 2b Western Leg

Active provision refers to the inclusion of all the necessary works for NPR services to operate on HS2 in future in the HS2 Crewe to Manchester Bill and delivering them in one go as part of a single HS2 construction phase.

- Crewe Northern Connection
- Manchester Airport High Speed station
- Manchester Piccadilly High Speed station

Passive provision refers to the minimum level of additional works that would be needed in the HS2 Crewe to Manchester Bill to ensure that NPR can connect to HS2 in future without significantly interrupting HS2 operations. At locations where passive provision is planned, this generally involves the provision of civil engineering structures and earthworks from HS2 to a distance of 500m away.

- **London to Liverpool Junction**
- Manchester to Liverpool Junction
- Manchester to Leeds Junction

Hoo Green Junction and West Coast Mainline connection

Hoo Green Junction also makes passive provision for a future connection between HS2 and the West Coast Mainline.

Following the recommendations of the Union Connectivity Review, the Golborne link has been removed to enable consideration of affordable alternatives that deliver similar benefits for Scotland and the North West within the funding envelope allocated for the IRP.

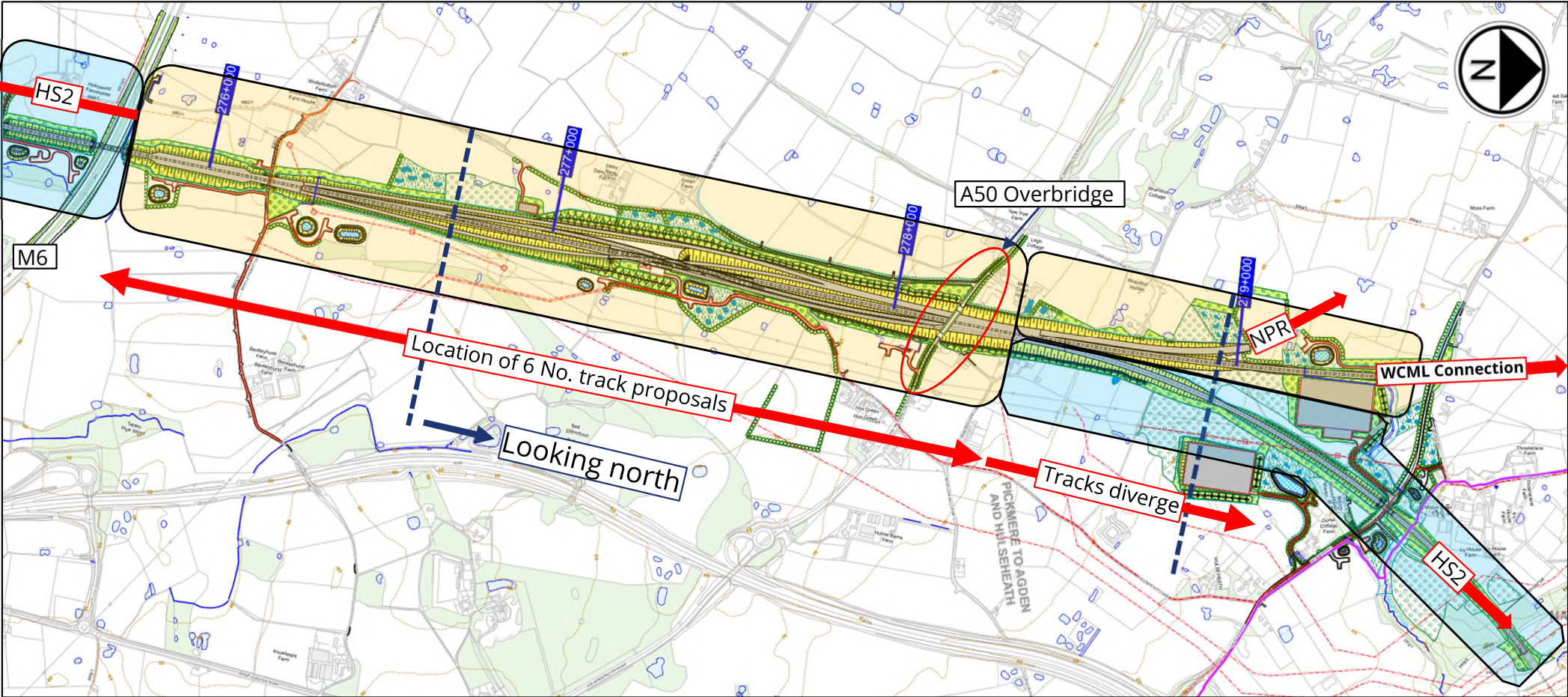
Passive provision at Hoo Green Junction ensures that a link can be provided in the future pending the consideration of alternatives to the Golborne Link but without interfering with the construction or operation of HS2 from Crewe to Manchester or NPR.

