

CASE FILE LIST

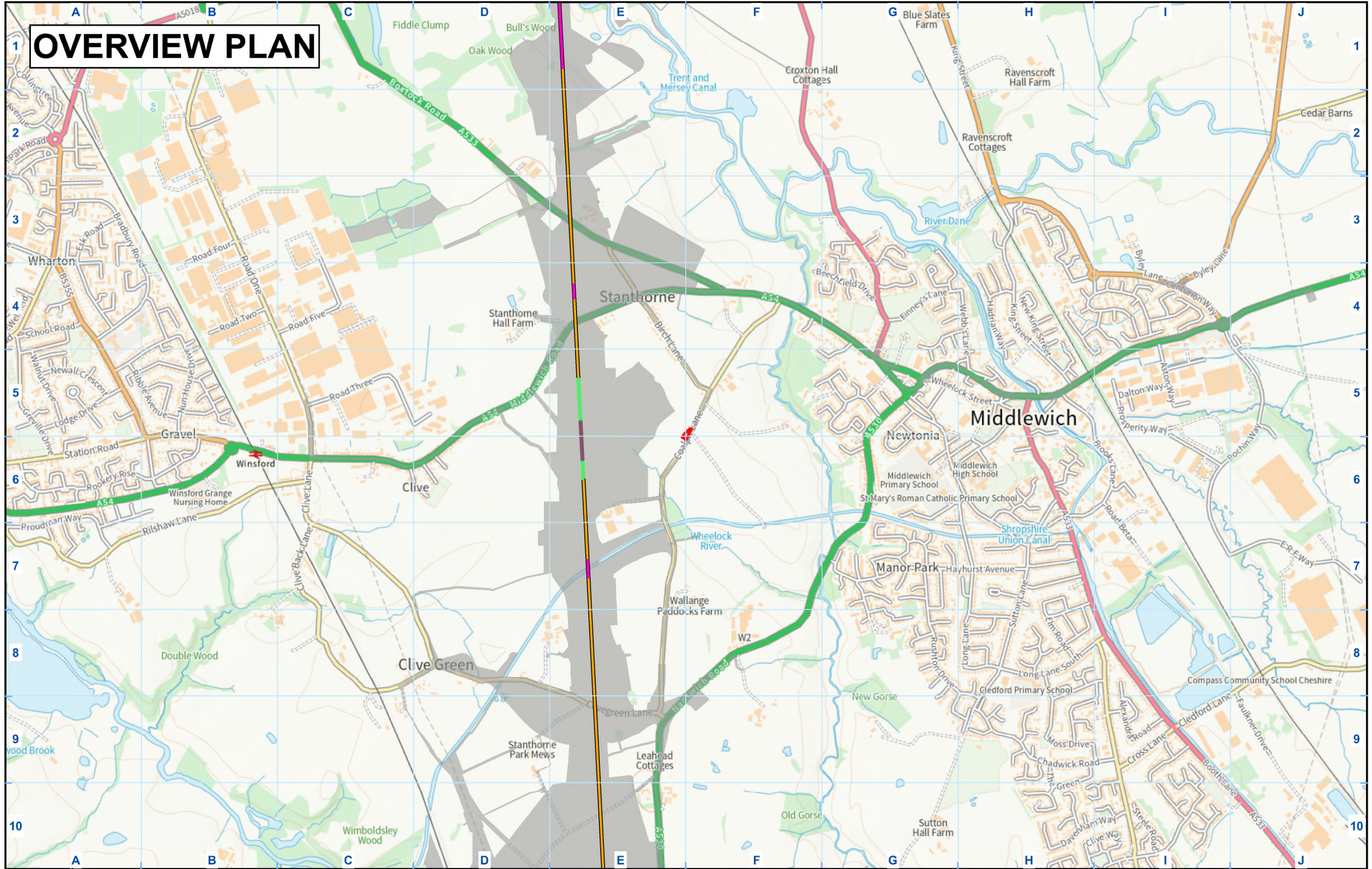
Case: HS2-125.

Title: HS2-125 Dr Derek and Mrs Karina Armstrong - Promoter.

Page:1 of 96

No	Statement(s), depositions(s) and documents(s)	Statement Date	Page
1	Overview(P402)	06-06-23	2
2	Location(P403)	06-06-23	3
3	Construction(P404)	06-06-23	4
4	Operation(P405)	06-06-23	5
5	Cross Section Overview Plan(P406)	06-06-23	6
6	Cross Section(P407)	06-06-23	7
7	Noise and Vibration(P408)	06-06-23	8-10
8	Rolling Stock Depot Justification(P409)	06-06-23	11-21
9	Borrow pits and flood risk(P410)	06-06-23	22-29
10	Additional haul road(P411)	06-06-23	30-32
11	Traffic Flow Map(P412)	06-06-23	33
12	Traffic Histogram(P413)	06-06-23	34
13	Cheshire West and Chester Council - Assurance - 06042023(P414)	06-06-23	35-42
14	Assurance Letter - 24052023(P415)	06-06-23	43-46
15	Petition Summary Letter - 25052023(P416)	06-06-23	47-58
16	HS2-125 Dr Derek and Mrs Karina Armstrong - Petition(R65)	06-06-23	59-64
17	HS2-125 Dr Derek and Mrs Karina Armstrong - PRD(R66)	06-06-23	65-96

OVERVIEW PLAN



P402

Legend

Phase 2b Western Leg Bill alignment February 2022

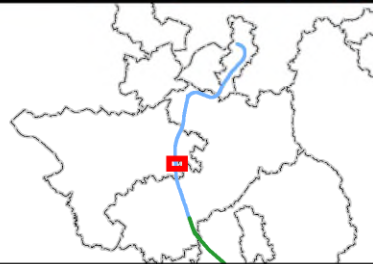
- Box Structure
- Embankment
- Retaining Wall
- Viaduct



Indicative extent of petitioner(s) land interests



hybrid Bill Limits



High Speed Two
Petitioner Location Plan
Reference Drawing

Petitioner
Dr Derek and Mrs Karina Armstrong

Petition number
P2B-HS2-125

HS2

Registered in England. Registration number 06791686.
Registered office: 2 Snowhill Queensway Birmingham B4 6QA
OS 100049150
© Crown copyright and database rights 2022
This material was last updated in 2018 and may not be
copied, distributed, sold or published without the formal permission
of Land Registry. Only an official copy of a title plan or register
obtained from the Land Registry may be used for legal or other
official purposes.

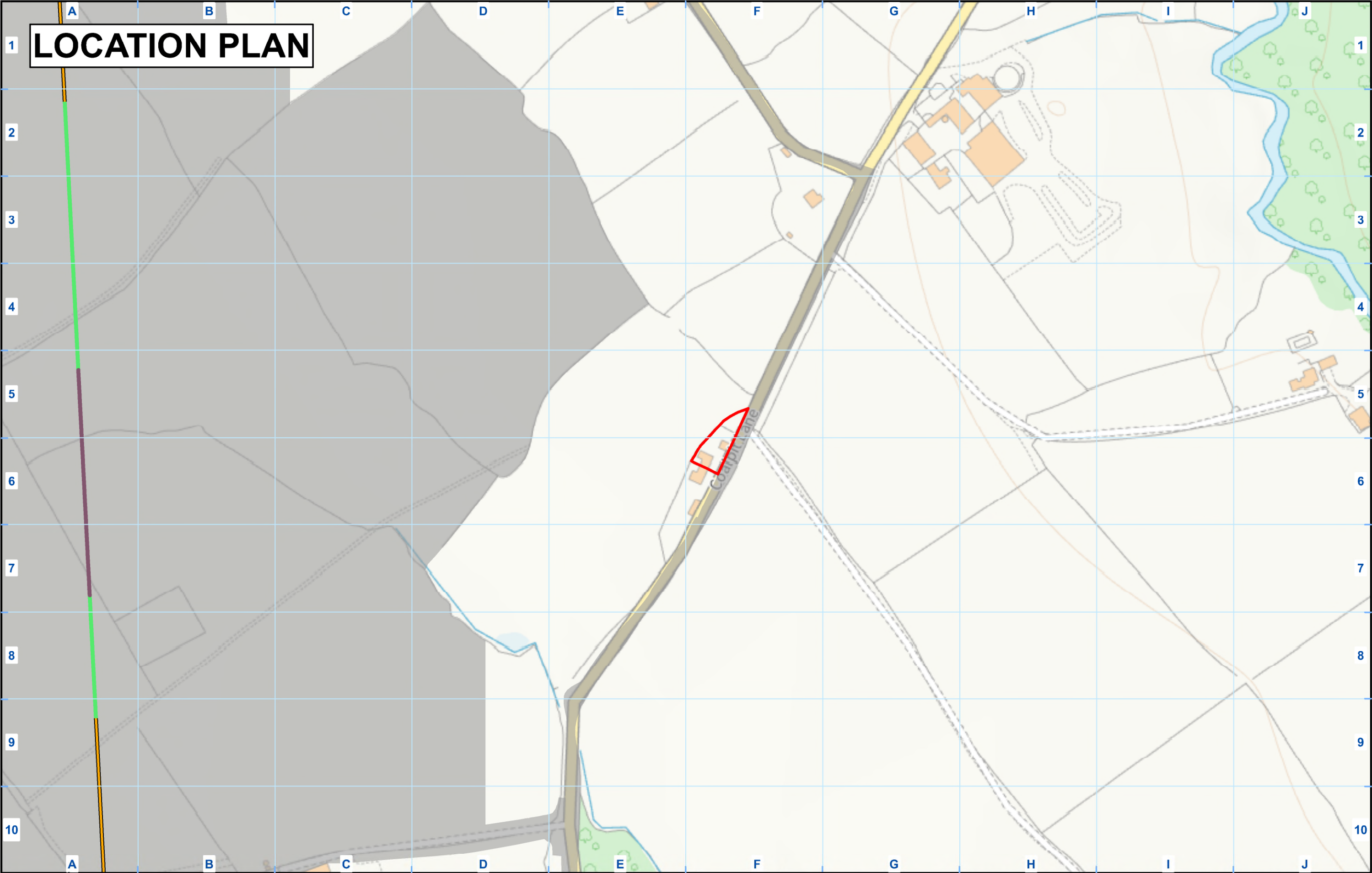
HS2 Ltd accept no responsibility for any
circumstances, which arise from the
reproduction of this map after alteration,
amendment or abbreviation or if it is issued in
part or issued incomplete in any way.

