

CASE FILE LIST

Case: HS2-008.

Title: HS2-008 Mere Parish Council - Petitioner.

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Petition No. HS2-P2B-008: Mere Parish Council

Impact on farms within the parish

NFU extract:

NFU policy manager, said:

"Our members have heavily criticised HS2 over the years for a serious lack of communication and have said the scheme is having a marked impact on their health and wellbeing and business viability.

"They already have grave concerns about land take, the slowness in making payments, problems with access and a host of other issues.

"While we recognise the importance of investing in the nation's transport infrastructure a lack of respect by HS2 to NFU members is appalling, they deserve better.

"Farm businesses must be left in a strong, viable condition where land can still be farmed productively, and that HS2 Ltd provides far greater clarity as the project continues.

I note the CLEP (Crop Loss Expedited Payment Scheme) and urge that payments to farmers are dealt with promptly.

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

On 6 June 2022 the Government set out its intention to remove the Golborne Link from the High Speed Rail (Crewe-Manchester) Bill 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.

The Parish Council suggest that the passive junctions should only be built if the decision is taken to build the Golbourne link and the NPR.

Surely if a passive provision had to be built then one junction should be built, then if at a later date another is needed this can be taken off the first passive junction.

The 'Integrated Rail Plan' (2021) And introduction of the NPR spurs to the design in 2021.

This being prior to the 2022 intention of the removal of the Golborne Link.

As such it makes perfect sense therefore that if a spur is required then it needs only one, as the original design was produced prior to the intention of the removal of the GL.

Land drainage

It is my view that Mere PC should be concerned with land drainage in this location and more widely along the route.

HS2 hydrology and drainage is designed to withstand a one in a 100 year weather event plus a 40% flow.

In 2019 we experienced a one in a thousand year event which resulted in Toddbrook Reservoir near Whaley Bridge close to collapse and in nearby Lyme Park 250 year old Oak trees and drystone walls which had stood for 400 years washed away.

If HS2 had been built in our location at this time it would have failed and flooded, acting as a conduit for water courses and flooded the River Bollin and village of Lt Bollington and parts of Lymm further downstream.

We can expect more extreme and more frequent weather events in future decades due to climate change.

We ask that a review of climate conditions and adaptation to withstand extreme weather events is adequate in the design.