Hoo Green Junction - Area Overview

Main Works

HS2

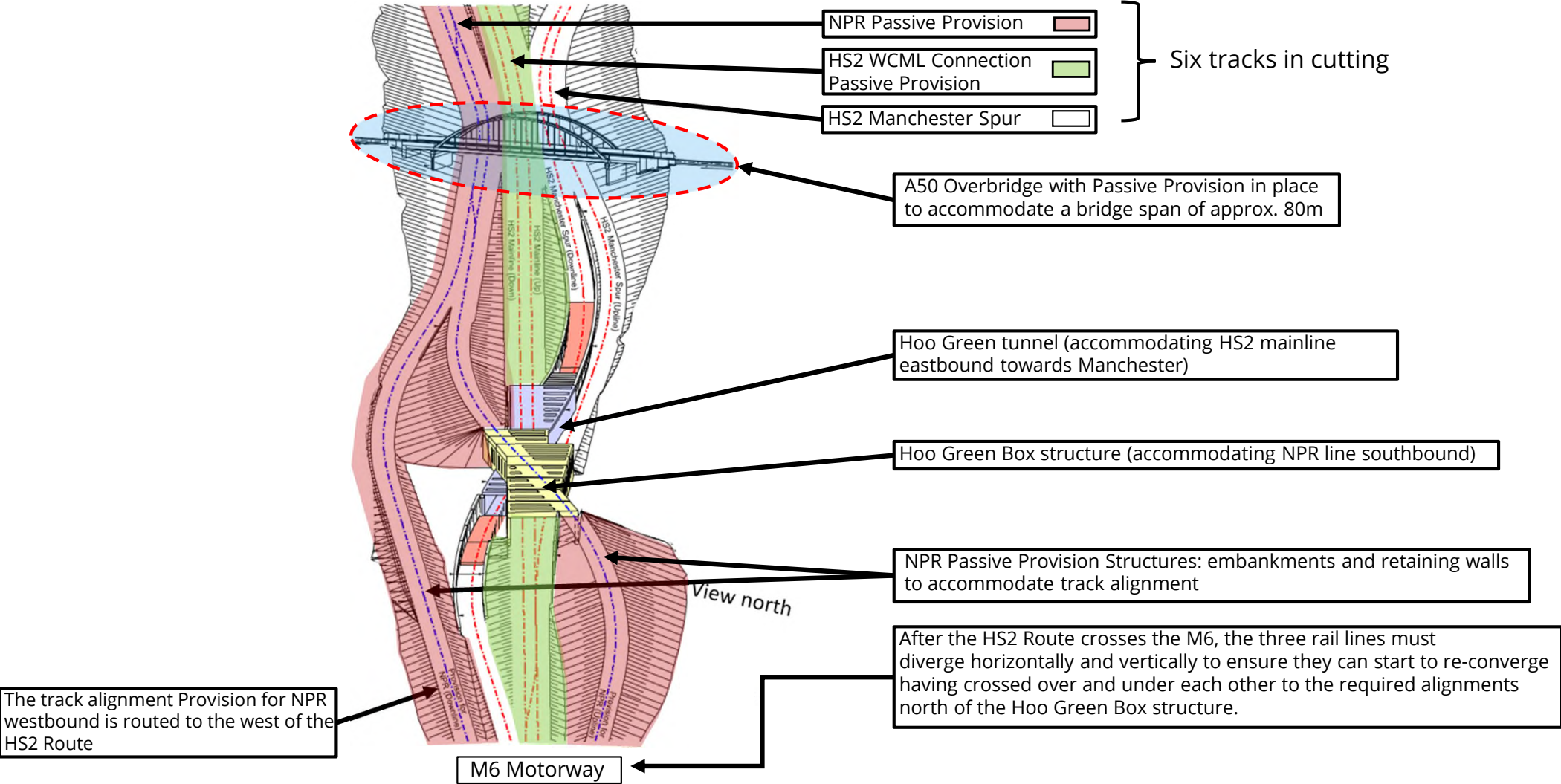
HS2 + Passive Provision



--- Lines correspond to view extents on following slide

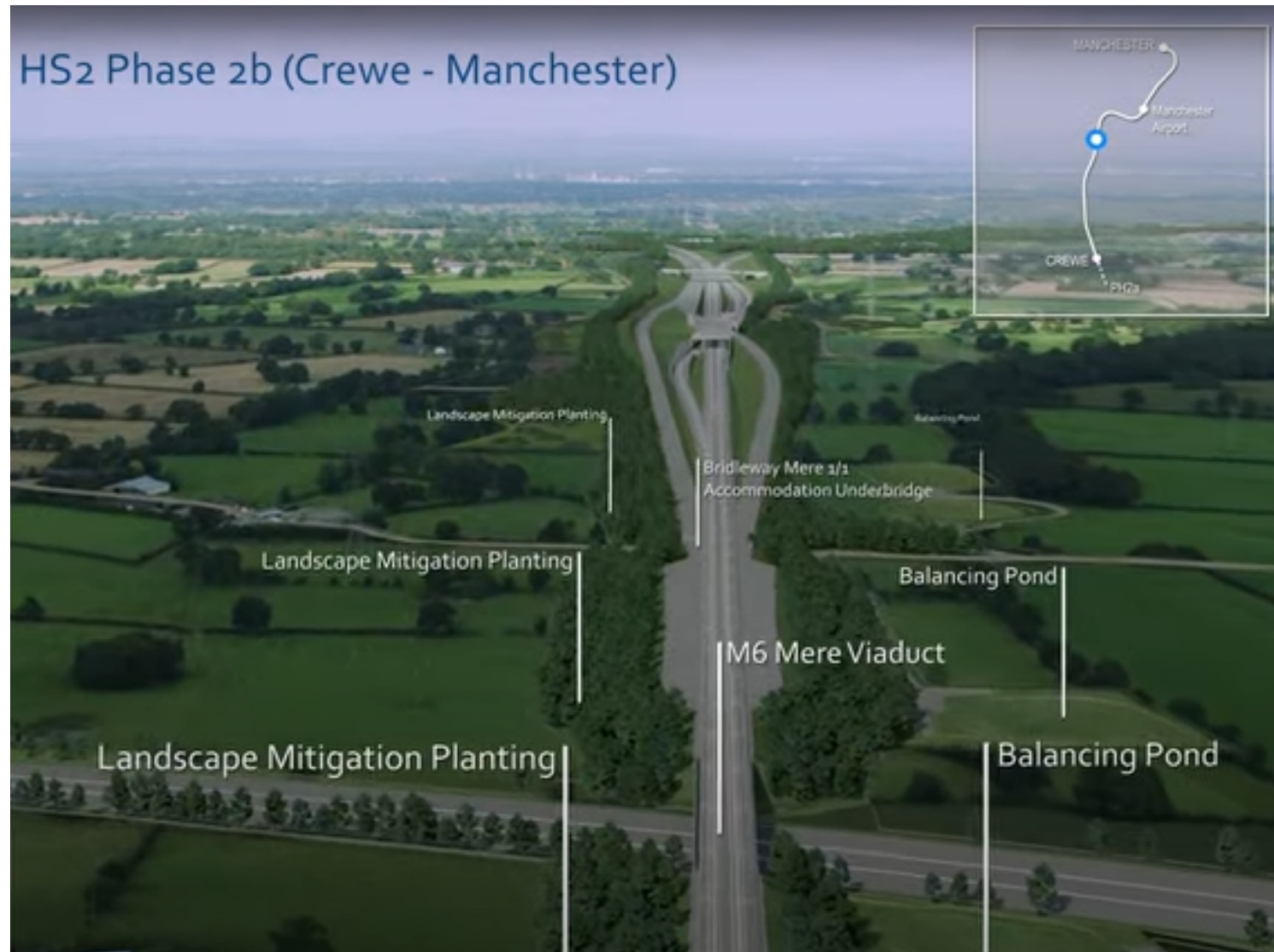
Hoo Green Junction - 3D Illustration

View Looking North



Hoo Green Junction – Fly through extract

View looking North



Construction Traffic Connections to Strategic Road Network

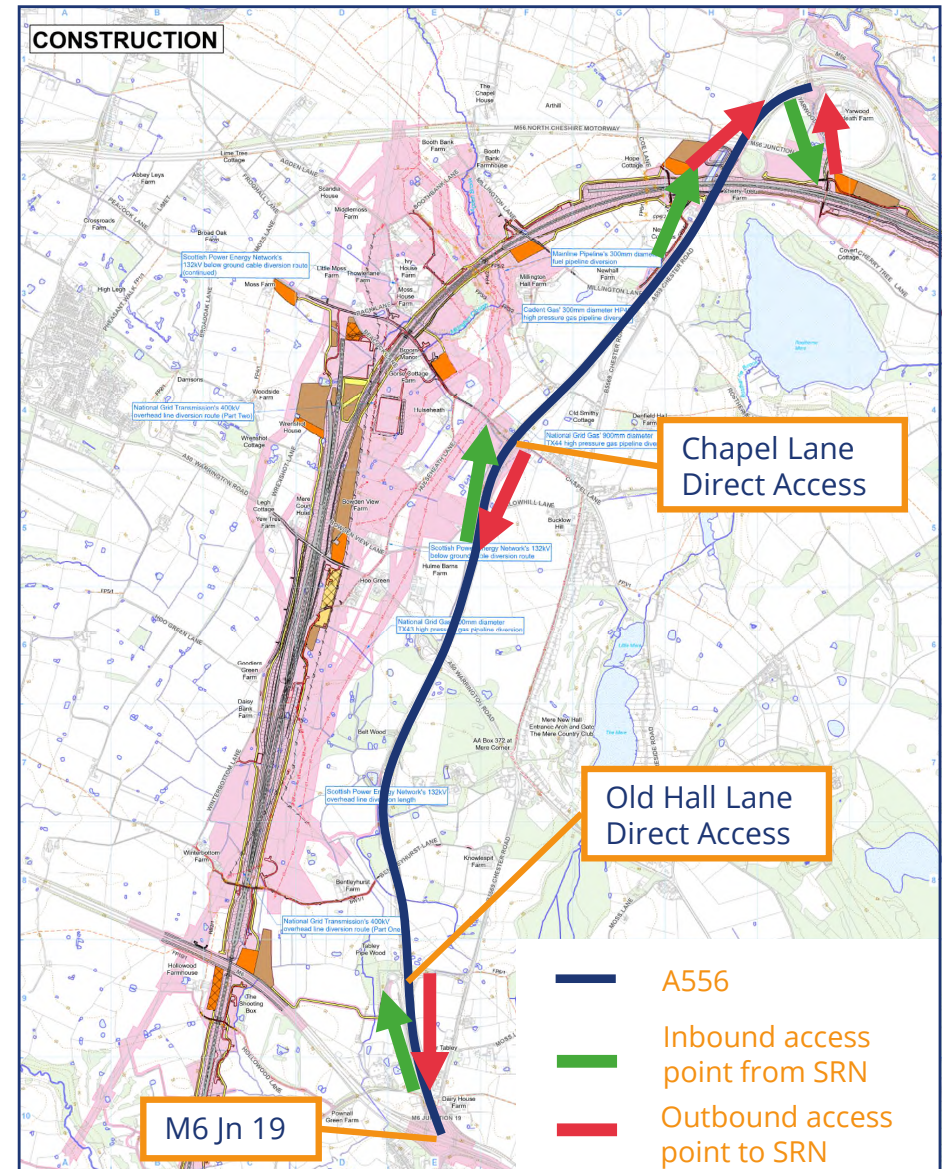
Four new temporary direct accesses to the strategic road network (SRN) introduced to reduce use of local roads by construction traffic.

Substantial number of cuttings in vicinity of the A556 which produce material required for re-use in embankments in areas to the south.

Primary route for these movements is via A556 southbound towards M6 Junction 19.

These accesses remove a substantial number of construction traffic movements from the wider local road network.

Old Hall Lane & Chapel Lane make use of existing structures over the A556 which provides southbound connectivity.



Realignment of Hoo Green Lane

Proposed Scheme vs Petitioner's Alternative

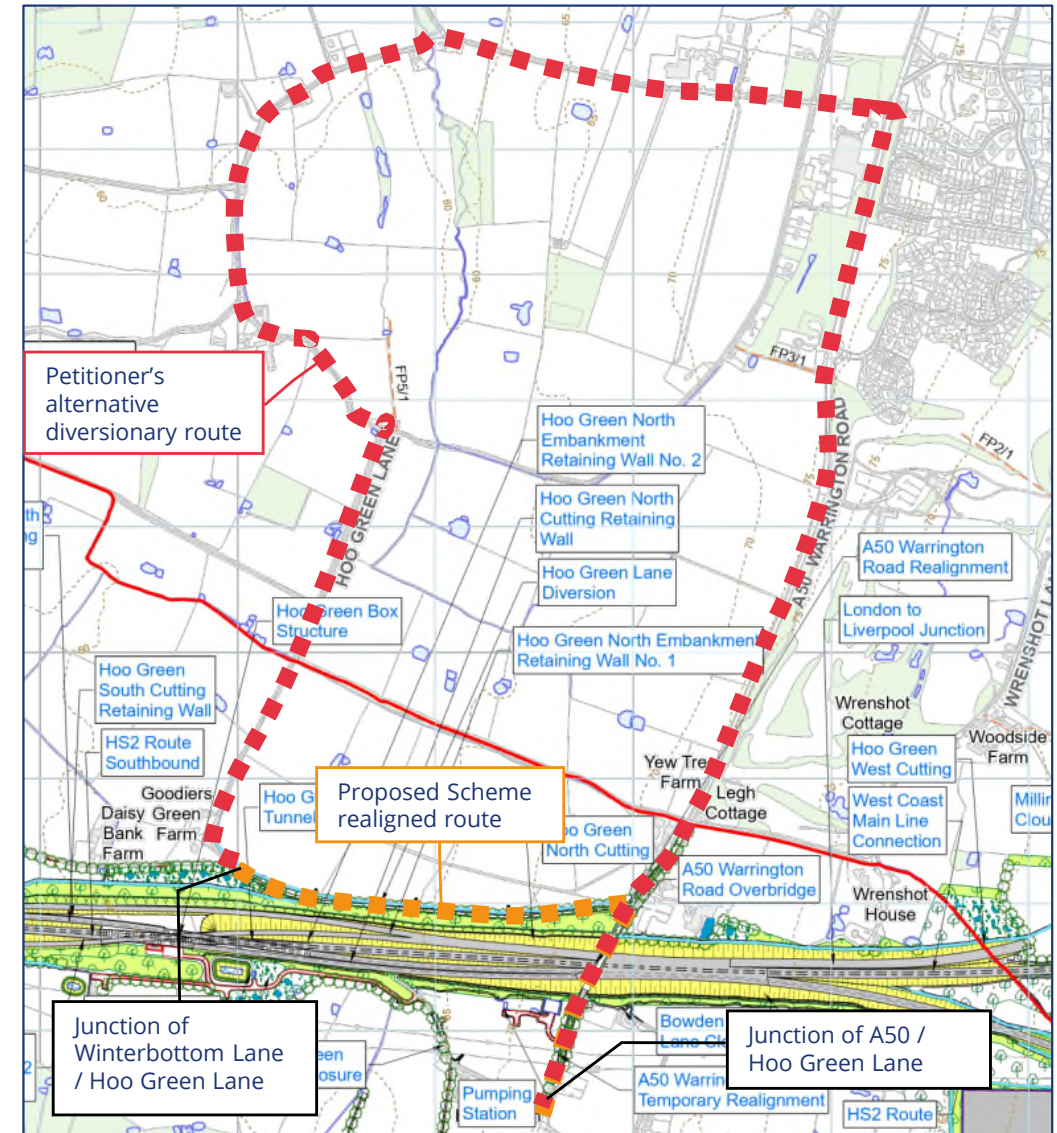
Hoo Green Lane is realigned down the western edge of the Proposed Scheme.

Winterbottom Lane residents use Hoo Green Lane as their primary access to the A50. Following the diversion of Hoo Green Lane their route will be as marked up in orange.

Proposed Scheme realigned route distance from the junction of Winterbottom Lane/Hoo Green Lane and A50/Hoo Green Lane is 1.3km/0.8 miles.

The petitioner proposes that no realignment of Hoo Green Lane is constructed. The alternative diversionary route is marked up in red.

Petitioner's alternative diversionary route distance from the junction of Winterbottom Lane/Hoo Green Lane and A50/Hoo Green Lane is 5.2km/3.2 miles.