Scale at A3: 1:15,000
0 150 300 450 600
Metres



Doc Number: P2B-HS2-HY-MAP-000-000046

Date: 03/04/23



LOCATION PLAN

P403

Legend

Phase 2b Western Leg Bill alignment February 2022

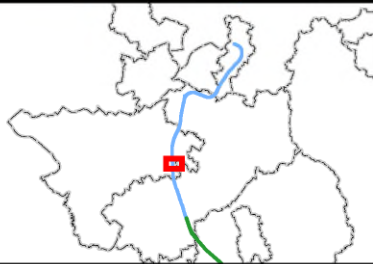
- Box Structure
- Embankment
- Retaining Wall
- Viaduct



Indicative extent of petitioner(s) land interests



hybrid Bill Limits



High Speed Two Petitioner Location Plan Reference Drawing

Petitioner
Dr Derek and Mrs Karina Armstrong

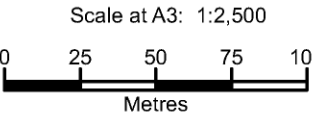
Petition number
P2B-HS2-125

HS2

Registered in England. Registration number 06791686.
Registered office: 2 Snowhill Queensway Birmingham B4 6GA
OS 100049190
© Crown copyright and database rights 2022
© Crown copyright material is reproduced with the permission of
Land Registry under delegated authority from the Controller of
HMSC. This material was last updated in 2018 and may not be
copied, distributed, sold or published without the formal permission
of Land Registry. Only an official copy of a title plan or register
obtained from the Land Registry may be used for legal or other
official purposes.

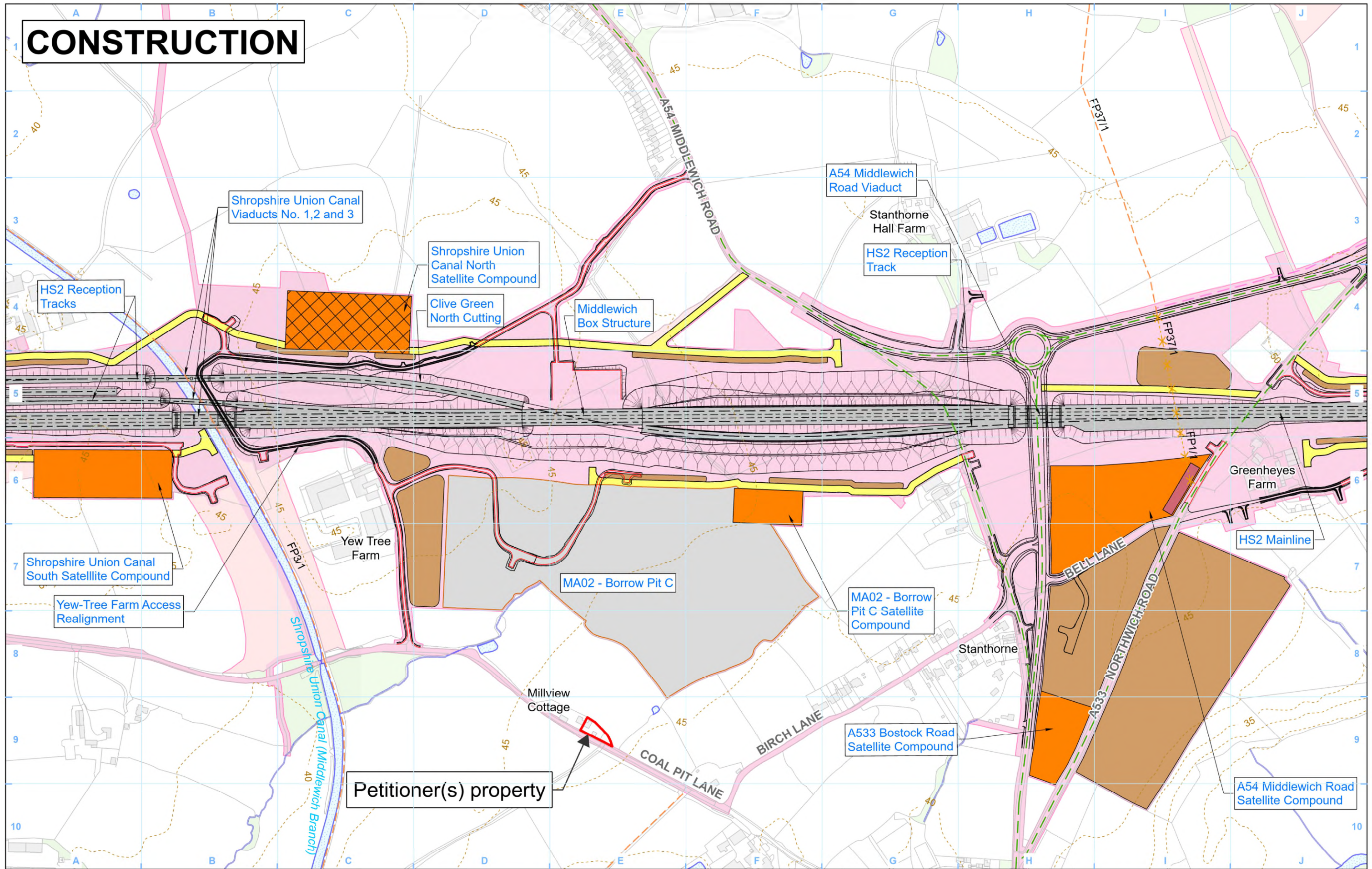
Doc Number: P2B-HS2-HY-MAP-000-000046

HS2 Ltd accept no responsibility for any
circumstances, which arise from the
reproduction of this map after alteration,
amendment or abbreviation or if it is issued in
part or issued incomplete in any way.



Date: 07/03/23

CONSTRUCTION



Legend

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

P404

Petitioner(s) property

Petitioner	Dr and Mrs Armstrong
Petition number	HS2-125

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

© Crown copyright and database rights 2021
OS 100049190

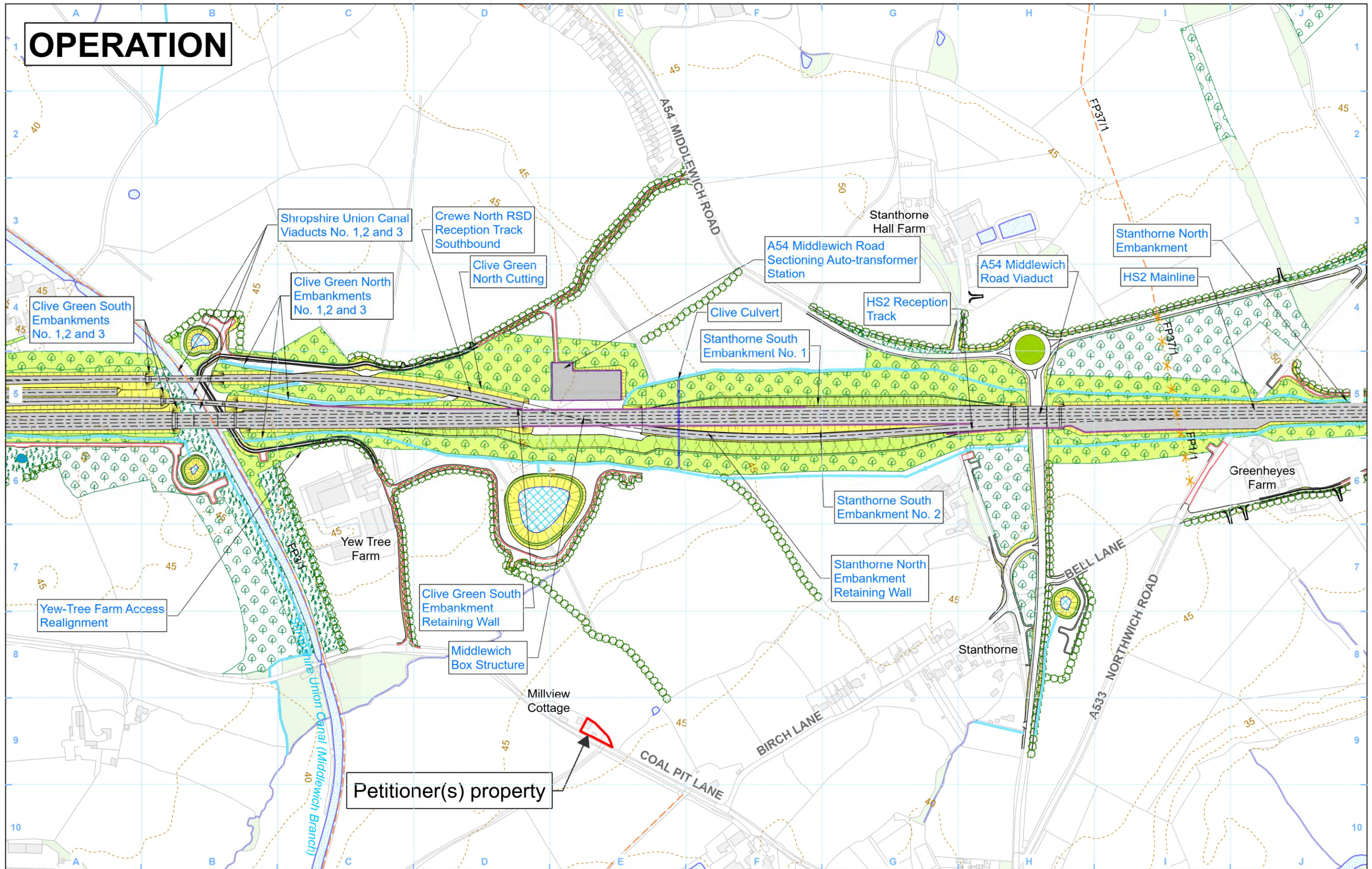
Doc Number: 2PT24-MWJ-PT-MAP-M000-012551-HS2-125

Scale at A3: 1:5,000

HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it is issued in part or issued incomplete in any way.