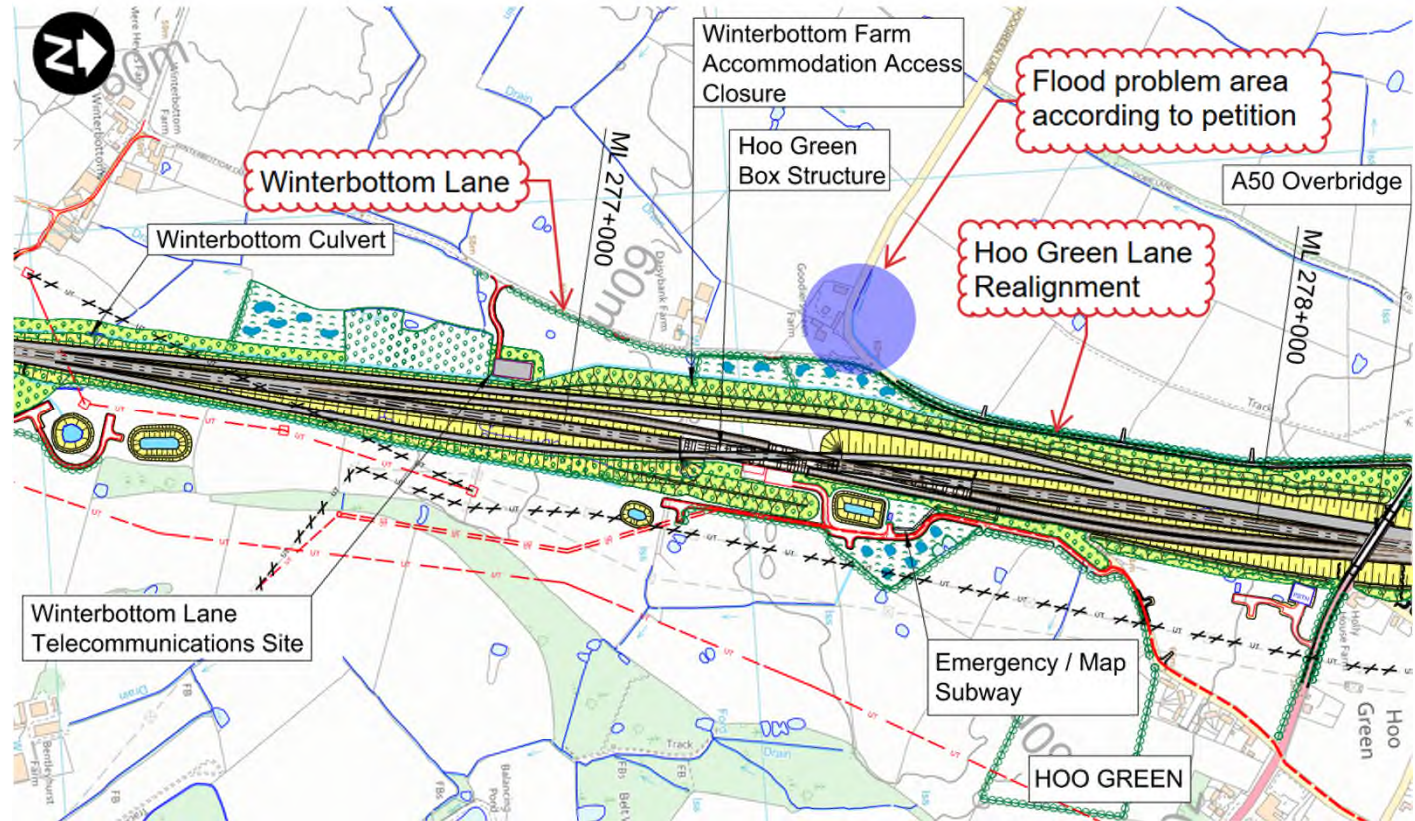
A50 Warrington Road



Drainage Along Hoo Green Lane

Existing Surface Water Flooding Issue

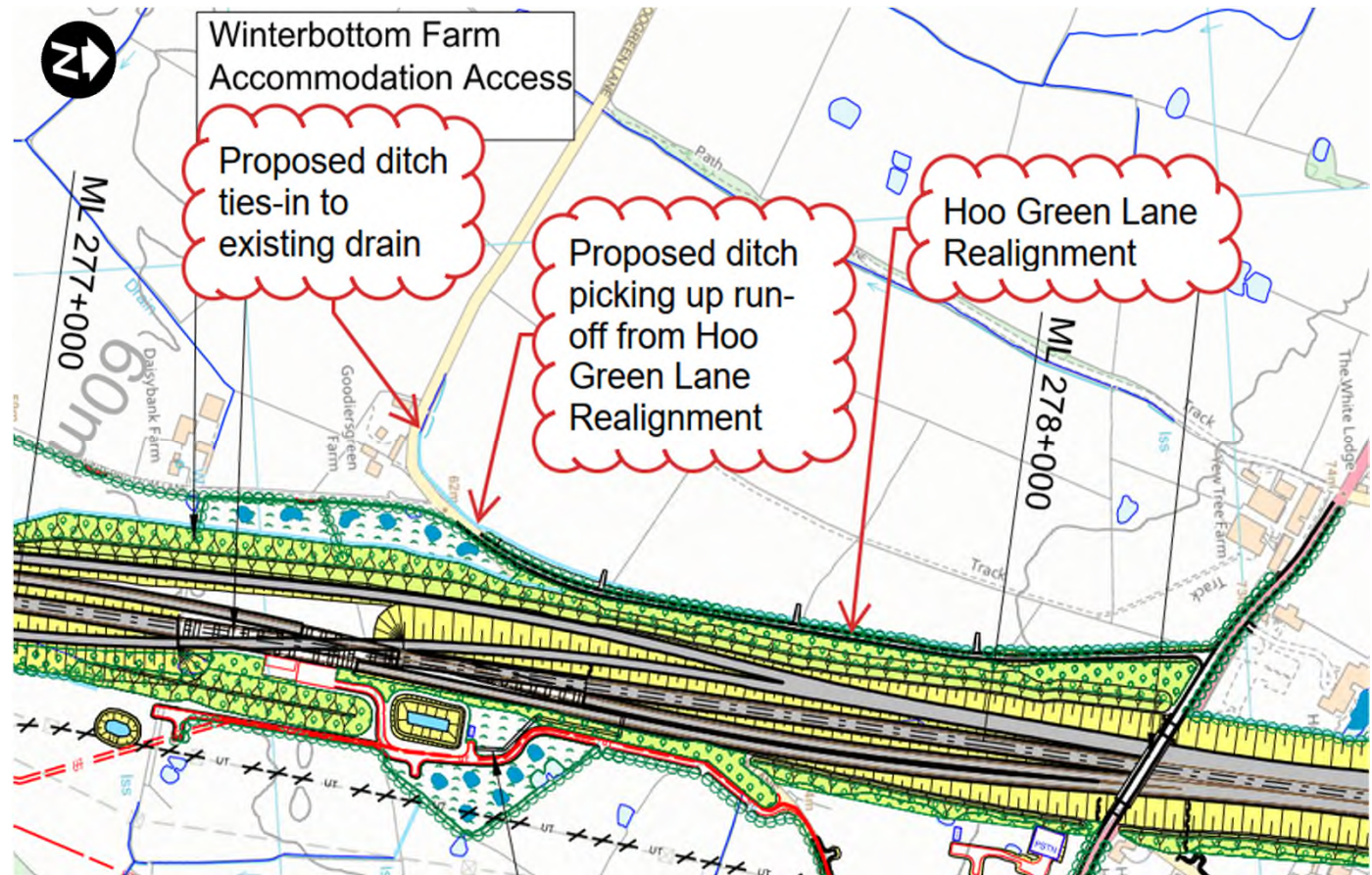
The petitioner has raised concerns about land drainage. The petitioner's concern is that land from the M6 to Winterbottom Lane junction with Hoo Green Lane is very flat and states that after heavy rain Hoo Green Lane floods at the junction with Winterbottom Lane.



Drainage Along Hoo Green Lane

Proposed Scheme Design

The Proposed Scheme design proposes a ditch to the west of the realigned section of Hoo Green Lane, consistent with the approach of the current over-the-edge drainage to the ditches on either side of the road.

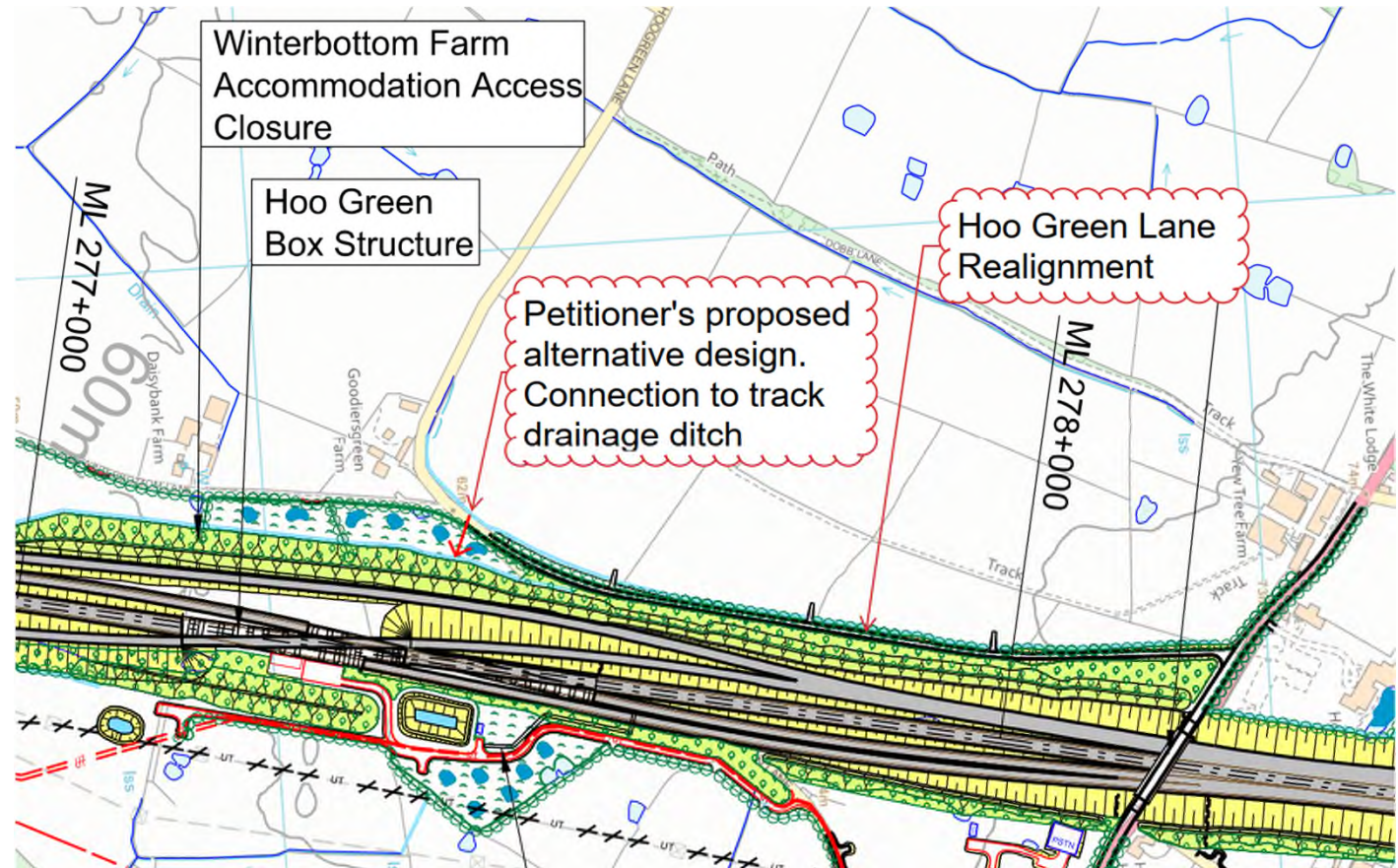


Drainage Along Hoo Green Lane

Petitioner's Alternative Design

Petitioner has proposed an alternative which would take the drain under Hoo Green Lane to connect into track drainage.

Not permitted due to technical standards which prohibit land and highways drainage from being connected into track drainage due to conflicting ownership of assets and risk of flooding to HS2.



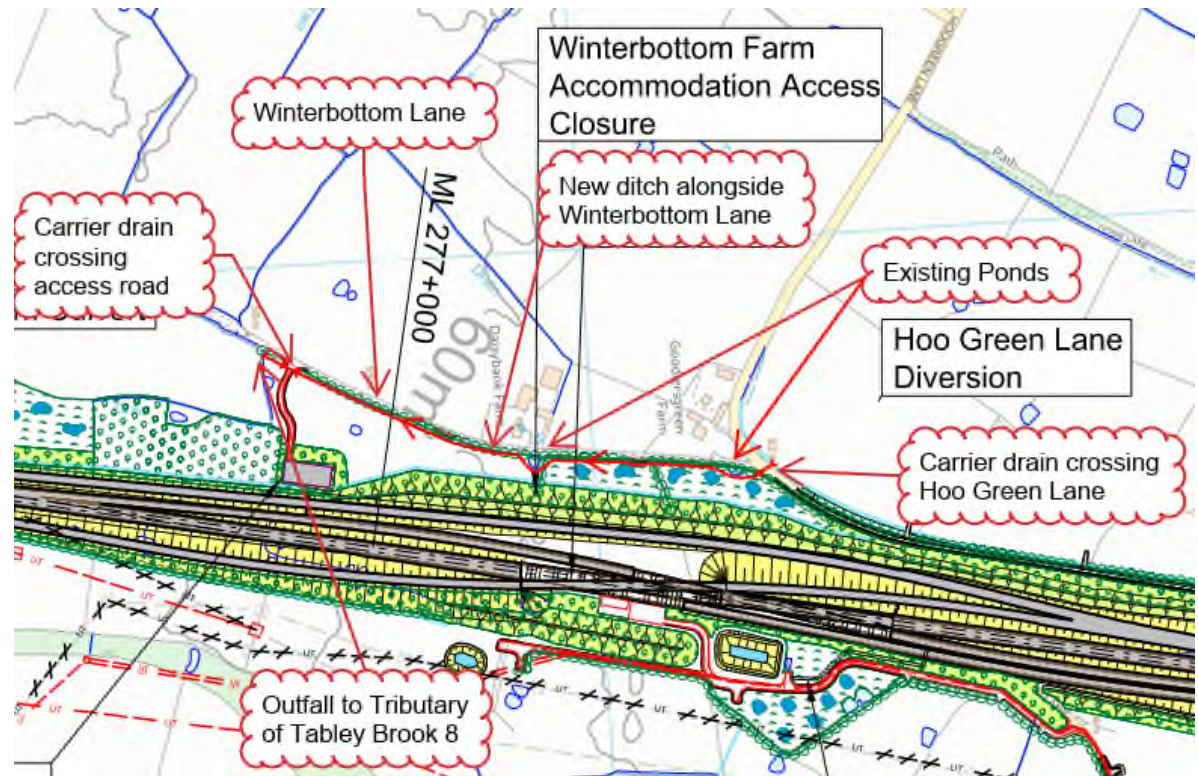
Drainage Along Hoo Green Lane

Proposed Alternative Design

A technical study undertaken has confirmed that an alternative highway drainage design along Winterbottom Lane would be feasible, which would mitigate any concerns of flood risk impacts of the Proposed Scheme as highlighted by the petitioner.

This alternative design can be delivered within the bill powers and environmental minimum requirements of the proposed scheme and would not require an additional provision to deliver.

This demonstrates that there are feasible options available to appropriately address this concern at detailed design following further survey work as set out in an assurance given to the petitioner.



Assurance – Land drainage

3. Subject to the Bill receiving Royal Assent, the Secretary of State will require the nominated undertaker to:

3.1. identify with the Petitioner existing drainage arrangements on the Property. This will include the carrying out, where reasonable, of inspections of the Property and of any existing plans;

3.2. record the location of drains cut or disturbed by the construction of the Works;

3.3. utilise appropriate drainage consultants to advise on drainage works and will engage with the Petitioner in respect of the pre and post drainage schemes that are required. The nominated undertaker will use reasonable endeavours to engage drainage consultants with working knowledge of the local conditions;

3.4. prior to the commencement of significant construction works, land drains affected by the Works will, where practicable, be intercepted in a manner which maintains their efficiency. Work will be carried out to an appropriate specification after discussion with the Petitioner which may include the design (e.g. layout, falls, pipe sizes and types, outfall arrangements) and timing of any land drainage works required;

3.5. provide as-built plans of modifications to existing land drainage and of any new drainage works to the Petitioner as appropriate by the nominated undertaker; and

3.6. where natural drainage patterns are adversely affected by the Works, the provision of supplementary drainage or irrigation works will be considered having regard to an assessment of compensation and the commercial justification by the Petitioner.

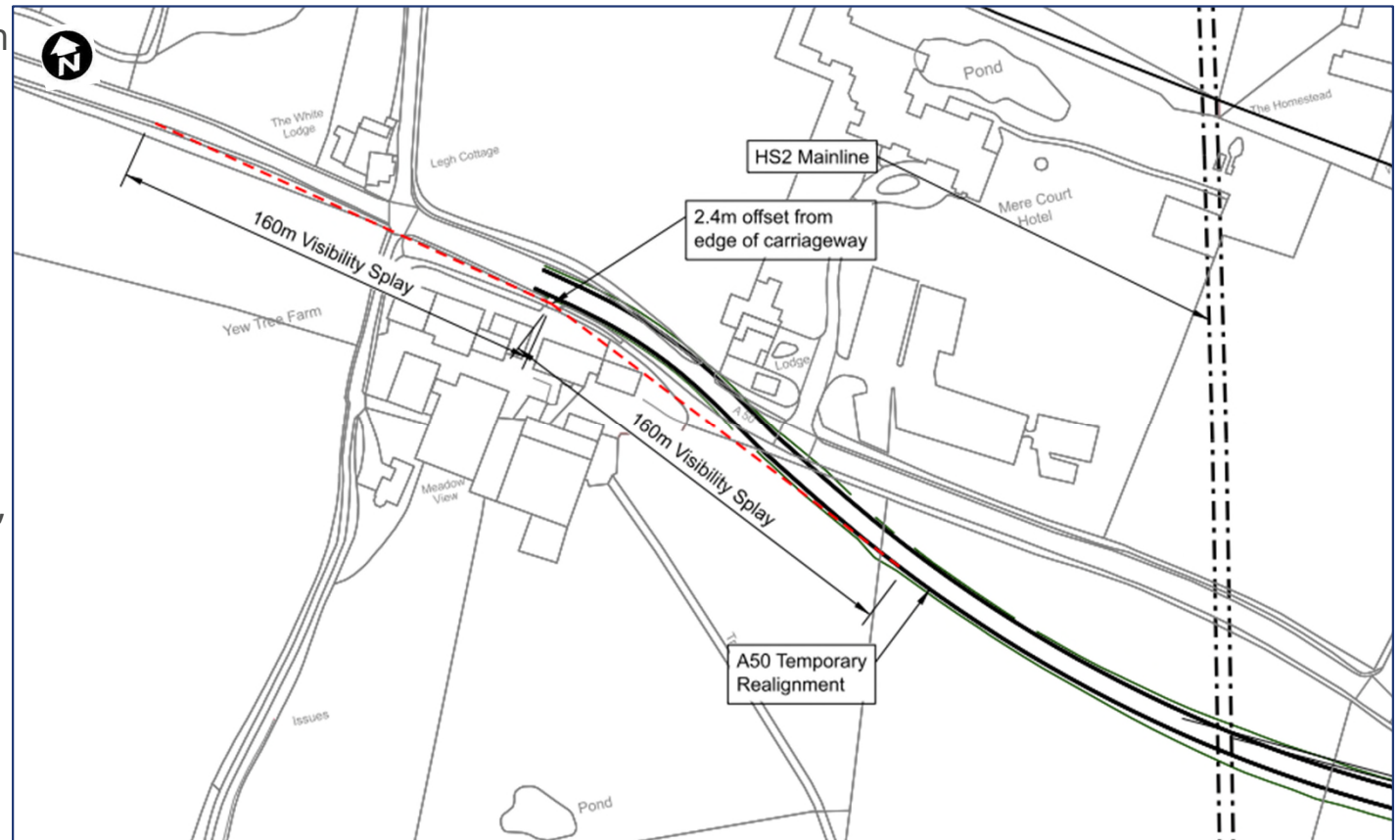
A50 Temporary Realignment

Road Safety – Visibility from Yew Tree Farm

Temporary realignment based upon 85kph design speed (circa. 50mph)

Design provides compliant visibility (160m) in both directions from Yew Tree Farm.

In accordance with UK highway design standards, stage one road safety audits have been carried out, as part of the preliminary design. No safety issues were raised by the independent audit team with respect to visibility from Yew Tree Farm.



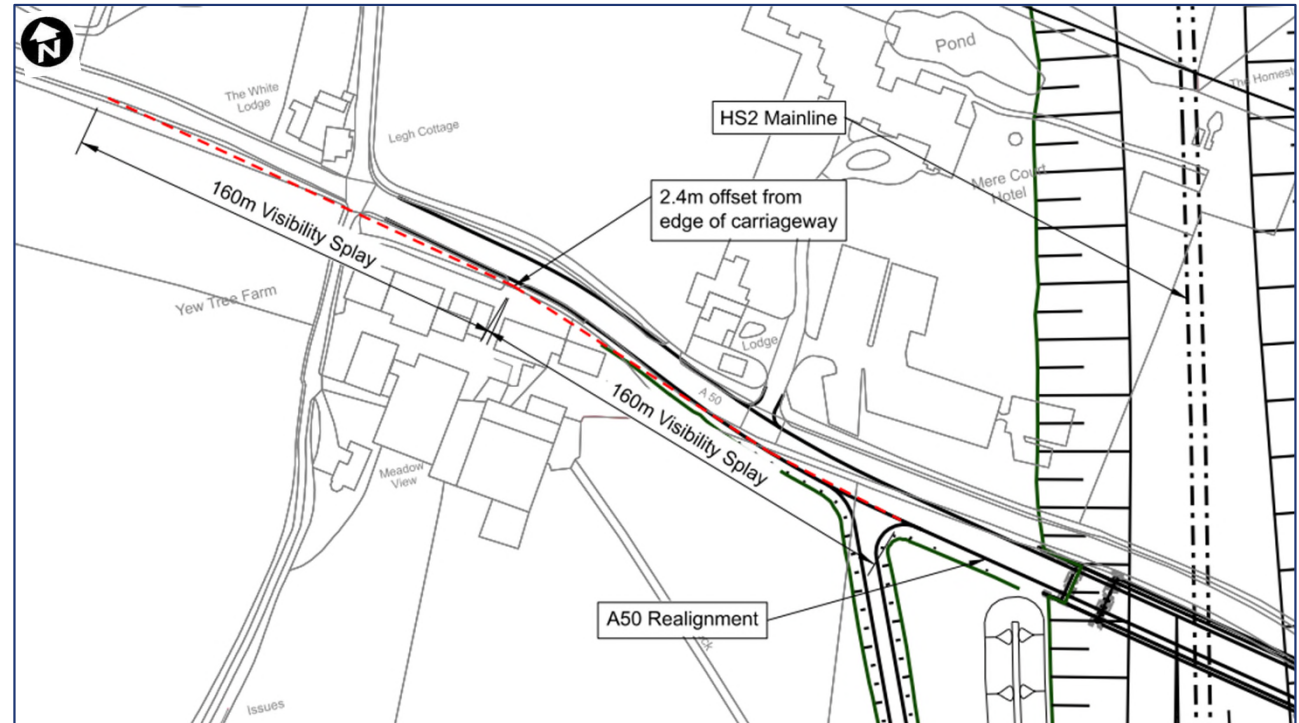
A50 Permanent Realignment

Road Safety – Visibility from Yew Tree Farm

Permanent realignment based upon 85kph design speed (circa. 50mph)

Design provides compliant visibility (160m) in both directions from Yew Tree Farm.

In accordance with UK highway design standards, stage one road safety audits have been carried out, as part of the preliminary design. No safety issues were raised by the independent audit team with respect to visibility from Yew Tree Farm.



John Walter Wright
Yew Tree Farm,
Warrington Road, Mere
Knutsford,
Cheshire,
WA16 0RR

Sent by email to: yewtree.farm@yahoo.co.uk

20 April 2023

Dear Mr Wright

HIGH SPEED RAIL (CREWE – MANCHESTER) BILL – HOUSE OF COMMONS SELECT COMMITTEE: PETITION HS2-013-MR JOHN WRIGHT

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

I wrote to you on 13 April 2023 to offer you assurances in relation access for your property and land drainage. I understand that you have since spoken with my colleague in relation to the specific requirements of your access to your land holding. I am writing to provide further details of the HS2 works for the A50 Warrington Road realignment and to offer a further assurance in this respect.

Temporary realignment

The A50 Warrington Road is temporarily realigned to allow the construction of the A50 Warrington Road permanent realignment and the A50 Warrington Road overbridge. The A50 Warrington Road temporary realignment is constructed offline. During these off-line works both carriageways of the current A50 Warrington Road alignment would 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 A50 Warrington Road temporary 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 (over a duration of approximately two months).

The A50 Warrington Road temporary realignment would remain open to traffic during the construction of the A50 Warrington Road realignment and the A50 Warrington Road overbridge, which are constructed off-line.

Permanent realignment

Traffic management would be required to construct the tie-ins of the A50 Warrington Road permanent 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 (over a duration of approximately two months).

During the overnight and weekend closures of the A50 Warrington Road for the tie-ins, local traffic would be temporarily diverted via Bucklowhill Lane, Hulsheath Lane, Chapel Lane and Chester Road.

As such, I am writing to you, on behalf of the Secretary of State for Transport, to offer you the following assurances:

In these assurances-

1. Advance Notice and Information Sharing

The Secretary of State 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 5.1.4 and in addition is offering the following assurances:

- 1.1 The Secretary of State shall require the nominated undertaker to keep the Petitioner informed of the progress of the Bill and of any likely target dates for construction of the Proposed Scheme in the immediate area around the Property.
- 1.2 The Secretary of State shall require the nominated undertaker to provide the Petitioner with the anticipated dates and times of planned closures of the A50 Warrington Road in order ensure that any disruption to the Petitioner's milk collection and Harvesting Period is reduced so far as reasonably practicable.
- 1.3 Further to paragraph 1.2, the Secretary of State shall require the nominated undertaker to liaise with the Petitioner on the anticipated programme of planned closures of the A50 Warrington Road and take into account, where reasonably practicable, any dates and times that the Petitioner requires access for the purposes of facilitating milk delivery or during the Harvest Period.

In this assurance-

“Additional Provision 1” means the High Speed Rail (Crewe – Manchester) Bill Additional Provision which was deposited in the House of Commons on 6 July 2022;

“Bill” means the High Speed Rail (Crewe- Manchester) Bill as deposited in the House of Lords on 24 January 2022 and as amended by Additional Provision 1 and the expression “the Bill” shall be taken for the purposes of these assurances to include (unless the context otherwise requires) the form of the Bill as enacted;

“Harvesting Period” the period confirmed by the petitioner to be the end of May to the end of October;

“nominated undertaker” refers to the body or bodies appointed by the Secretary of State to exercise the powers conferred by the Bill to construct and maintain the Proposed Scheme. The nominated undertaker may be HS2 Ltd, or it may be another body or bodies appointed to oversee the construction and operation of the Proposed Scheme;

“the Petitioner” means Mr John Wright;

“the Plan” means the enclosed plan [ref: Plan 1] illustrating the Petitioner’s access for the purposes of these assurances;

“the Property” means Yew Tree Farm, Warrington Road, Mere, Knutsford, Cheshire WA16 0RR;

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

“Royal Assent” means the date when Royal Assent is given to the Bill;

“the Secretary of State” means the Secretary of State for Transport or any successor Secretary of State or Minister holding the Transport portfolio;

“Works” means the works authorised by the Bill.

If accepted, these assurances 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.

As my colleague mentioned during telephone conversations with you last week, if you would like to speak with HS2 representatives about the assurances that have been provided to you in respect of your petition we would be happy to arrange a meeting to discuss. Please contact Rachna.Shah@hs2.org.uk if you wish to arrange a meeting.