Date: 05/04/2023

OPERATION



Legend

P405

Indicative extents of Petitioner(s) land interests
Railway Systems Site
Ecological mitigation pond (Indicative only)
Balancing pond
Grassland habitat creation

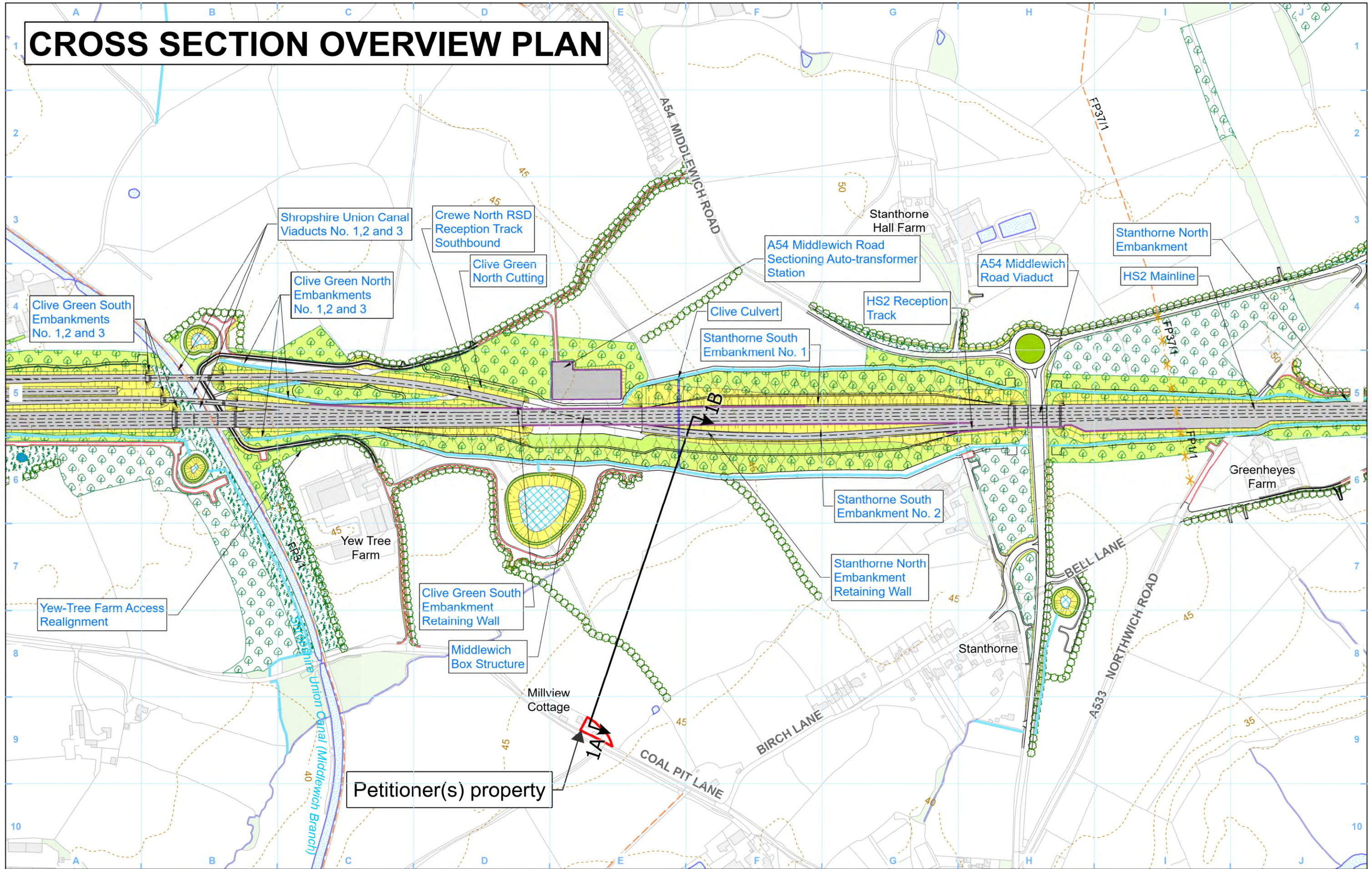
Woodland habitat creation
Landscape mitigation planting (scrub / woodland)
Grassed areas
Hedgerow
New ditches

Landscape earthworks
Engineering earthworks
Rail alignment formation
Existing public right of way
Public right of way closure
Existing woodland

Existing buildings
Existing inland water
Existing watercourse
HS2 access
Noise fence barrier
5m contours

Petitioner	Dr and Mrs Armstrong	
Petition number	HS2-125	
HS2		HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it is issued in part or issued incomplete in any way.
Registered in England. Registration number 06791686. Registered office: Two Snowhill, Snow Hill Queensway, Birmingham B4 6GA. © Crown copyright and database rights 2021 OS 100049190 Doc Number: 2PT24-MWJ-PT-MAP-M000-012561-HS2-125		Scale at A3: 1:5,000 0 50 100 150 200 Metres Date: 05/04/2023

CROSS SECTION OVERVIEW PLAN



Legend

Indicative extents of Petitioner(s) land interests	Replacement floodplain storage area	Grassed areas	Rail alignment formation	Existing watercourse
Railway Systems Site	Grassland habitat creation	Hedgerow	Existing public right of way	HS2 access
Ecological mitigation pond (Indicative only)	Woodland habitat creation	New ditches	Public right of way closure	Noise fence barrier
Balancing pond	Landscape mitigation planting (scrub / woodland)	Watercourse diversion	Existing woodland	5m contours
		Landscape earthworks	Existing buildings	
		Engineering earthworks	Existing inland water	

P406

Petitioner	Dr and Mrs Armstrong
Petition number	HS2-125
For section refer to	2PT24-MWJ-PT-DSE-M000-012531-HS2-125

HS2

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

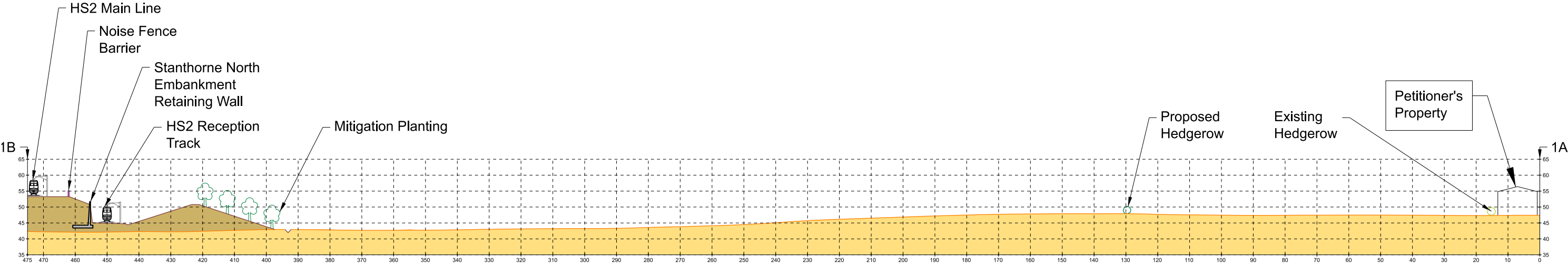
© Crown copyright and database rights 2021
OS 100049190

Doc Number: 2PT24-MWJ-EV-MAP-M000-004249

Scale at A3: 1:5,000

Date: 09/05/2023

CROSS SECTION/S



SECTION 1A-1B
SCALE 1:1250
For Plan refer to 2PT24-MWJ-PT-MAP-M000-012531-HS2-125

Work-in-progress

HS2 accepts no responsibility for any circumstances which arise from the reproduction of this document after alteration, amendment or abbreviation or if it is issued in part or issued incompletely in any way.

© Crown Copyright and database right 2022. All rights reserved. Ordnance Survey Licence number 100049190

© Crown Copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO.

This material was last updated on 2022 and may not be copied, distributed, sold or published without the formal permission of Land Registry. Only an official copy of a title plan or register obtained from the Land Registry may be used for legal or other official purposes.

P407

Scale with caution as distortion can occur.

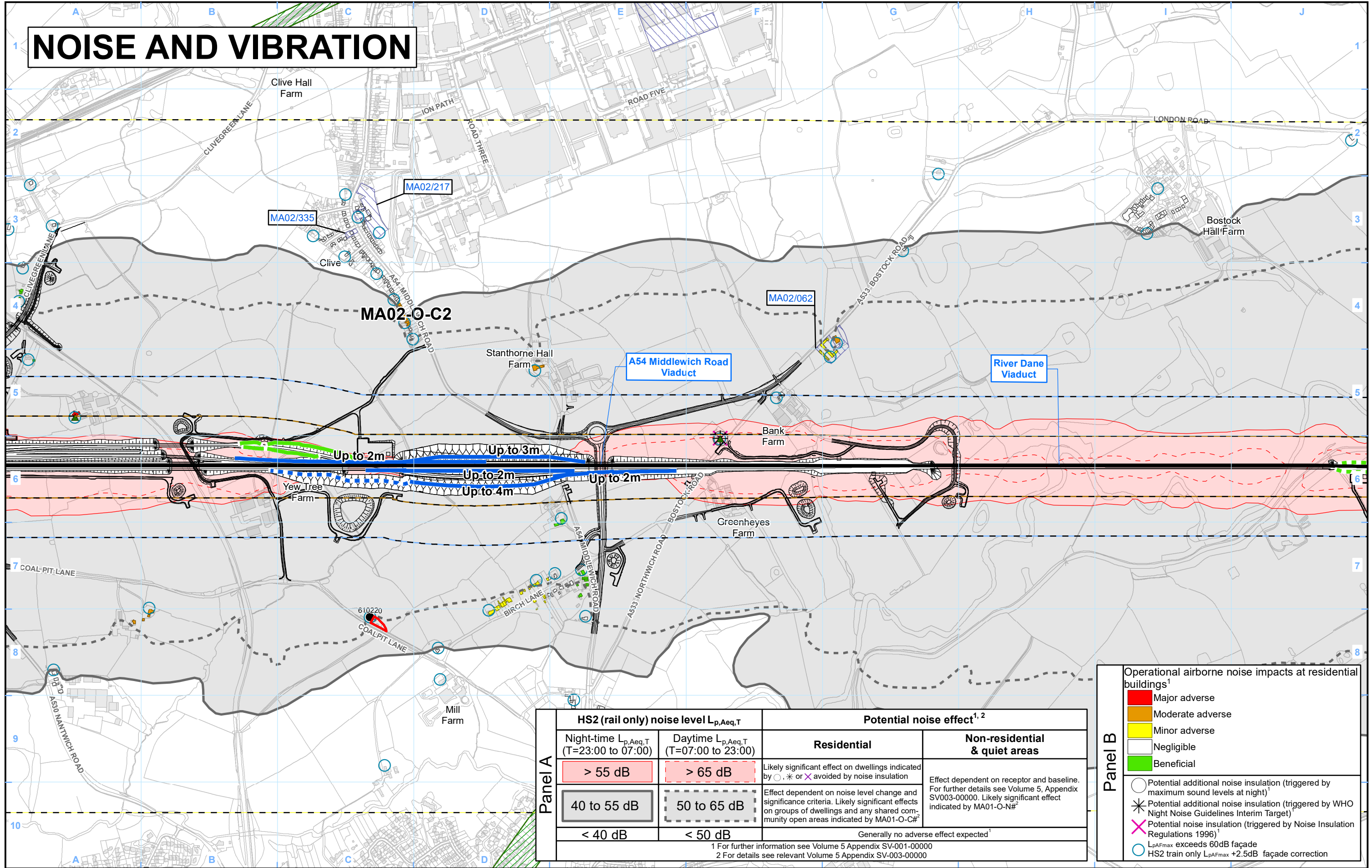
- Legends/Notes:
- Existing ground
 - Proposed HS2 earthworks
 - Existing surface
 - Designed surface level
 - Mitigation planting (Assumed Height at 15 Year of Operation)
 - Proposed Hedgerow Planting
 - Existing Hedgerow
 - Noise fence barrier

HS2

Registered in England
Registration No. 06791686
Registered office:
2 Snow Hill, Queensway,
Birmingham, B4 6GA