If you have any further queries please don’t hesitate to contact Rachna Shah, Senior Petition Manager, on 07881 792217 or Rachna.Shah@hs2.org.uk

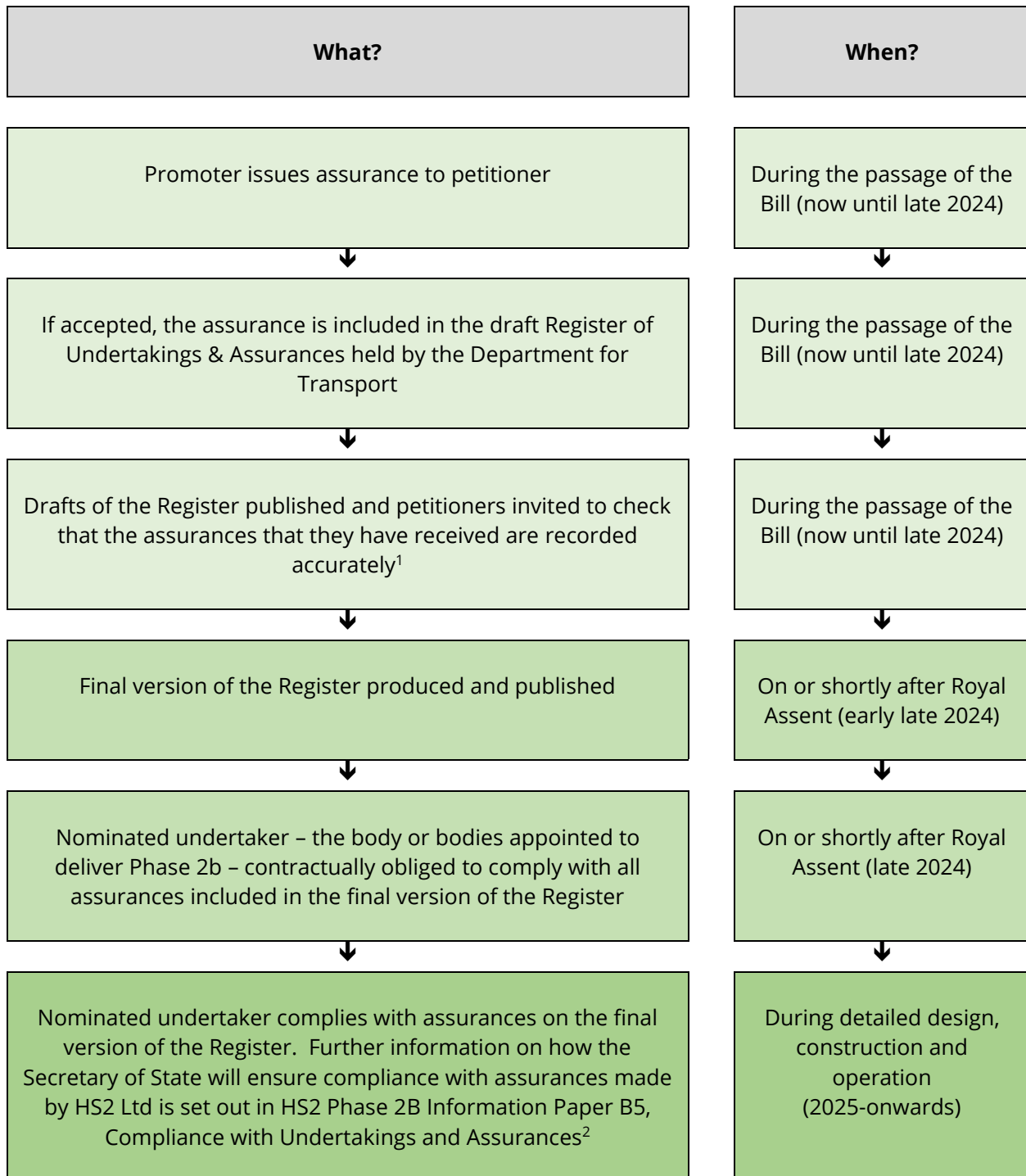
Yours sincerely

A handwritten signature in black ink, appearing to be 'LL' followed by a stylized flourish.

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

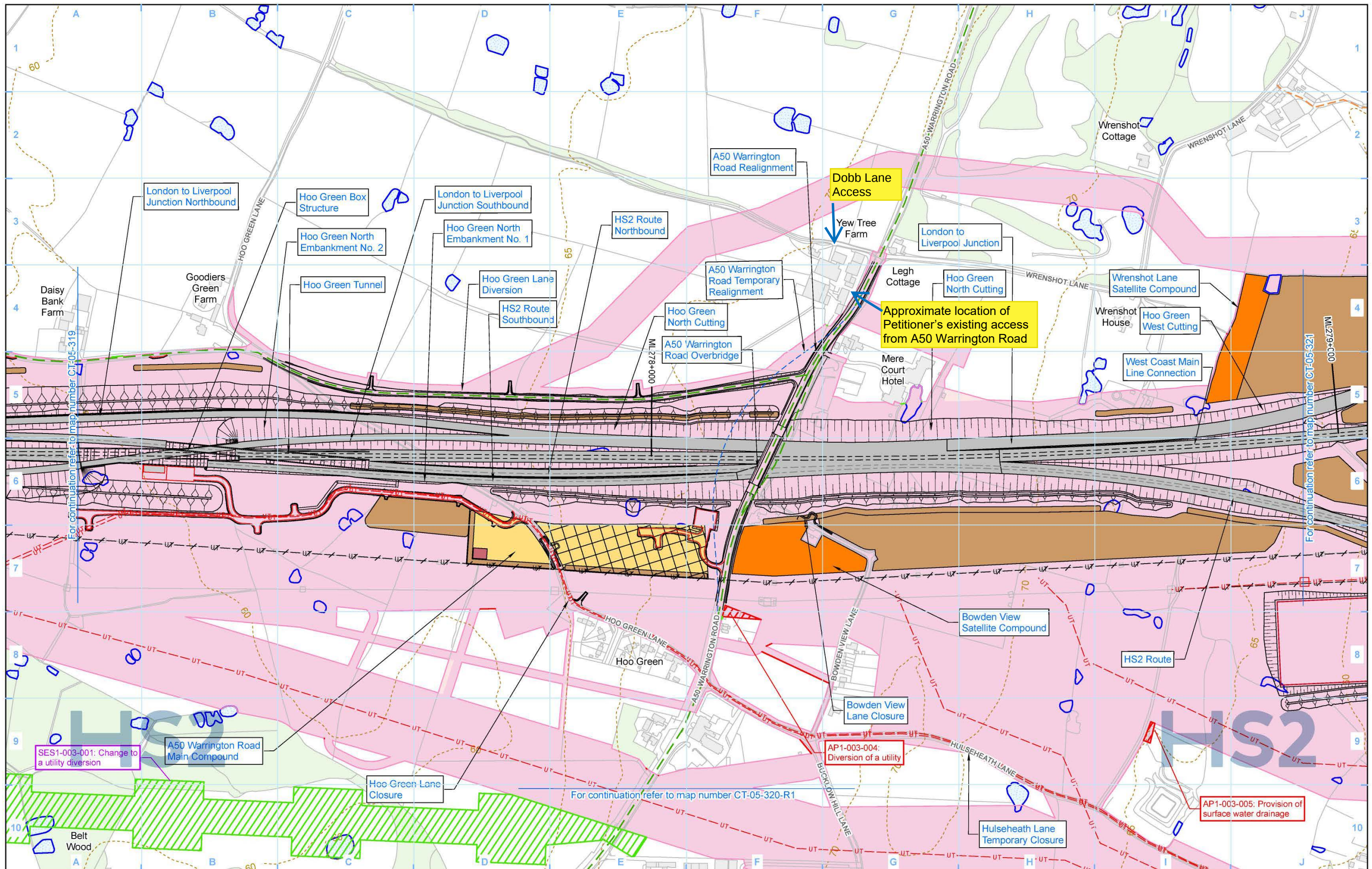
Annex A

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



Legend

Depot, station, headhouse or portal building	System railheads	Land potentially required for mitigation planting	Existing public right of way	Landscape earthworks	Existing woodland
Tunnel portal	Temporary material stockpile	Temporary replacement community facility	Public right of way closure	Engineering earthworks	Existing inland water
Main construction compound	Borrow pit	Rail alignment formation	Temporary public right of way closure	Major utility works	Existing watercourse
Satellite construction compound	Railway systems site	Temporary workers accommodation	Temporary public right of way diversion / realignment	Major utility works - Removed	HS2 access
End of systems compounds	Storage / prefabrication / laydown areas	Community area boundary	New, diverted or realigned public right of way	County boundary	Rail alignment
	Land potentially required during construction	Construction traffic route		Borough / District boundary	Additional land required for current AP
				Tunnels external extent	Land no longer required at current AP/SES
				Existing buildings	

Map Number: CT-05-320

Map Name: Construction Phase SES1 and AP1 ES

Community Area MA03: Pickmere to Agden and Hulseheath

HS2

Registered in England. Registration number 06791686.
Registered office: Two Snowhill, Snow Hill Queensway, Birmingham B4 6GA.

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OS 100049190

Doc Number: 2PT24-MWJ-EV-DPL-M002-500320-P03

Scale at A3: 1:5,000

Date: 19/05/22

2. Petitioner information

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

MR JOHN WRIGHT
YEW TREE FARM
WARRINGTON ROAD
MERE
KNUTSFORD
CHESHIRE
WA16 0RR

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...”.

I am the owner of the address above where I live and run a dairy and arable farm

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.

- 1] The temporary land take areas are significant, the loss of the easement of the National Grid 900mm pipeline which is being moved away from the farm in an Easterly direction will have a significant effect on the operation of our dairy farm.
- 2] We oppose the temporary land take in the field opposite to the farm for the water main diversion. The land nearest to the A50 road in this field is a former sand/gravel quarry and has been filled in with all sorts of rubbish and debris and is therefore unsuitable for a water main. It is a field in which early potatoes are in rotation so this will have a major effect on the business, also these potatoes are sold retail at the farm and therefore the road disruption and extra traffic on the A50 will have a substantial impact on the number of customers we will get.
- 3] We are opposed to the temporary land take off the yard at Yew Tree Farm, near Wrenshot Lane & Dobb Lane as it will prevent access to our buildings in the yard.
- 4] We oppose the position of the temporary realignment of the A50. Currently when exiting our farmyard looking for traffic coming from the Knutsford direction we can't see them in the bend and have to watch them coming past the grounds of Mere Court Hotel, go into the blind spot and come out of the bend to see them before waiting for the traffic to pass our gates and then exiting our property. The temporary realignment can't be seen at all because it is such an angle to our property as to be a total permanent blind spot to see in the Knutsford direction. We would have to be more than half way across the carriageway! Also we oppose this as it takes off our garden and a very old Yew Tree, from which the farm gets its name, is to be cut down and the map doesn't actually show how close the road comes to the farmhouse.
- 5] We also oppose the new permanent position of the A50 as this will also create a much bigger blind stop than at present as the new A50 will be 15m south of the present A50 making it more difficult to see traffic coming past Mere Court Hotel into the blind spot of the bend.
- 6] In 4.4.2 page 116 of book M18 it says "rationalisation of road realignment to limit the area of agricultural land required" Further on page 107 of M18 4.3.11 "The next most prevalent association comprises deep, well drained (WCI) sandy loam over loamy sand soils in the Wick 1 association. These soils occur in a small pocket to the south of High Legh either side of the A50 Warrington/Knutsford Road. This type of soil is developed on sand and gravel and generally gives rise to high quality agricultural land. This is the land you are taking off our farm and so you have a legal obligation to lessen the effects on this quality of land. We therefore object to the amount of land take.
- 7] It is not necessary to divert Hoo Green Lane as it would be safer for it to be cut off. Most of the traffic that uses Hoo Green Lane use it as a rat run through to Whitley Lane, High Legh.

8] We wish to object to the ditch down the western side of HS2 on our farm, going from the A50 to the field on the corner opposite Goodiers Green Farm going into the ditch there as this ditch overflows and floods the road up to 900mm deep in very wet weather.

9] We are concerned that there are no plans in place for the drainage of water whilst construction of the A50 over bridge takes place.

10] All the ditches across Winterbottom Farm from the M6 to Goodiers Green Farm fill to the top with water at times of heavy rainfall because the land is so flat the water from the proposed scheme will have nowhere to go and we believe that this cutting will flood just like the Manchester Airport relief road, the Wilmslow and Alderley Edge bypasses flood in wet weather.

11] We wish to object to HS2 being six tracks wide on our farm as four of those tracks maybe unused. Two are for an NPR junction and two for the now axed Golborne Link.

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.

1] We can't see why this can't just be blanked off so all the easement wouldn't be needed as you would need only a small area of land outside the route of HS2. The removal of this temporary land take will significantly help access for the dairy herd for grazing.

2] It is a field in which early potatoes are in rotation so this will have a major effect on the business, also these potatoes are sold retail at the farm and therefore the road disruption and extra traffic on the A50 will have a substantial impact on the number of customers we will get. If you still persist in moving the water main to this field we seek an undertaking that the top soil is carefully piled up on one side of the strip and then excavation of the trench takes place before the pipe is laid and then back filling takes place with any debris that is dug up removed from the site so that it doesn't interfere with future cultivations. We think that this main should be diverted up Wrenshot Lane instead.

3] We believe this temporary land take is not required as map CT06 320 show no alteration in the existing boundaries on completion of the scheme. We believe that the area coloured pink should only extend up to the hedge and therefore not impede our access to the buildings.