Zone	Manchester Leg Whole		Project/Contract	
Design Stage	Designs for Petition		2DE01 Hybrid Bill Additional Provision 1 AP1	
Drawing Title	Dr and Mrs Armstrong		Discipline/Function	
			Petitions	
			Creator/Originator	
			MW JV (Mott MacDonald and WSP Joint Venture)	
Drawing No.	Date		Scale	Size
	2022/11/11		AS SHOWN	A3
	2PT24-MWJ-PT-DSE-M000-012531-HS2-125		Rev.	P03

NOISE AND VIBRATION



Panel A	HS2 (rail only) noise level $L_{p,Aeq,T}$		Potential noise effect ^{1, 2}	
	Night-time $L_{p,Aeq,T}$ (T=23:00 to 07:00)	Daytime $L_{p,Aeq,T}$ (T=07:00 to 23:00)	Residential	Non-residential & quiet areas
	> 55 dB	> 65 dB	Likely significant effect on dwellings indicated by ○, ✱ or ✕ avoided by noise insulation	Effect dependent on receptor and baseline. For further details see Volume 5, Appendix SV003-00000. Likely significant effect indicated by MA01-O-N# ²
	40 to 55 dB	50 to 65 dB	Effect dependent on noise level change and significance criteria. Likely significant effects on groups of dwellings and any shared community open areas indicated by MA01-O-C# ²	
	< 40 dB	< 50 dB	Generally no adverse effect expected ¹	
	1 For further information see Volume 5 Appendix SV-001-00000 2 For details see relevant Volume 5 Appendix SV-003-00000			

Operational airborne noise impacts at residential buildings¹

- Major adverse
- Moderate adverse
- Minor adverse
- Negligible
- Beneficial

Panel B

- Potential additional noise insulation (triggered by maximum sound levels at night)¹
- ✱ Potential additional noise insulation (triggered by WHO Night Noise Guidelines Interim Target)¹
- ✕ Potential noise insulation (triggered by Noise Insulation Regulations 1996)¹
- L_{pAFmax} exceeds 60dB façade
- HS2 train only $L_{pAFmax} +2.5dB$ façade correction

Legend - General features

- Route in bored tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Indicative extents of Petitioner(s) land interests

P408(1)

Engineering earthworks:

- Embankment
- Cutting

Non engineering earthworks:

- Embankment
- Cutting

Legend - Noise related features

Envisaged mitigation to avoid / reduce significant noise effects:

- Landscaping and/or fence barriers (labelled with total noise barrier height above rail)
- Engineering e.g. cuttings (green tunnels separately marked)

Envisaged features further reducing noise effects:

- Other environmental e.g. landscaping
- Engineering e.g. cuttings

Noise Important Areas defined in national noise action plans (Defra 2014)

- Committed developments - SV Only
- Airborne noise study area
- Ground-borne noise or vibration impact at residential buildings

Ground-borne noise & vibration study area (residential and non-residential)

- Ground-borne noise & vibration study area (highly sensitive non-residential)
- Airborne noise assessment location

Map Number: **SV-02**

Map Name: **Operational Airborne Noise and Vibration Impacts and Likely Significant Effects**
Petition HS2-125
Dr and Mrs Armstrong

Community Area MA02:
Wimboldsley to Lostock Gralam

HS2

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

Scale at A3: 1:10,000

0 100 200 300 400 Metres

Doc Number: 2PT24-MWJ-PT-MAP-M000-012521-HS2-125
Date: 02/05/23

Noise Levels



Detailed Noise Tables: Results from the Main ES

Table 1: Baseline sound levels

Assessment location		Baseline sound levels (dB)						
Ref	Area represented	For construction sound assessment (2025)			For operational sound assessment (2038)			
		Day L _{pAeq}	Evening / weekend L _{pAeq}	Night-time L _{pAeq}	Daytime L _{pAeq,16hr}	Night-time L _{pAeq,8hr}	Arithmetic average L _{pAFmax,5min}	Highest night-time L _{pAFmax,5min}
610220	Coalpit Lane, Stanthorne	42	38	35	42	35	40	48

Table 2: Construction airborne sound, noise impacts and significant effects at residential receptors

Assessment location		Impact criteria				Significance criteria ¹					Significant effect
Ref	Area represented	Typical/highest monthly outdoor L _{pAeq} dB at the facade [Assessment category A/B/C]			Construction activity resulting in highest forecast noise levels	Type of effect	Number of properties represented	Existing environment	Impact duration (months)	Mitigation effect	
		Day 07:00 – 19:00	Evening 19:00 – 23:00	Night 23:00 – 07:00							
610220	Coalpit Lane, Stanthorne	60/63[A]	-/-[A]	-/-[A]	Day: Borrow pit works	NA	2	-	-	-	

Table 3: Operational airborne sound, noise impacts and significant effects at residential and non-residential receptors

Assessment location		Impact criteria										Significance criteria ²					Significant effect ³
Ref	Area represented	Proposed Scheme only (year 15)			Without Proposed Scheme (opening year baseline)			With Proposed Scheme (opening year baseline + year 15 traffic)		Change		Type of effect	Number of impacts represented	Type of receptor	Existing environment	Mitigation effect	
		Day	Night	Max	Day	Night	Max	Day	Night	Day	Night						
610220	Coalpit Lane, Stanthorne	51	43	69/--	42	35	40	51	44	10	8	A	2	R	-	-	~

¹ NA – no adverse effect

² A – adverse effect, R – residential receptor

³ P408(2) sidered under the significance criteria set out, these adverse effects are not considered to be significant on a community basis

Noise Levels

HS2

Detailed Noise Tables: Results from the SES1 and AP1 ES

Table 1: Baseline sound levels

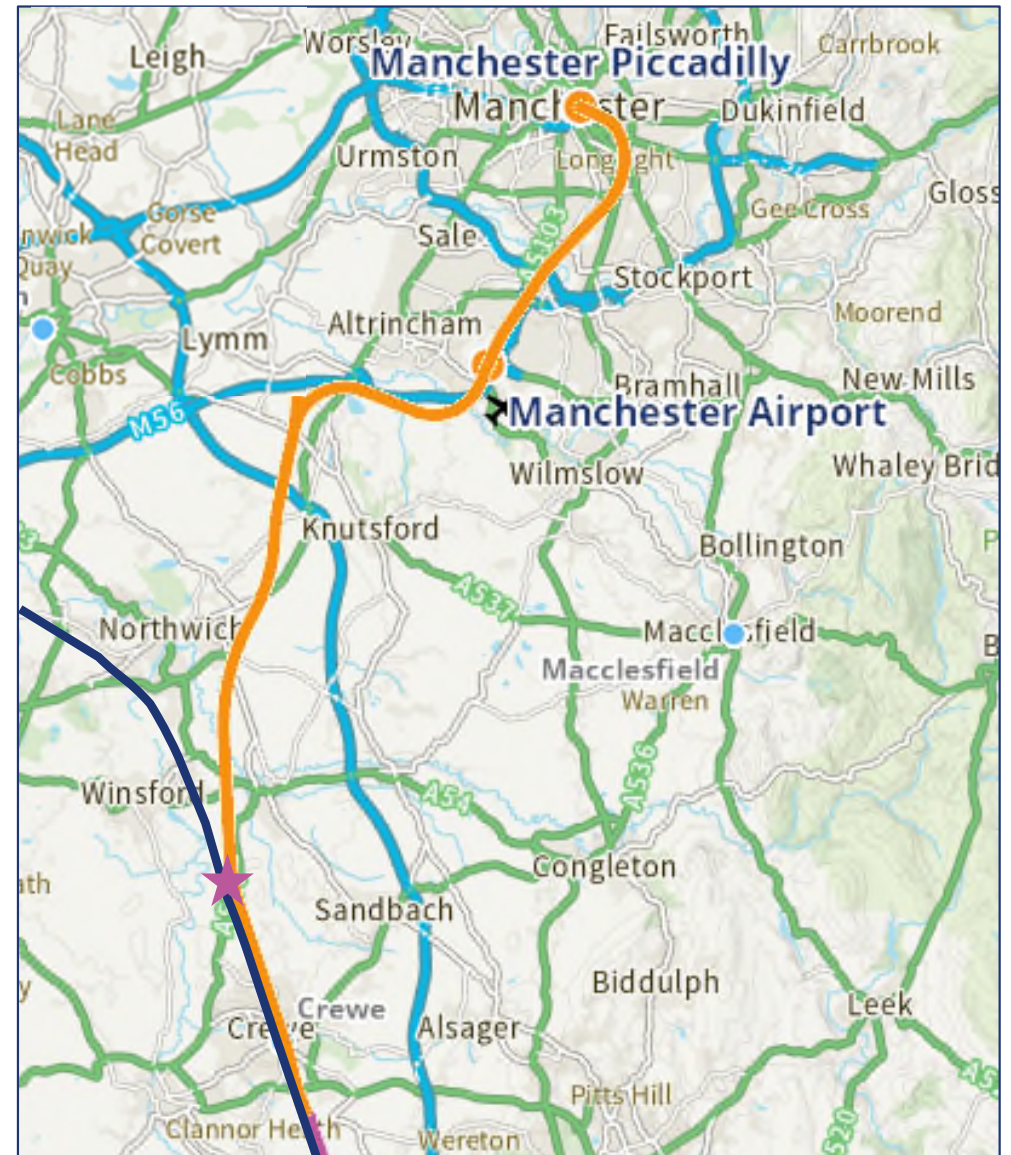
Assessment location		Baseline sound levels (dB)						
Ref	Area represented	For construction sound assessment (2025)			For operational sound assessment (2038)			
		Day L _{pAeq}	Evening / weekend L _{pAeq}	Night-time L _{pAeq}	Daytime L _{pAeq,16hr}	Night-time L _{pAeq,8hr}	Arithmetic average L _{pAFmax,5min}	Highest night-time L _{pAFmax,5min}
610220	Coalpit Lane, Stanthorne	57	52	49	56	50	55	60

Table 2: Operational airborne sound, noise impacts and significant effects at residential and non-residential receptors

Assessment location		Impact criteria										Significance criteria					Significant effect
Ref	Area represented	Proposed Scheme only (year 15)			Without Proposed Scheme (opening year baseline)			With Proposed Scheme (opening year baseline + year 15 traffic)		Change		Type of effect	Number of impacts represented	Type of receptor	Existing environment	Mitigation effect	
		Day	Night	Max	Day	Night	Max	Day	Night	Day	Night						
610220	Coalpit Lane, Stanthorne	52	44	72/--	56	50	55	58	52	2	2	A	2	R	-	-	

Crewe North Rolling Stock Depot – Manchester Route Overview

- West Coast Mainline (WCML)
- High Speed Rail Crewe-Manchester Bill
- ★ Crewe North Rolling Stock Depot:
 - 5 miles (8km) north of Crewe
 - Located near Wimboldsley, Cheshire
 - At point where Proposed Scheme and WCML diverge



Route Evolution 2013 - 2016

Phase 2b rolling stock depot locations review

In 2013 HS2 Ltd opened a consultation on Phase 2b scheme refinements. In the consultation, the decision to relocate the Western Leg Depot from the original Golborne site was considered.

Final locations considered as part of the review of the depot included:

- Alternative at Golborne (with alternative footprints and junction configurations);
- Location near Knutsford; and
- Location at Crewe (near Wimboldsley).

Considerations of options on the basis of:

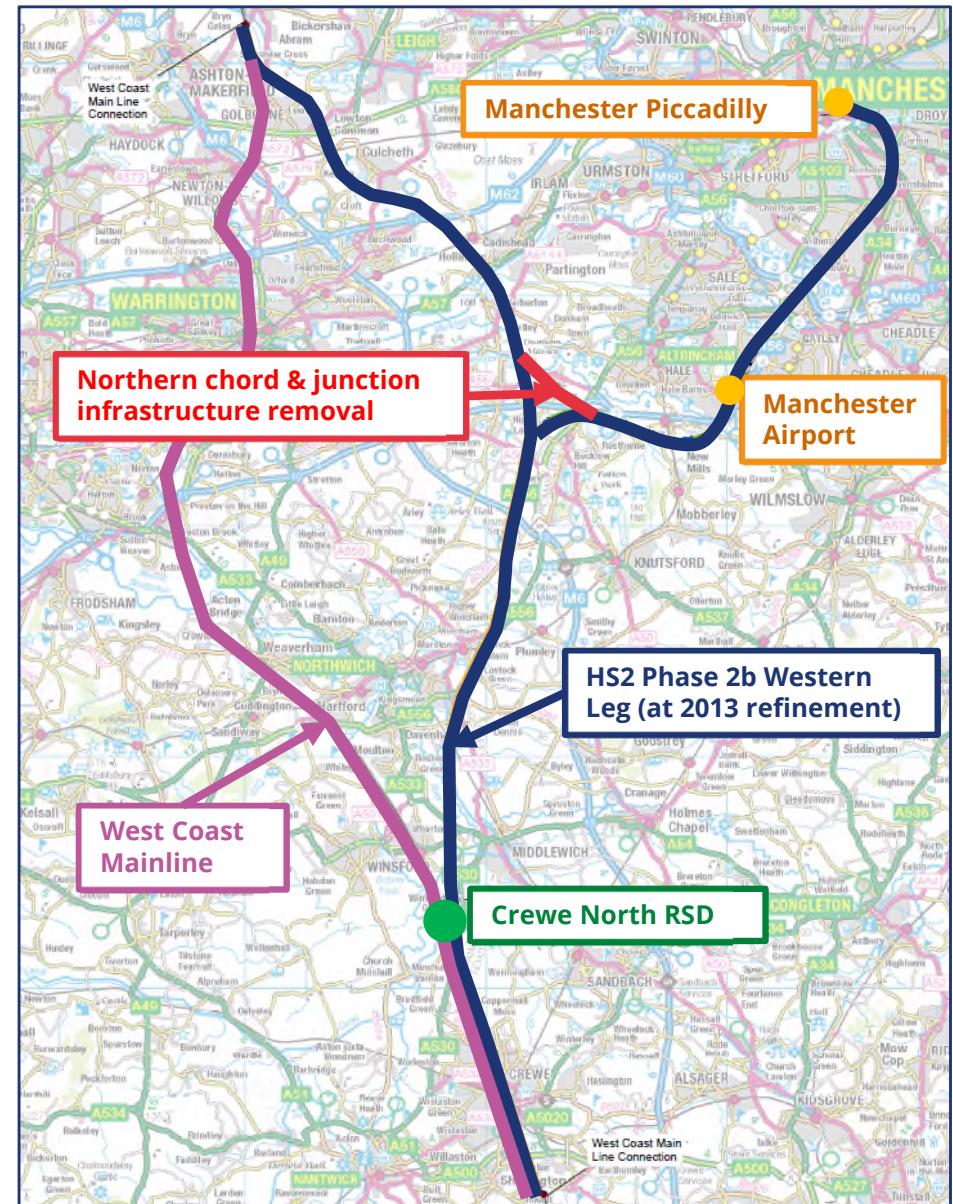
- Constructability;
- Environmental and sustainability impacts;
- Operational performance;
- Journey time;
- Comparative cost; and
- Demand/Business case.

Route Evolution 2013 - 2016

Relocation to Crewe North

In 2017, HS2 Ltd published 'Phase 2b Route Refinements advice to government', including the decision to locate the Western Leg depot to Crewe North.

- Crewe North was considered to be the best performing option, as a result of its central location, ideal for empty coaching stock movements to Manchester, Liverpool and Preston.
- Crewe North has easy access to both the WCML and HS2.
- Crewe North location means 4.5 mile long 'northern chord' and associated grade separated junction infrastructure can be removed, otherwise required to reach a location at Golborne from Manchester (significant cost saving and reduced receptor impacts).



Route Evolution 2013 - 2016

Other Rolling Stock Depot considerations

Crewe North is considered to have lower environmental impacts (listed buildings, landscape and visual) than Golborne and Knutsford options.

Environment Agency and Wildlife Trust preferred the Crewe North location against Golborne due to lower environmental impacts.

Complicated access and egress arrangements to the Knutsford option because of the M6 crossing and proximity to Hoo Green junction.

Knutsford option would require a back shunt move further complicating an M6 crossing (two track to five).

Knutsford option also has no direct connection to the classic network, increasing the length empty of stock movements.

Rolling Stock Depot Requirements

Requirements of a depot for Phase 2b:

- To have direct access to HS2 mainline into Manchester;
- Stabling and maintenance requirements to operate the Train Service Specification (TSS);
- Capability to receive wider gauge captive network trains; and
- Ability to stable up to 53 x 200m long train sets.

This is in addition to using spare stabling at Edge Hill (HS2 Liverpool services), Longsight (HS2 Macclesfield services) and Polmadie (HS2 Scotland services) where HS2 replaces existing WCML services.

Advantages of the Crewe North Rolling Stock Depot

Operationally optimal location as has access to WCML and HS2.

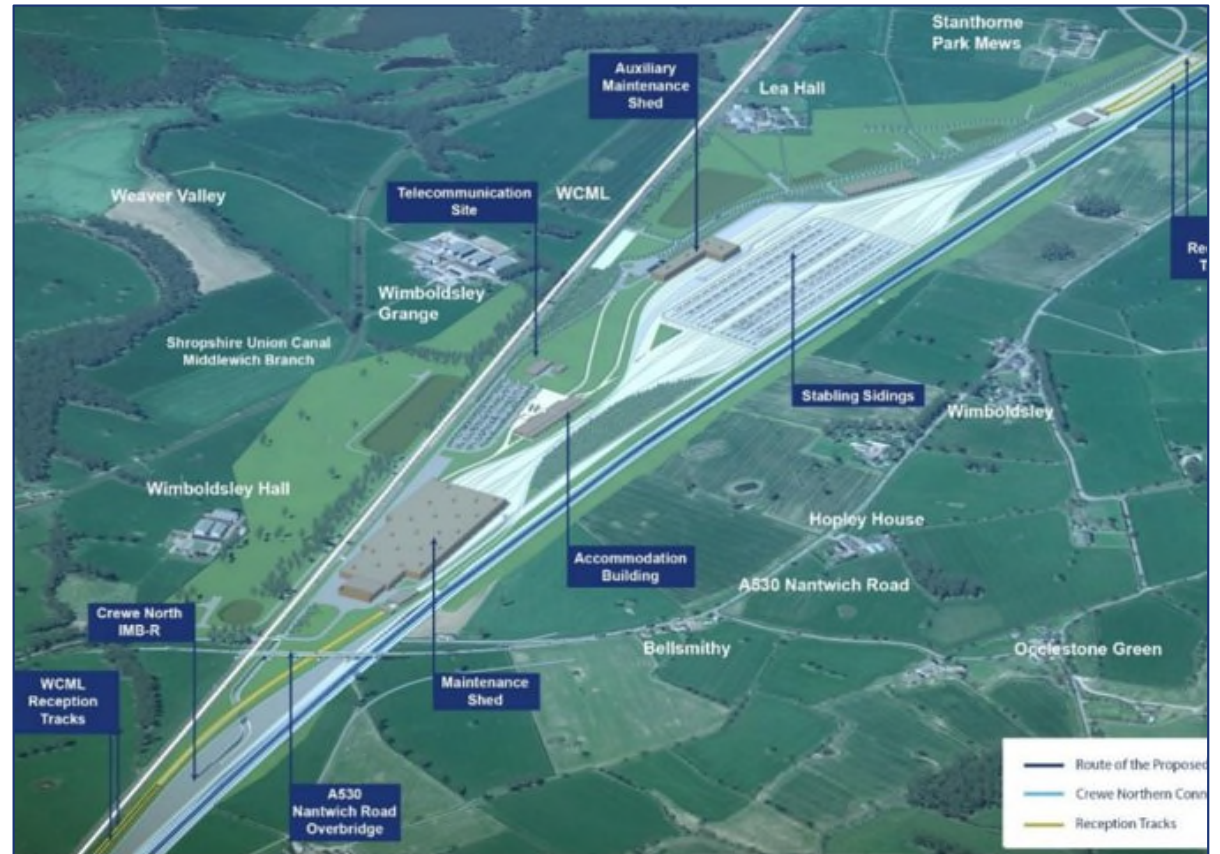
North facing access for services starting and finishing in Manchester and other locations in North West England.

Reduces empty stock movement lengths.

Reduces train path conflict risks.

Visual impact of the depot lessened due to location between WCML and the HS2 mainline.

Most of the land required for other construction works in the Proposed Scheme.



Basford Freight Yard (1)

Petitioner Alternative

Heavily utilised existing rail freight yard, critical to national freight operations.