4] We believe the proposed scheme isn't safe due to the visibility issues we have described. The bend is subject to many accidents and two fatalities. Any realignment should be further North so we would be able to see when exiting are driveway.

5] We believe the proposed scheme also isn't safe due to the visibility issues we have described and that the permanent realignment should be further North.

6] We believe there should be no temporary material stockpiles and the land scraping should be removed as the railway is in a cutting, then if this was done, if Hoo Green Lane is realigned it could be immediately adjacent to the cutting, therefore substantially reducing the land take of Good quality agriculture land.

7] If an enhanced turn was put in at Goodiers Green Farm then the traffic from the no through road Winterbottom Lane could travel along Hoo Green Lane to Whitley Lane to access the wider road network. This would save cost and reduce the impact of HS2 on our farm and reduce the land take of good agricultural land. Also if Hoo Green Lane wasn't realigned the benefit would be that this road would not come on to the A50 on a bad bend where two fatalities have occurred.

8] This water should be piped under Hoo Green Lane and go directly into the ditch that continues south of Hoo Green Lane on the western edge of HS2. If you

go ahead as planned, water off the diverted Hoo Green Lane will flow much quicker into the ditch as presently only field drainage goes into the ditch and therefore you will only exacerbates the flooding issue.

9] In this field there are no field drains and experience of farmers close to the recent A556 road scheme saw large amounts of sand being deposited in their ditches which the contractors would not do anything about during construction. Where will this water from a 17m+ deep hole in the ground go? We believe that the ditch on the Western side of HS2 should be dug before the temporary realignment and bridge building to take the water away.

10] We don't believe the current drainage scheme will work and greater provision needs to be made for the high rainfall events we now get.

11] We don't believe the passive provision is necessary. The provision of two junctions that may never be used takes a lot of extra land off our farm and causes more needless disruption and cost. We believe these should only be built if the Golbourne link and the NPR are to be constructed. If any passive provision is to be put in it should be just two tracks not four, then if four tracks are to be built the extra two tracks should come off a spur of the two tracks already installed. By reducing the passive provision it would have the effect of allowing the A50 over bridge to be built on the existing line of the A50 as in one of the many previous proposals of HS2.

April 2023

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

**HOUSE OF COMMONS
SELECT COMMITTEE**

**Petition No. HS2-P2B-013:
Mr John Wright**

Promoter's Response Document

INTRODUCTION

This Promoter's Response Document (PRD) forms the Promoter's response to Petition No. HS2-P2B-013, from Mr John Wright.

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

Mr John Wright, the Petitioner, is the owner and occupier of Yew Tree Farm, Warrington Road, Mere, Knutsford, Cheshire, WA16 0RR. Mr Wright lives in the farmhouse at Yew Tree Farm with his family and manages the family's 200-acre dairy and arable farming enterprise from the farm buildings.

PETITION NO. HS2-P2B-013

MR JOHN WRIGHT

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Page No.	Petition Paragraph No.	Issue
4	1,2,3, Request 1,2,3	Temporary possession of land
9	4,5,6,7 Request 4,5,6,7	Temporary diversion and permanent realignment of A50
15	8,9,10 Request 8,9,10	Field drainage during construction
18	11, Request 11	Passive Provision for West Coast Mainline and NPR connections

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Mr John Wright

PETITION NO: HS2-P2B-013

PARAGRAPH NO: 1,2,3, Request 1,2,3

ISSUE RAISED: Temporary possession of land

PETITION PARAGRAPH: 1. The temporary land take areas are significant, the loss of the easement of the National Grid 900mm pipeline which is being moved away from the farm in an Easterly direction will have a significant effect on the operation of our dairy farm.

2. We oppose the temporary land take in the field opposite to the farm for the water main diversion. The land nearest to the A50 road in this field is a former sand/gravel quarry and has been filled in with all sorts of rubbish and debris and is therefore unsuitable for a water main. It is a field in which early potatoes are in rotation so this will have a major effect on the business, also these potatoes are sold retail at the farm and therefore the road disruption and extra traffic on the A50 will have a substantial impact on the number of customers we will get.

3. We are opposed to the temporary land take off the yard at Yew Tree Farm, near Wrenshot Lane & Dobb Lane as it will prevent access to our buildings in the yard.

Request

1. We can't see why this can't just be blanked off so all the easement wouldn't be needed as you would need only a small area of land outside the route of HS2. The removal of this temporary land take will significantly help access for the dairy herd for grazing.

2. It is a field in which early potatoes are in rotation so this will have a major effect on the business, also these potatoes are sold retail at the farm and therefore the road disruption and extra traffic on the A50 will have a substantial impact on the number of customers we will get. If you still persist in moving

the water main to this field we seek an undertaking that the top soil is carefully piled up on one side of the strip and then excavation of the trench takes place before the pipe is laid and then back filling takes place with any debris that is dug up removed from the site so that it doesn't interfere with future cultivations. We think that this main should be diverted up Wrenshot Lane instead.

3. We believe this temporary land take is not required as map CT06 320 show no alteration in the existing boundaries on completion of the scheme. We believe that the area coloured pink should only extend up to the hedge and therefore not impede our access to the buildings.

PROMOTER'S RESPONSE:

Gas Utility Works

1. Where works are required to be undertaken on high pressure gas mains, 150m buffer zone is required on both sides of the high-pressure line. The CT-05 maps indicate much larger areas of the pink Consolidated Construction Boundary (CCB) than was shown in the equivalent Working draft Environmental Statement (ES) maps. The CCB now includes details of major utilities affected by the scheme and, as well as land permanently required for the scheme, the CCB must also show the limits of temporary land required to carry out the works. The Environmental Statement assumes a decommissioning of the existing high pressure gas pipeline located at the south of Yew Tree Farm. This would typically involve the following steps (once the gas pipeline has been severed from the live network):

- The venting and emptying of any remaining gas still present within the pipe; and
- The backfilling and grouting of the empty pipe from various access points along its existing alignment. The pipe would not be removed in its entirety, and this would ensure minimal disruption.

Water utility diversion

2. The main ES assumes that the existing water diversion shown in cell G4 of the MA03 Community Area map CT-05-320, would be incorporated into the construction of the new A50 Warrington Road overbridge and realignment. The indicative construction programme assumes that diversion of this water main would take place between the fourth quarter of 2029 and the first quarter of 2030, subject to Royal Assent. This is illustrated in Figure 14 in the MA03 Area Report, Volume 2, of the main ES.

3. As set out in Paragraph 10.3.28, of the MA3 Area Report, Volume 2 of the main ES, there are two recorded quarries within the study area. These are recorded at Yew Tree Farm and Land at Agden Lane, both in the northern part of the study area. They are no

longer active. The quarries extracted minerals from the glaciofluvial sheet deposits (sand) and Helsby Sandstone Formation (sandstone), respectively.

4. It is expected that the Promoter would carry out ground investigations ahead of the design and construction of the work in this area, which would explore whether anthropogenic material or any other contaminated land will be affected by the works. The investigation of contamination, site assessment and any necessary remediation works would be undertaken based on good practice and the Land Contamination Risk Management (LCRM) Framework (2020), as set out in paragraph 11.1.2 of the draft Code of Construction Practice.

5. Whilst utilities diversions are at the behest of and overseen by nominated undertaker, the actual works to adopted utility networks would be carried out by the relevant statutory undertakers themselves, who also have to comply with their own approved working standards. In the case of adopted clean (and foul water) pipelines, United Utilities have to adhere to their Code of Pipelaying Practice sanctioned by Secretary of State and overseen by their Regulator. This document requires high standards of working and reinstatement. The HS2 Phase 2b Western Leg Information Paper E19: Soil handling for land restoration outlines how HS2 Ltd intends to conserve soils displaced by the construction of Proposed Scheme.

Compensation for the acquisition or use of land

6. As detailed in paragraph 3.3 of HS2 Phase 2b Western Leg Information Paper C3: Land Acquisition Policy, the Bill generally includes full land acquisition powers. However, in any individual case, “the exercise of these powers will operate on the basis that the Secretary of State will acquire no greater amount of land than appears to him to be reasonably required following detailed design of the scheme.”

7. If it is practicable to acquire a smaller area of land without compromising the Secretary of State’s ability to secure the construction and implementation of the Proposed Scheme in a timely and economic manner, and it becomes clear that not all the land within limits is required, the Secretary of State will not generally seek to acquire this land and will be prepared to give necessary assurances to the landowners in question.

8. Compensation for land acquired permanently would be assessed in accordance with the ‘compensation code’, which is a collective term used for the principles set out in various Acts of Parliament relating to compensation, supplemented by case law.

9. 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. Information Paper C8 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.”

10. Where land is only temporarily required, for example, during the construction period, the nominated undertaker would discuss with the owner the temporary use of that land where practicable and economic to do so and at no greater burden to the public purse.

11. Landowners and those with an eligible interest in land would have the right to claim for any reasonable losses arising from temporary occupation. Professional fees reasonably incurred may form part of that claim.

Access during construction

12. During construction the nominated undertaker will put in place controls to mitigate potential avoidable impacts through the implementation of the draft Code of Construction Practice (CoCP). The nominated undertaker is the body or bodies appointed to implement the powers of the Bill to construct and maintain the Proposed Scheme and the CoCP includes controls relating to maintaining access to properties.

13. The specific controls would be subject to detailed design however the general approach is to ensure that reasonable pedestrian and vehicular access to premises abutting the highway is maintained.

14. Paragraphs 6.1.2 and 6.1.3 of the draft CoCP states that “controls will be implemented to mitigate potential avoidable impacts on soils, farms, and farm-based businesses, including maintaining access.” These controls would include details of farm accesses which may be affected by construction and details of the manner in which farm access will be maintained.

15. The nominated undertaker has also committed to put in place an agricultural liaison officer who would be available during the construction of HS2 works on agricultural land to ensure liaison is maintained with affected landowners, occupiers, and agents as appropriate.

16. The HS2 Phase 2b Western Leg Information Paper D10: Maintaining access to residential and commercial property during construction provides further guidance on how access to residential and commercial property will be maintained where construction of the Proposed Scheme requires the temporary closure of highways.

17. Paragraph 6 of the information paper explains that “Where reasonably practicable, vehicular access will be maintained to residential and commercial premises; and where difficulties are identified, arrangements will be made on a case-by-case basis.

Construction traffic

18. The Promoter understands the Petitioner’s comments in relation to the A50 Warrington Road, which is a single carriageway road in Hoo Green. This road runs in an approximate east-west orientation between the M6 and the A5033.

19. The A50 Warrington Road would be re-aligned as a result of the Proposed Scheme. This would involve temporary realignment; tie-in works and the permanent realignment. This section has been named as the 'A50 Warrington Road realignment' in the ES documents and this naming will be maintained in the paragraphs below.

20. The A50 Warrington Road realignment between Wrenshot Lane and Hoo Green Lane is designated as an HS2 construction route. Table 15-5 in the Transport Assessment Part 3 for Pickmere to Agden and Hulseheath (MA03) in Volume 5, Appendix: TR-003-00003 of the Supplementary Environmental Statement 1 (SES1) and Additional Provision (AP1) ES summarises the peak daily construction traffic flows associated with the AP1 revised scheme. This indicates that the section of the A50 Warrington Road realignment between Wrenshot Lane and Hoo Green Lane would carry a peak daily two-way combined flow of 144 HGVs over an assumed 10-hour working day, which equates to around one HGV every five minutes on average. The busy period is expected to be of 12 months duration.

21. The assessment of this section of road has been updated for the AP1 revised scheme, and is reported in Table 18 of Volume 2, MA03 Area Report, of the SES1 and AP1. The previous major adverse effect on traffic-related severance due to changes in HGVs on the section of the A50 Warrington Road realignment between Wrenshot Lane and Hoo Green Lane during construction has been removed in the SES1 and AP1 ES.

22. The changes to the performance of these sections of road during construction of the AP1 revised scheme are reported in Table 15-7, Table 15-8, Table 15-8.1 and Table 15-8.2 in the Transport Assessment Part 3 Addendum for Pickmere to Agden and Hulseheath (MA03) in Volume 5, Appendix: TR-003-00003 of the SES1 and AP1 ES.

23. This indicates that this section of road will carry 757 vehicles per hour in the AM peak hour and 1,136 vehicles per hour in the PM peak hour during the 2030 future baseline.

24. During construction of the AP1 revised scheme, traffic flows on the section of the A50 Warrington Road realignment between Wrenshot Lane and Hoo Green Lane are forecast to increase to a maximum of 903 vehicles per hour in the AM peak hour, an increase of 146 vehicles (19%) compared with the 2030 future baseline. In the PM peak hour, traffic flows will increase to a maximum of 1,214 vehicles per hour, an increase of 78 vehicles (7%) compared with the 2030 future baseline.

25. The Promoter considers that the A50 Warrington Road realignment will be able to accommodate this small increase in traffic.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Mr John Wright

PETITION NO: HS2-P2B-013

PARAGRAPH NO: 4,5,6,7 Request 4,5,6,7

ISSUE RAISED: Temporary diversion and permanent realignment of A50

PETITION PARAGRAPH: 4. We oppose the position of the temporary realignment of the A50. Currently when exiting our farmyard looking for traffic coming from the Knutsford direction we can't see them in the bend and have to watch them coming past the grounds of Mere Court Hotel, go into the blind spot and come out of the bend to see them before waiting for the traffic to pass our gates and then exiting our property. The temporary realignment can't be seen at all because it is such an angle to our property as to be a total permanent blind spot to see in the Knutsford direction. We would have to be more than halfway across the carriageway! Also, we oppose this as it takes off our garden and a very old Yew Tree, from which the farm gets its name, is to be cut down and the map doesn't actually show how close the road comes to the farmhouse.

5. We also oppose the new permanent position of the A50 as this will also create a much bigger blind stop than at present as the new A50 will be 15m south of the present A50 making it more difficult to see traffic coming past Mere Court Hotel into the blind spot of the bend.

6. In 4.4.2 page 116 of book M18 it says "rationalisation of road realignment to limit the area of agricultural land required" Further on page 107 of M18 4.3.11 "The next most prevalent association comprises deep, well drained (WCI) sandy loam over loamy sand soils in the Wick 1 association. These soils occur in a small pocket to the south of High Legh either side of the A50 Warrington/Knutsford Road. This type of soil is developed on sand and gravel and generally gives rise to high quality agricultural land. This is the land you are taking off our farm and so you have a legal obligation to lessen the effects on this quality of land. We therefore object to the amount of land take.

7. It is not necessary to divert Hoo Green Lane as it would be safer for it to be cut off. Most of the traffic that uses Hoo Green Lane use it as a rat run through to Whitley Lane, High Legh.

Request

4. We believe the proposed scheme isn't safe due to the visibility issues we have described. The bend is subject to many accidents and two fatalities. Any realignment should be further North so we would be able to see when exiting are driveway.

5. We believe the proposed scheme also isn't safe due to the visibility issues we have described and that the permanent realignment should be further North.

6. We believe there should be no temporary material stockpiles and the land scraping should be removed as the railway is in a cutting, then if this was done, if Hoo Green Lane is realigned it could be immediately adjacent to the cutting, therefore substantially reducing the land take of Good quality agriculture land.

7. If an enhanced turn was put in at Goodiers Green Farm then the traffic from the no through road Winterbottom Lane could travel along Hoo Green Lane to Whitley Lane to access the wider road network. This would save cost and reduce the impact of HS2 on our farm and reduce the land take of good agricultural land. Also if Hoo Green Lane wasn't realigned the benefit would be that this road would not come on to the A50 on a bad bend where two fatalities have occurred.

PROMOTER'S RESPONSE:

Highways and Traffic: route-wide legislative compliance

1. As set out in Section 4.3 of HS2 Phase 2b Western Leg Information Paper E5: Roads and Public Rights of Way:

"All alterations to major rural roads will be designed using the UK's national standards given in the Design Manual for Roads and Bridges (DMRB) produced by Highways England".

2. The Bill disapplies various provisions within highways legislation relating to works affecting highways and streets. However, they are replaced by requirements for detailed approval by or consultation with the highway authority and the protective provisions for the benefit of the relevant highway authorities that are contained in Part 1 of Schedule 32 of the Bill. This is explained further in HS2 Phase 2b Western Leg Information Paper E4: Highways and Traffic During Construction – Legislative Provisions.

A50 Warrington Road realignment

3. As set out in Section 2.3.84 Volume 2: Community Area report for Pickmere to Agden and Hulseheath (MA03) of the main ES, the Proposed Scheme includes permanent realignment of the A50 Warrington Road, 15m to the south of its existing alignment, which will take two years and nine months to complete.

4. During construction, a 700m section of the A50 Warrington Road would be temporarily realigned 80m to the south of the existing alignment, increasing journey length by 32m. On completion of construction, the A50 Warrington Road would cross the Proposed Scheme via A50 Warrington Road overbridge.

5. Hoo Green Lane, would also be diverted 450m west of its current alignment for 800m, crossing the Proposed Scheme on A50 Warrington Road overbridge, increasing the length of journey by 828m. The existing Hoo Green Lane would be closed where it crosses the Proposed Scheme.

6. These highway works were proposed as part of the original hybrid Bill Scheme and this remains the case for the revised AP1 scheme. Stage one road safety audits have been carried out for both the temporary realignment of the A50 Warrington Road, and the permanent realignment of the A50 Warrington Road and the diverted Hoo Green Lane. No safety issues were raised by the independent audit team with respect to visibility from Yew Tree Farm in their preliminary design.

Design: Standards, quality, integration with landscape (route-wide)

7. HS2 Phase 2b Western Leg Information Paper D1: Design, sets out the Promoter's general design policy for the Proposed Scheme which includes aesthetics and quality. As stated in paragraph 3.1 of the Information Paper, 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 contributes to the Government's pursuit of sustainable development, as set out in the National Planning Policy Framework, which involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life supported by integrated spatial planning and design;*

- *the design of all visible elements of the built and landscaped environment in both rural and urban areas have an integrated design that is sympathetic to the local context, environment and social setting and supports naturally engineered systems including flood risk management and biodiversity where possible;*
- *the design cohesion is achieved through a strong aesthetic ethos and a recognisable architectural language;*
- *the design is developed through engagement to seek peoples' views and including integration with setting design of the visible buildings and permanent structures;*
- *the design has a culture of cost awareness and integrates design decision making early to give cost/quality and sustainability decisions which achieve best value for the funders;*
- *the design innovation is encouraged to generate best value to funders, users and those affected by the railway; and*
- *the design considers the passenger experience and delivers a consistent design ethos between the various contracts."*

8. The design of the Proposed Scheme would be developed in line with the 'HS2 Design Vision', which sets out the Promoter's aspiration for design and details how the Promoter can deliver value for money by through high quality design and construction.

9. HS2 Phase 2b Western Leg Information Paper D1: Design, explains the Promoter's approach to design development how engagement with planning authorities is critical to the design development process, and would continue as the process moves forward, with the Promoter engaging on detailed design.

10. As set out in HS2 Phase 2b Western Leg Information Paper E5: Roads and public rights of way:

"4.1 The Proposed Scheme crosses many existing roads, which range in function from minor country lanes through to motorways. Where reasonably practicable, the railway alignment has been designed with bridges and tunnels to carry the new railway over or under the roads that it would cross rather than alter the existing layouts. There will be no level crossings on the high-speed rail network.

4.2 In some places, road diversions or realignments may be required to connect with a new crossing over or under the railway. The nominated undertaker will normally adopt the shortest route that can reasonably be achieved, consistent with design and safety requirements. As well as aiming to minimise the impacts on motorised traffic, the needs of E5: Roads and public rights of way pedestrians, cyclists and horse riders have also been considered when developing new road layouts. For more information please refer to Information Paper E3: Management of traffic during construction.

4.3 All alterations to major rural roads will be designed using the UK's national standards given in the Design Manual for Roads and Bridges (DMRB) produced by

Highways England (including Scotland National Application Annexes, where applicable).

4.4 However, country lanes are very different to the main road network, and it is important to retain the existing character of these minor rural routes where reasonably practicable. Since most published standards do not cater adequately for this type of road, HS2 Ltd has developed a set of design criteria which is based on experience from the Channel Tunnel Rail Link (High Speed 1) project and industry good practice. These will be applied where new, realigned or diverted routes are required, helping them to retain a similar 'feel' as other roads in the locality.

4.5. In both urban and rural areas, local authority design standards will be used, where appropriate, together with national guidance including the Manual for Streets, Manual for Streets 2 and 'Designing Streets: A Policy Statement for Scotland'."

Hoo Green Lane re-alignment

11. As paragraph 2.2.21, of the MA3 Area Report, Volume 2, of the main Environmental Statement (ES), the works in this area include Hoo Green North cutting, 2.7km in length, up to 13m in depth and 92m in width, with associated landscape earthworks, 1m in height, beginning at the NPR Manchester to Liverpool junction overbridge and continuing along the western side of the cutting. These earthworks will provide visual screening for nearby residents.

12. As set out in HS2 Phase 2b Western Leg Information Paper E5: Roads and public rights of way:

- One of the Proposed Scheme's environmental design aims is to promote sustainable transport choices for all. Existing pedestrian, cycle and vehicular access will be maintained as far as reasonably practicable during construction and operation. For information on private means of access, please refer to Information Paper E6: Private means of access.
- Local roads and public rights of way provide important connections between communities and their health and social services, retail facilities, schools and other educational facilities, community centres, leisure centres and faith centres. Some roads and public rights of way also form significant links in a regional or national context. Additionally, many rural lanes and public rights of way are used by pedestrians, cyclists and equestrians to access the countryside for recreational purposes.
- The Proposed Scheme has been designed with the aim of minimising the effect of severance on local communities, particularly with regards to the re-design or replacement of roads and public rights of way. Where reasonably practicable, existing pedestrian, cycle and public transport links between communities and their local facilities, amenities and countryside will be maintained. For more

information please refer to Information Paper D6: Maintaining access to residential and commercial property during construction,

- Any temporary changes to the road and public rights of way networks during construction of the Proposed Scheme will be discussed with the relevant highway authority, and permanent alterations will be designed to blend into their surroundings as far as reasonably practicable.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Mr John Wright

PETITION NO: HS2-P2B-013

PARAGRAPH NO: 8,9,10 Request 8,9,10

ISSUE RAISED: Field drainage during construction

PETITION PARAGRAPH: 8. We wish to object to the ditch down the western side of HS2 on our farm, going from the A50 to the field on the corner opposite Goodiers Green Farm going into the ditch there as this ditch overflows and floods the road up to 900mm deep in very wet weather.

9. We are concerned that there are no plans in place for the drainage of water whilst construction of the A50 over bridge takes place.

10. All the ditches across Winterbottom Farm from the M6 to Goodiers Green Farm fill to the top with water at times of heavy rainfall because the land is so flat the water from the proposed scheme will have nowhere to go and we believe that this cutting will flood just like the Manchester Airport relief road, the Wilmslow and Alderley Edge bypasses flood in wet weather.

Request

8. This water should be piped under Hoo Green Lane and go directly into the ditch that continues south of Hoo Green Lane on the western edge of HS2. If you go ahead as planned, water off the diverted Hoo Green Lane will flow much quicker into the ditch as presently only field drainage goes into the ditch and therefore you will only exacerbates the flooding issue.

9. In this field there are no field drains and experience of farmers close to the recent A556 road scheme saw large amounts of sand being deposited in their ditches which the contractors would not do anything about during construction. Where will this water from a 17m+ deep hole in the ground go? We believe that the ditch on the Western side of HS2 should be

dug before the temporary realignment and bridge building to take the water away.

10. We don't believe the current drainage scheme will work and greater provision needs to be made for the high rainfall events we now get.

PROMOTER'S RESPONSE:

Land Drainage

1. HS2 Phase 2b Western Leg Information Paper E15: Water Resources, Flood Risk and Authorisation of Related Works, describes how it is the design aim of the Proposed Scheme for no increase in the risk of flooding, including for vulnerable during the lifetime of the development, taking projected climate change impact into account. The Promoter will continue to engage with the statutory authorities, including the Environment Agency and Lead Local Flood Authorities during the development of the Proposed Scheme to discuss potential issues.
2. A comprehensive assessment of the effect of the Proposed Scheme on surface water drainage and flood risk was undertaken and detailed within Volume 5, Water Resources Flood Risk Assessment of the Environmental Statement (ES) published in January 2022. Updates to the original assessment were included within the Supplementary Environmental Statement 1 (SES1) and Additional Provision 1 (AP1) Environmental Statement (ES) published in July 2022.
3. These included an assessment of changes in runoff as a result of construction and operation, as well as changes to surface water flow paths and drainage ditches resulting from the presence of the Proposed Scheme as a linear feature intersecting natural surface water drainage ditches and flow paths.
4. In relation to the control of surface water runoff during operation and construction HS2 Phase 2b Western Leg Information Paper E15: Water Resources, Flood Risk and Authorisation of Related Works, explains how the design of the Proposed Scheme includes Sustainable Drainage Systems (SuDS) to control the rate, volume and quality of runoff from the rail corridor and other infrastructure, taking projected climate change impacts into account. These systems would help to avoid an increase in flood risk and would help to maintain natural flow regimes by encouraging storm water to soak into the ground or, where that is not reasonably practicable, would discharge it into watercourses or surface water/combined sewers at a controlled rate. Examples of SuDS include balancing ponds, swales, infiltration trenches and other forms. Where possible, these drainage systems would also help to avoid having an adverse effect on the quality of the water which the runoff flows into by removing soluble and suspended pollutants.
5. Where necessary, further surveys, ground investigation and monitoring would be undertaken as the design and implementation details are developed.