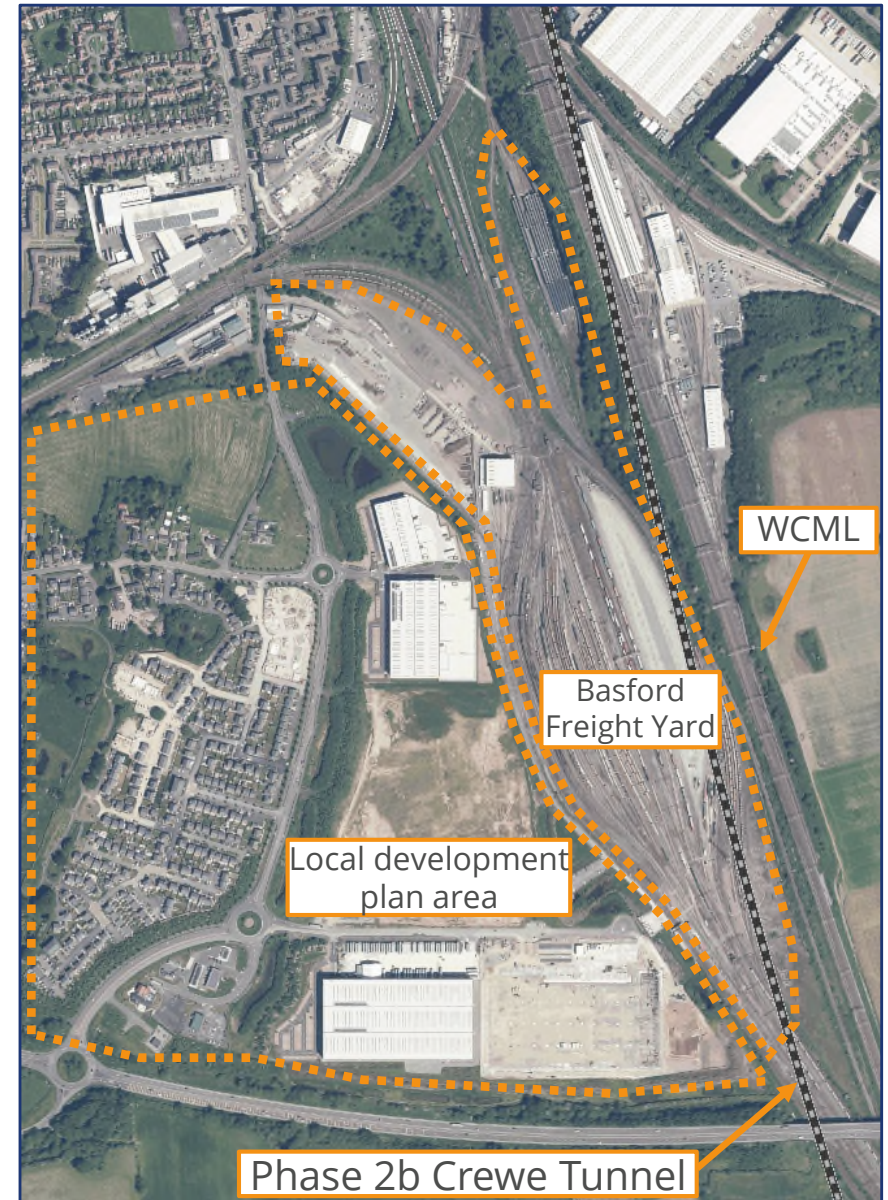
HS2 would be required to re-provide an equivalent freight yard elsewhere on the WCML.

Therefore would need to construct a new freight yard for Network Rail before decommissioning existing, both activities significantly increasing capital cost.

Freight yard relocation would reduce performance of existing freight operations and Basford is sub optimal location for planned HS2 operations.

Land to the west of the freight yard that would also be needed for the size of HS2 Rolling Stock Depot is allocated for other development in Cheshire East Council local development plan and has existing commercial development and residential properties.

Previously considered and discounted in Phase 2a for an alternative location of Stone IMB-R, due to additional impacts and sub optimal performance.



Basford Freight Yard (2)

Required connection to HS2 mainline and WCML

Additional land take for required connection to HS2 mainline.

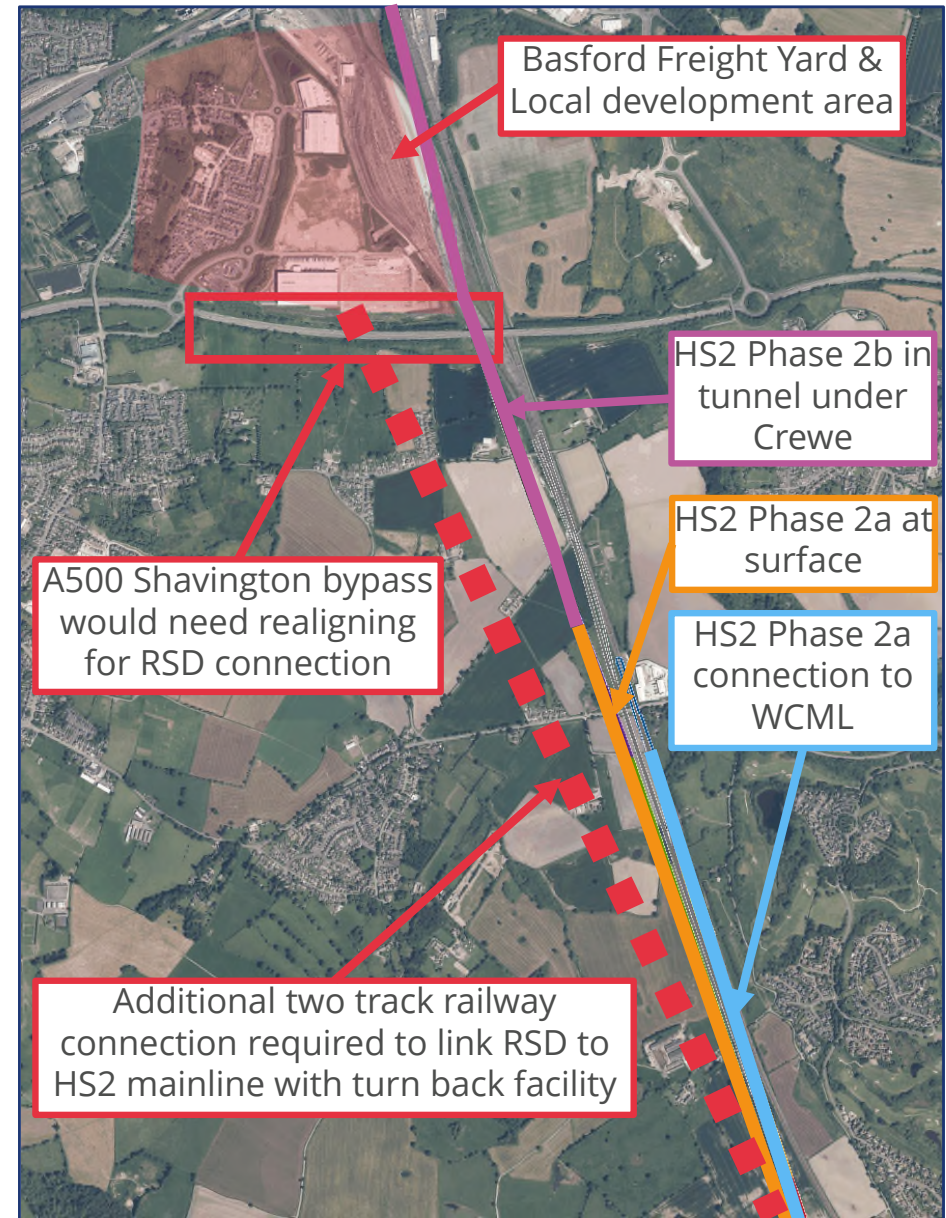
Approximately 3-4 miles of additional infrastructure and junction redesign to tie into HS2 and WCML south of Crewe.

Increased local disruption to road network including the A500 Shavington Bypass.

South facing only - not meeting HS2 requirements.

Significant train turn back facility required south of Crewe Tunnel portal for trains to be able to head north.

Longer empty stock movements for start and end of services from Crewe, Manchester, Liverpool etc.



Network Rail's view on Basford Rail Freight Yard

Current Use

"The majority of Basford Hall Yard is owned by Freightliner, with some of the through lines managed by Network Rail. The yard is probably one of the busiest on the network and is certainly the busiest on North West & Central because of its close proximity with the West Coast Main Line and other key freight artery routes across the network; Scotland, Liverpool, Manchester, West Midlands, South Coast and London.

"The yard currently sees a significant amount of activity being a major inter-connecting hub for intermodal (container) trains. These trains use Basford Hall to split and join with other services in forming long distance trains between the deep sea ports of Felixstowe, London Gateway and Southampton and the inland terminals across the North West and Scotland. The Yard is also used to keep freight away from Crewe station and that section of the West Coast Main Line as a large number of our freight services change drivers, which is done away from the station to improve capacity and performance. The Yard is also a major hub for our engineering haulage contracts which sees ballast trains loaded and the returning materials from worksites being recycled on site.

Network Rail's view on Basford Rail Freight Yard

Future plans and growth for freight traffic

“Over the years the Yard area has got busier, with aggregate and intermodal services either passing through, or calling into the Yard for operational activities; loco changes, attaching and detaching wagons or where services start and terminate and form other trains. All our freight operating companies use the yard in some way, as its position with routes into and out of Crewe makes it a prime location for the services using it.

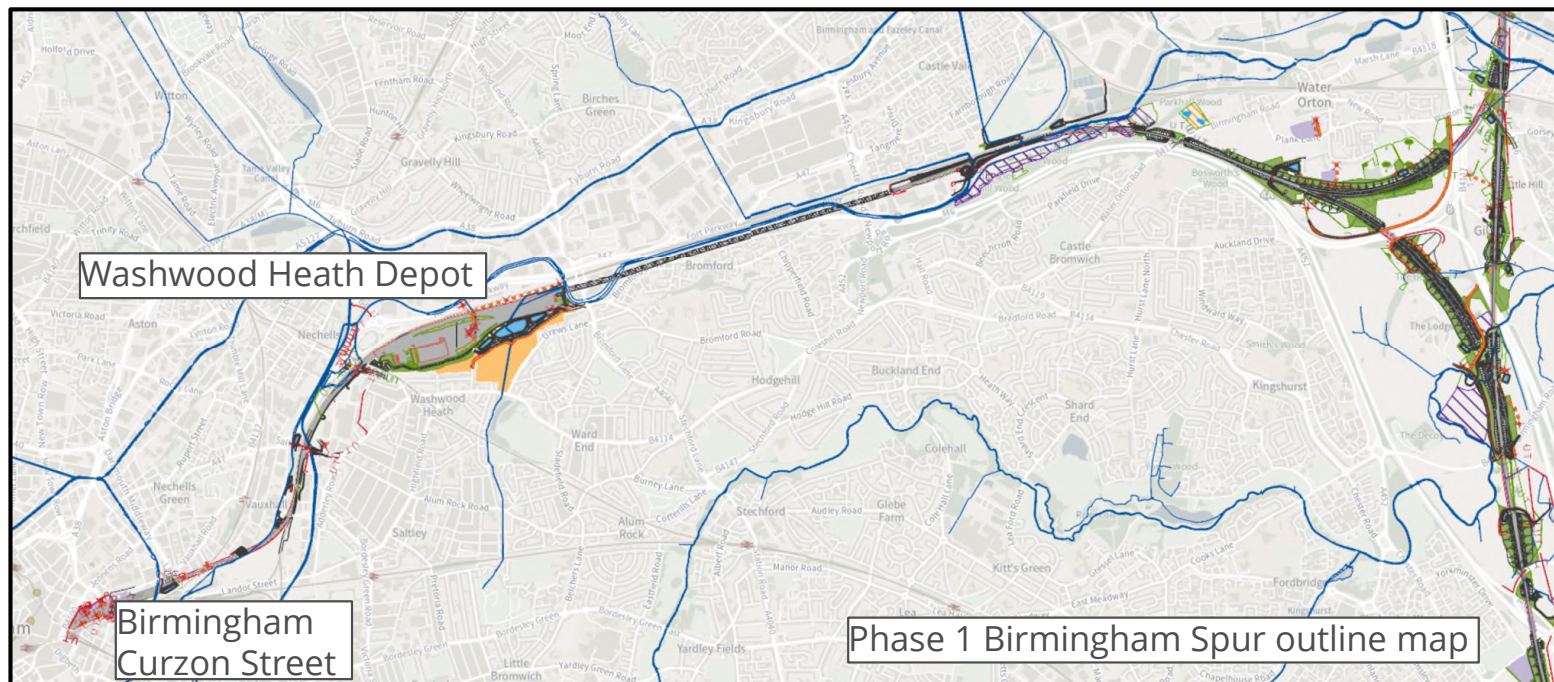
“The predicted growth for intermodal and aggregate traffic over the next 25 years (and beyond) will see Basford Hall increase its operational use and needs to serve the freight industry. The Intermodal sector is predicted to grow significantly in this period and Basford Hall will be a key part of this growth. With the pathing over the WCML, Basford Hall is needed to create capacity on the network and is the only location where multiple trains can be held before departing onto the network.”

Network Rail Senior Route Freight Manager NW&C

Washwood Heath Rolling Stock Depot

Petitioner's request for consideration of alternative locations

- Washwood Heath Rolling Stock Depot located on the Birmingham spur of HS2 Phase 1.
- Stabling and maintenance capacity for 32 x 200m long train sets.
- Capacity is to meet the train service requirements for Phase 1 and Phase 2a.
- It is also capable of some limited stabling for new Phase 2b (Western Leg and East) services that would terminate in Birmingham.
- The Depot reception tracks connect to HS2 mainline facing Birmingham Curzon Street.
- The stabling requirements for Crewe North are in addition to the stabling capabilities of Washwood Heath.



Phase 2b Use of Borrow Pits

Volume 1 of main Environmental Statement (Section 6.11) identifies that:

- Suitable engineering material is required to build embankments on this section of the route.
- There is a significant deficit of acceptable engineering material in the Wimboldsley to Lostock Gralam (MA02) area to construct these embankments.
- To avoid importing material, and the associated increased community and traffic impacts, Borrow Pits are proposed as a source of suitable engineering material.
- Borrow Pits will be backfilled using surplus material (e.g. tunnel arisings) from the Scheme.

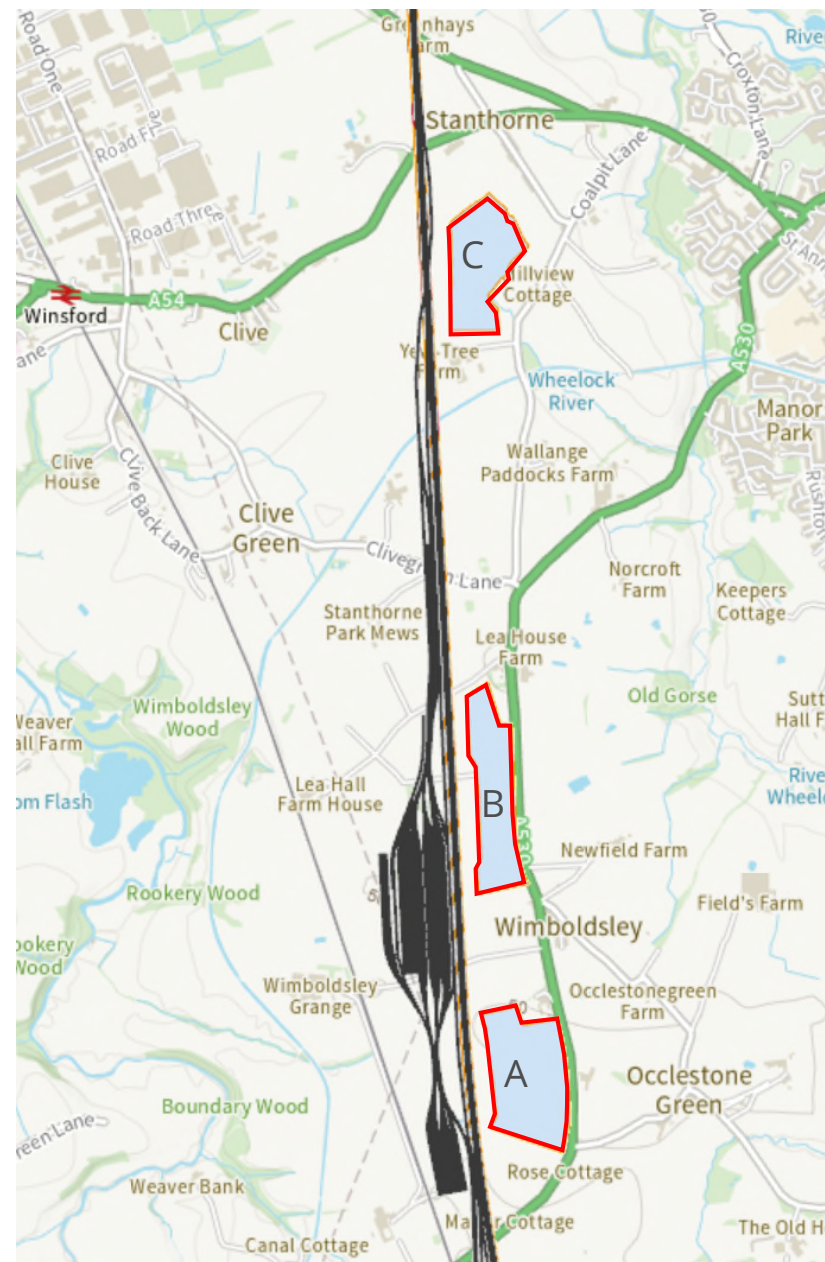
The AP1 Environmental Statement Borrow Pit Report (Section 5) identifies:

- 23 potential borrow pit locations within or near the works.
- 3 shortlisted borrow pits in MA02 which –
 - Contain significant volumes of suitable material.
 - Are located directly adjacent to the trace and in the area where material is required, reducing construction traffic movements.
 - Planned to be backfilled with tunnel arisings transported by conveyor, reducing environmental impacts by removing need to transport material by road and then restored.

MA02 Borrow Pits - Locations

If borrow pits A, B & C were to be removed from the Proposed Scheme, this would mean:

- **An extra 280,000 HGV movements** (140,000 inbound, 140,000 outbound) on local roads to import material.
- **An increase in the distance travelled by 52,000 HGV movements** (26,000 inbound, 26,000 outbound) on local roads to import material.
- **Up to 2,400 additional train paths** (1,200 inbound, 1,200 outbound) on an already busy West Coast Mainline to export material that would have been used to fill the borrow pits.



Borrow Pits – Material

Material from the borrow pits will be used to construct embankments in community area MA02 for the HS2 mainline.

The borrow pit locations have been identified as they contain the required volumes of acceptable engineering material to make up the deficit for required material without needing to import from further afield and increasing HGV movements on local roads.

The suitability of the material has been confirmed from initial ground investigation works.

Borrow Pits - Environmental Controls

Phase 2b Code of Construction Practice - controls include agriculture and soils, construction noise, dust and air quality, working hours, ground settlement, landscape and visual, waste and materials, water resources and flood risk, traffic and transport.

Schedule 17 (Planning Conditions) paragraph 7 – planning authority's approval required for plans or specifications for the excavation of bulk materials from borrow pits.

Information Paper D12: Borrow Pits – the planning authority can refuse approval or impose conditions on grounds of the design or external appearance of the borrow pits, the methods by which they are worked and arrangements as to noise, dust, vibration or screening during their operation.

The planning authority's approval is required for Proposed Scheme of restoration before borrow pit excavation commences.

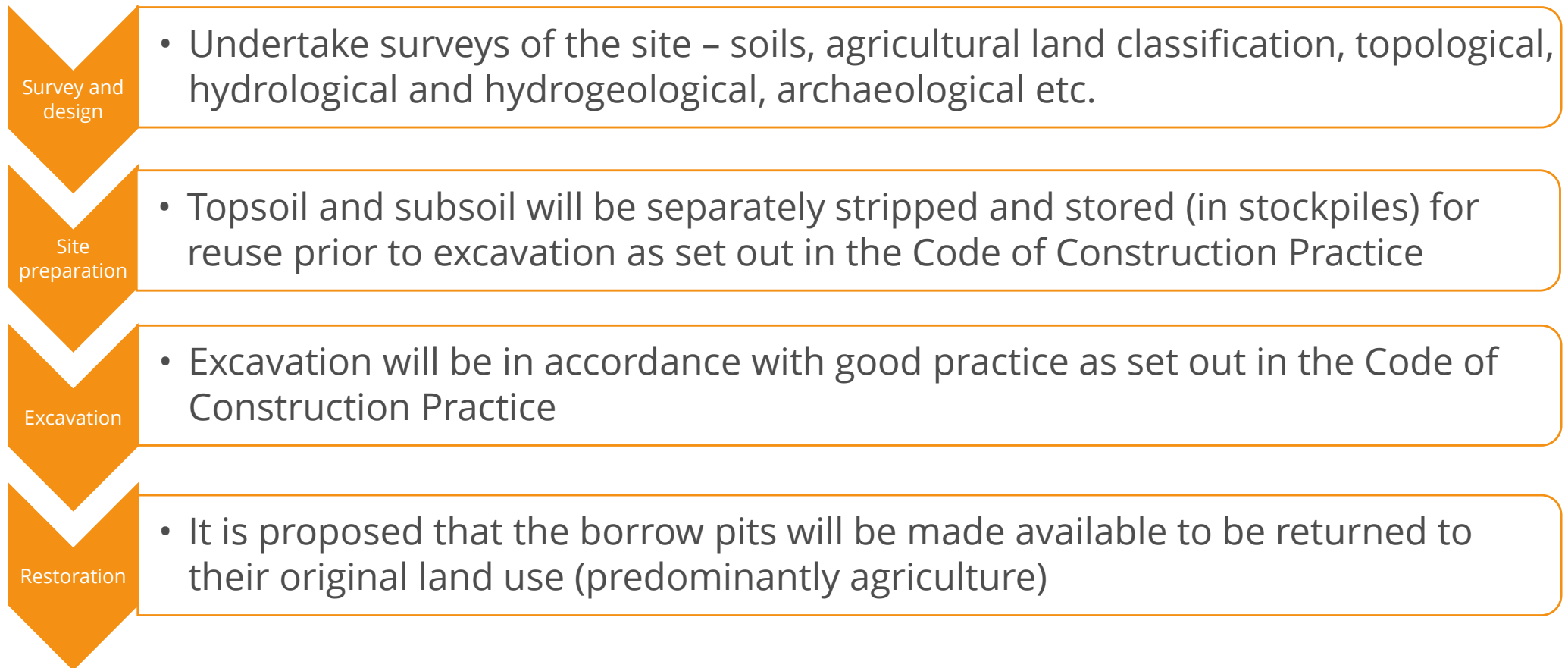
Protective provisions, included at Part 4 of Schedule 32 to the Bill, require approval for details of works likely to affect flood risk, water quality, or groundwater by the appropriate body, prior to undertaking works.