6. Protective provisions, included at Part 4 of Schedule 32 to the Bill, require approval for details of works likely to affect flood risk, water quality, or groundwater by the appropriate body, prior to undertaking works. In relation to surface water the appropriate body for approval is explained at section 10 of HS2 Phase 2b Western Leg Information Paper E15: Water Resources, Flood Risk and Authorisation of Related Works. The appropriate body for approval in relation to groundwater is the Environment Agency in England and the Scottish Environment Protection Agency (SEPA) in Scotland. Therefore, no works affecting groundwater or surface water could be undertaken until the appropriate body is satisfied that the impacts from both construction and operation of the works are properly understood and that any mitigation and monitoring is adequate.

7. Section 11 of the Farmers and Growers guide sets out the approach to land drainage. It states that the nominated undertaker will engage with farmers and growers to identify the existing drainage arrangements on land holdings required for the construction of the Proposed Scheme. Section 11.1.4 states 'HS2 will use an appropriate specialist to advise on drainage works.'

8. HS2 Phase 2b Western Leg Information Paper E16, section 5 sets out the approach to refinements for land drainage during detailed design and construction. Section 5.6 sets out how this will be carried out and states that;

"the nominated undertaker will utilise appropriate drainage consultants to advise on drainage works and will engage with the landowner in respect of the pre and post drainage schemes that are required. The nominated undertaker will use reasonable endeavours to engage drainage consultants with working knowledge of the local conditions."

9. As set out in Phase 2b Western Leg Information Paper E26: Climate change adaptation and resilience, the ES has assessed the impact of climate change and the Proposed Scheme in two ways:

- The in-combination climate change impacts (ICCI) assessment, which considers the combined effect of the Proposed Scheme and potential climate change impacts on the receiving environment during construction and operation.
- The climate change resilience assessment, which considers potential climate change impacts on the design, construction and operation of the Proposed Scheme's infrastructure and assets over their lifetime.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Mr John Wright

PETITION NO: HS2-P2B-013

PARAGRAPH NO: 11, Request 11

ISSUE RAISED: Passive Provision for West Coast Mainline and NPR connections

PETITION PARAGRAPH: 11. We wish to object to HS2 being six tracks wide on our farm as four of those tracks maybe unused. Two are for an NPR junction and two for the now axed Golborne Link.

Request

11. We don't believe the passive provision is necessary. The provision of two junctions that may never be used takes a lot of extra land off our farm and causes more needless disruption and cost. We believe these should only be built if the Golbourne link and the NPR are to be constructed. If any passive provision is to be put in it should be just two tracks not four, then if four tracks are to be built the extra two tracks should come off a spur of the two tracks already installed. By reducing the passive provision it would have the effect of allowing the A50 over bridge to be built on the existing line of the A50 as in one of the many previous proposals of HS2.

PROMOTER'S RESPONSE:

Removal of the HS2 West Coast Main Line connection (Golborne Link)

1. The Golborne Link, part of the HS2 Crewe – Manchester scheme, is a proposed around 13 mile connection that would branch off the main HS2 line towards Manchester near Knutsford, in Cheshire, to re-join the West Coast Main Line (WCML) near Golborne, just south of Wigan.

2. On 6 June 2022 Government set out its intention to remove the Golborne Link from the High Speed Rail (Crewe-Manchester) Bill in a Written Ministerial Statement laid in Parliament: www.gov.uk/government/speeches/removing-the-golborne-link-from-the-hs2-bill.

3. This statement also announced that the Crewe-Manchester HS2 mainline will remain in the Bill as before and that plans for Northern Powerhouse Rail will also be unaffected.

4. As a result of this announcement, the Government removed the Golborne link from the High-Speed Rail (Crewe – Manchester) Bill after Second Reading and will no longer be seeking the powers to construct the link as part of this scheme. This change was promoted as part of Additional Provision 1 (AP1), which was submitted to Parliament on 6 July 2022.

5. At the Second Reading of the Bill in the House of Commons on 22 June 2022 an instruction was given to the Select Committee that it should not hear any petition to the extent that it relates to whether or not there should be a railway between Hoo Green in Cheshire and a junction with the West Coast Main Line at Bamfurlong, south of Wigan.

6. Accordingly, the matters referred to in this petition regarding the provision of the Golborne Link raise issues relating to matters that the Select Committee has been instructed not to consider and so are outside of the Select Committee's remit.

7. The changes to the Crewe-Manchester Bill are set out in the Supplementary Environmental Statement 1 (SES1) and Additional Provision 1 Environmental Statement (AP1). Paragraphs 2.2.24 to 2.2.26 of the MA3 Area Report, Volume 2, of the SES1 and AP1 ES states that as a result of the changes made, the construction of a 2.3km section of the HS2 WCML connection, including line of route elements, in the Pickmere to Agden and Hulseheath area will be removed as part of the SES1 scheme.

8. Although removing the Golborne Link at this stage means it is no longer part of the High Speed Rail (Crewe-Manchester) Bill, the government does plan to consider affordable alternative northerly connections between HS2 and the WCML, in line with the recommendations that were made in the Union Connectivity Review, which was published in November 2021. The Union Connectivity Review can be found at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1036027/union-connectivity-review-final-report.pdf.

9. The Government is committed to looking again at alternatives which deliver similar benefits as the Golborne Link to Scotland, so long as these deliver for the taxpayer within the £96 billion envelope allocated for the Integrated Rail Plan (discussed below in paragraphs 13 and 14).

10. Work is at an early stage on alternatives and the costs and benefits of such options are currently uncertain. This means that a 900m section of the HS2 WCML connection will be retained between where it diverges from the HS2 route west of Hulseheath to a point immediately north of the Peacock Lane auto-transformer feeder station. This will allow work on the Proposed Scheme to continue while retaining optionality (as retaining the Golborne Link in the bill would, in effect, create a commitment to build it on the alignment in the Bill). This would also make it possible to reintroduce the Golborne Link

or another option at this location by a separate process without significantly interrupting HS2 operations.

11. Therefore, this 900m section which includes the Hoo Green junction will remain in the Bill as described in the main ES. Plans for Northern Powerhouse Rail (NPR) will also be unaffected so as to reduce any impact from future NPR works on the operation of the HS2 railway.

12. Other remaining scheduled works and infrastructure are set out in Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement.

Integrated Rail Plan

13. The 'Integrated Rail Plan' (2021) sets out the Government's blueprint for the development of train services across the Midlands and North and towards Scotland and London, bringing together communities and strengthening the economy. It sets out how the Government will take forward and bring together the development of Phase 2b of HS2, NPR, the Midlands Rail Hub (MRH), and other major Network Rail schemes and programmes for the North and Midlands over the period to 2050. It also considers how to deliver these schemes in the most efficient way, learning lessons from the sponsorship and delivery of other major programmes, seeking to deliver benefits more quickly than existing plans.

14. The Integrated Rail Plan includes in its "core pipeline" of investment a new NPR high-speed line between Warrington, Manchester and Yorkshire making use of the railway. Although the inclusion of works in the HS2 Crewe to Manchester Bill to make provision for this new NPR line introduces new and different impacts with the HS2 construction phase, it also avoids the potential costs and disruption caused should these interfaces be constructed at a later date when HS2 services are operational. The Integrated Rail Plan can be found at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1062157/integrated-rail-plan-for-the-north-and-midlands-web-version.pdf

Strategic interfaces with NPR

15. The extent and type of works envisaged for each NPR interface varies and includes consideration of whether to provide the interface in an 'active' or 'passive' form.

16. Active provision refers to the inclusion of all the necessary works for NPR services to operate on HS2 in future in the HS2 Crewe to Manchester Bill and delivering them in one go as part of a single HS2 construction phase. Generally, the decision has been made to opt for 'active provision' where it would not be possible, or would be prohibitively expensive, to adapt HS2 infrastructure in future to accommodate NPR.

17. Passive provision refers to the minimum level of additional works that would be needed in the HS2 Crewe to Manchester Bill to ensure that NPR can connect to HS2 in future without significantly interrupting HS2 operations. At locations where passive

provision is planned, this generally involves the provision of civil engineering structures and earthworks from HS2 to a distance of 500m away.

18. The NPR interfaces on the Phase 2b Western Leg are as follows:

- Crewe Northern Connection (active provision);
- London to Liverpool Junction (passive provision);
- Manchester to Liverpool Junction (passive provision);
- Manchester Airport High Speed station (active provision);
- Manchester Piccadilly High Speed station (active provision); and
- Manchester to Leeds Junction (passive provision).

Passive provision for NPR

19. In October 2020, the Minister of State for Transport decided to confirm passive provision for two junctions at High Legh, Cheshire into the Proposed Scheme following the conclusion of the Design Refinement Consultation, which was launched in June 2019. This meant that passive provision for these future junctions could be included in the Proposed Scheme. Passive provision here refers to the inclusion of the civil engineering and earthworks required for future NPR lines in the Proposed Scheme within approximately 500m of HS2 infrastructure.

20. The Secretary of State explained his reasons for proposing these touchpoints at High Legh in the June 2019 Design Refinement Consultation Document:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/807420/hs2-phase-2b-design-refinement-web.pdf

21. This document stated that:

- a. Providing passive provision here was consistent with Transport for the North's recommendations as set out in its Strategic Transport Plan (February 2019), which was itself subject to public consultation;
- b. Providing passive provision here did not prescribe future Government decisions about how and where NPR lines would serve. For example, the selected locations have the benefit of allowing any future NPR route to also serve Warrington, but without at this stage prescribing how that is done.

22. The Secretary of State set out that the Government was consulting on these proposed changes back in June 2019 to:

- a. Provide the public with the earliest possible opportunity to comment on the proposed design and location of these junctions;
- b. Enable the touchpoints to be constructed alongside the rest of the HS2 route and therefore confine construction phase impacts associated with the touchpoints to one period of time, as opposed to two separate construction phases;

- c. Allow the touchpoints to be constructed as part of the main HS2 construction phase, as opposed to a future NPR construction phase, which would minimise the risks of NPR construction impacting on HS2 services operating between Crewe and Manchester and also potentially reduce construction cost and complexity.

23. Consultees were invited to comment on these proposals for these touchpoints as part of the Design Refinement Consultation, with consultees suggesting alternative locations for these touchpoints through responses. The rationale for remaining with the locations proposed in the Design Refinement Consultation are set out in the October 2020 Minister of State's Consultation Response Document, which can be found at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/924646/DRC1_Response_Western_Leg.pdf

London to Liverpool Junction

24. Passive provision is made in the High Speed Rail (Crewe to Manchester) Bill for a junction between HS2 and a future NPR route to Warrington and Liverpool. This junction would enable high speed services on the HS2 main line north of Crewe to connect to a future NPR line to Liverpool and by-pass the West Coast Main Line, improving journey times between London, Crewe and Liverpool.

25. To enable this, the railway has been designed to allow two additional tracks to be laid at a later date for a new London to Liverpool line. Earthworks and civil engineering structures are provided to support the London to Liverpool line to cross over the railway near Hoo Green Lane.

Manchester to Liverpool Junction

26. Passive provision is provided for a junction between the railway and a new NPR line to Warrington and Liverpool. This junction, combined with a new line between Liverpool and Manchester, would enable high speed services from Liverpool to avoid the constraints of the existing conventional network and travel to Manchester Airport and Manchester Piccadilly high-speed stations.

27. The earthworks and civil engineering structures required to support a junction with NPR are provided on the railway in the vicinity of Ashley and extended west, under the A556 to a point near Millington Lane.

Mitigation

28. As set out in paragraph 6.5.1, Volume 2 of the ES for MA03, the following measures have been incorporated into the Proposed Scheme design as part of the design development process to avoid or reduce environmental impacts on the residents of Hoo Green during operation:

- landscape mitigation planting to the east and west of the route of the Proposed Scheme to provide visual screening for residents of properties in Hoo Green, on

Wrenshot Lane and Thowler Lane, and users of the A50 Warrington Road/Knutsford Road, Yew Tree Farm, Bowden View Lane, Mere Court Hotel and High Legh Park Golf Club; and

- landscape earthworks near Hoo Green, Peacock Lane, Agden Lane and A56 Lymm Road to provide acoustic and visual screening for residents of properties in Hoo Green, and on Peacock Lane, Thowler Lane, Agden Lane, Daisybank Farm and the A56 Lymm Road.