Borrow Pits – Restoration Principles

Section 9.2.2 of the ES Volume 5 Borrow Pit report states:

- the borrow pits will be backfilled using natural, uncontaminated material from the Proposed Scheme excavations and restored using subsoil and topsoil stripped and stored from the site of the borrow pit and, if required, from other areas of the Proposed Scheme;
- it is intended that the borrow pits will be restored to the original ground level and to a condition suitable for their previous land use;
- where agricultural uses are to be resumed on land used for borrow pits, the objective will be to avoid reductions in long-term capability which would downgrade the quality of the disturbed land, through the adoption of good practice in handling, storing and reinstating soils to provide a sufficiently deep soil profile; and
- it is anticipated that there will be no requirement to import additional materials from outside the Proposed Scheme for backfilling of the borrow pits.

Borrow Pits – Restoration Process



Flood risk management

The borrow pits have been located to avoid watercourses.

None of the borrow pits is located within a flood zone risk area.

On restoration, existing baseflow and runoff characteristics will be maintained for surface water features and groundwater will maintain connectivity with the surface water regime.

Drainage systems will be designed to control groundwater as well as sustain baseflow to appropriate nearby watercourses.

Flood risk from multiple sources of flooding (i.e. fluvial, surface water, groundwater, artificial sources) has been considered within the Flood risk assessment appended to the main ES (Volume 5, Appendix WR-005-0MA02) including climate change.

Controlled water management of borrow pit excavation

HS2 Understanding the ground risk across the Cheshire plain, March 2023 report

“4.5.6. The forming of borrow pits in the upper 5 m or so of ground is not predicted to give rise to the risk of aggravating any background salt solution process due to its temporal nature and limited depth. The construction stage specifications shall dictate that surface rainwater runoff into borrow pits is to be properly managed via collector drains and accumulating rainwater shall be assisted by pumping. The water shall be directed via pipework and not disposed via soakaways.

4.5.7. The permissible extent and duration of any temporary diverted water course will be managed as detailed in the draft CoCP. This will protect the quality of surface water and groundwater resources from other adverse effects, including significant changes to the hydrogeological regime. All permanent diverted courses will be permanently lined so as to minimise the leakage of surface water into the ground.”

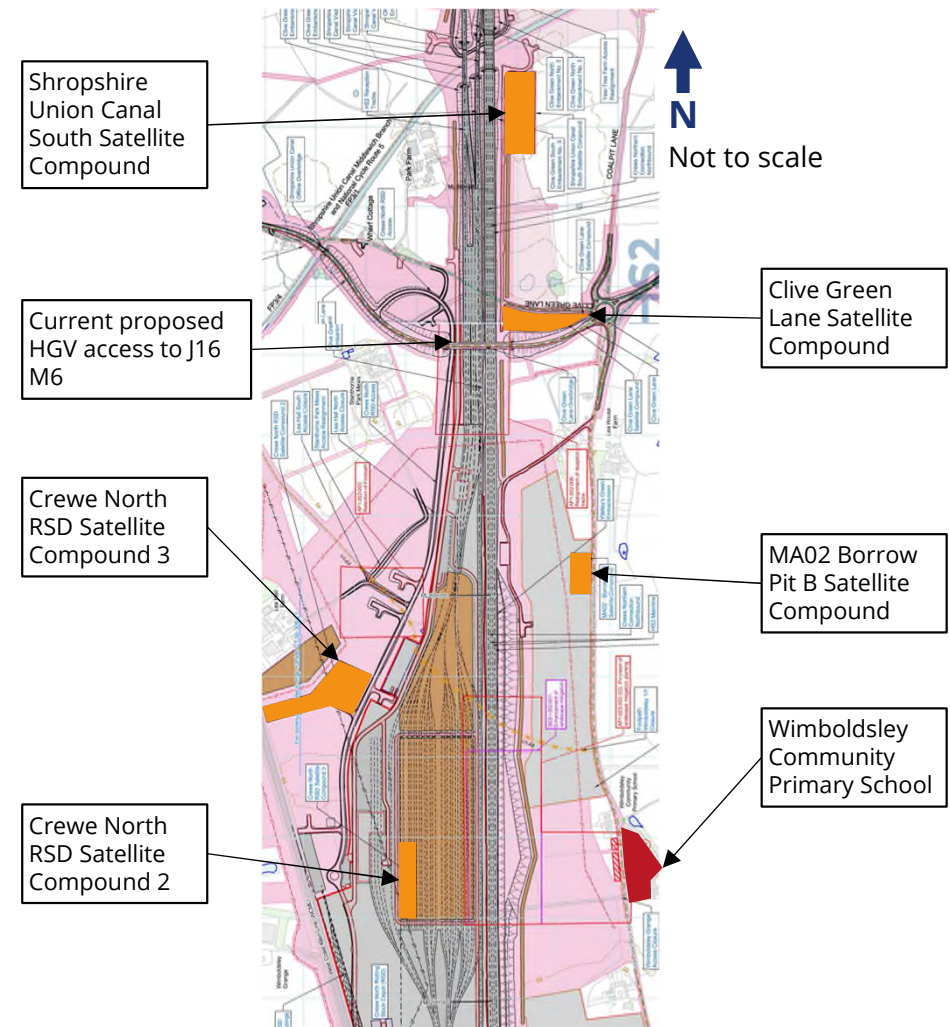
HS2 HGV construction traffic passing Wimboldsley Community Primary School

HS2 construction HGVs that are routed along the A530 Nantwich Road past Wimboldsley School are generated by the following compounds:

- Crewe North RSD Satellite Compound 2
- Crewe North RSD Satellite Compound 3
- MA02 Borrow Pit B Satellite Compound
- Clive Green Lane Satellite Compound
- Shropshire Union Canal South Satellite Compound

All HS2 construction HGV traffic from these compounds travels to/from M6 Junction 16 via the A530 to the south.

Traffic cannot be routed via the A530 to the north due to the alignment of Clive Green Lane, the narrow canal bridge on Clive Green Lane, and the height restriction on the A530 as it passes under the Stanthorne canal aqueduct.



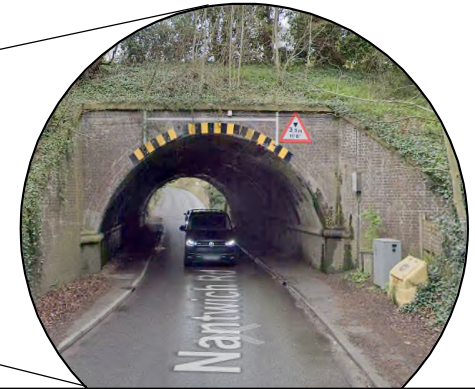
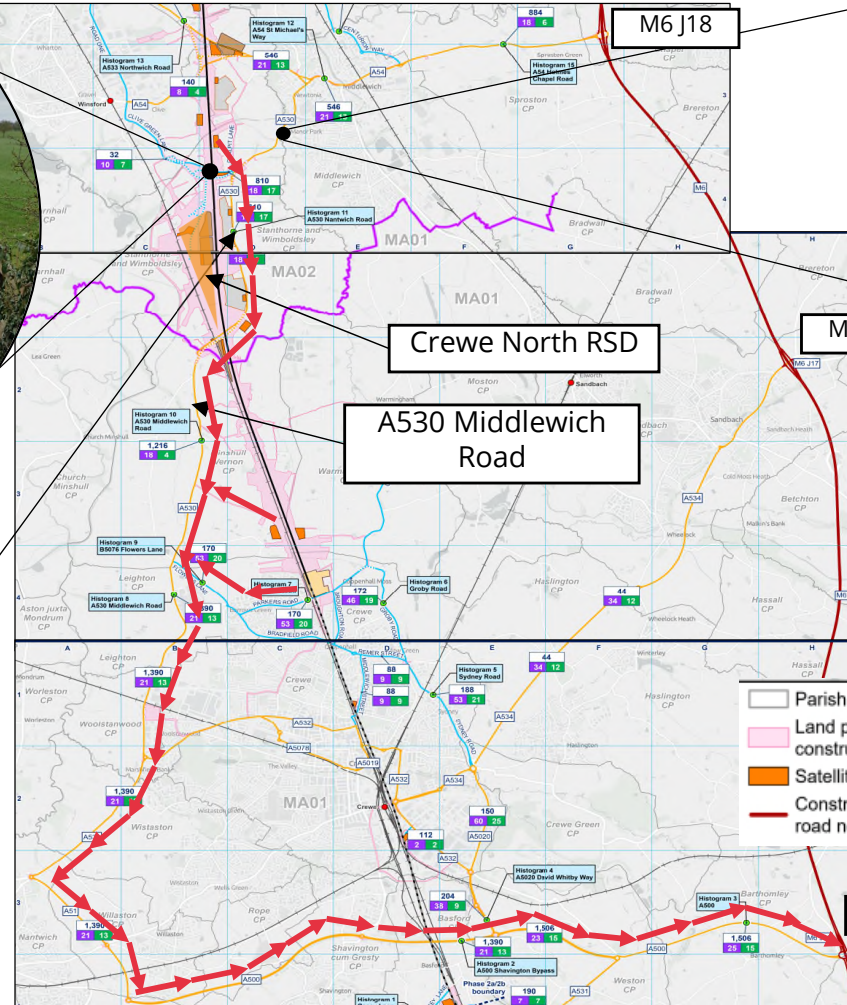
A530 Nantwich Road

HS2 construction traffic route restrictions



Clive Green Lane
Restricted width access.

Construction Traffic
Histogram 11



A530 Stanthorne Aqueduct
(Low Bridge)
Restricted height & width access.
Unsuitable for construction vehicles.

Petitioner's request for diverting construction traffic

Petitioner's request is understood to be for a new construction road to be created to avoid HGV traffic passing along the section of the A530 by Wimboldsley Primary School.

Constructing a route to the west of the HS2 route is not feasible because the land is required for the construction of the Rolling Stock Depot.

Constructing a route to the east of the HS2 route is not considered practicable because;

- It would require a new junction with traffic controls to be constructed on the A530 south of Clive Green Lane that would create additional traffic congestion and delays on the A530.
- It would reduce the borrow pit areas available for materials resulting in an increase in HGV movements on the local roads for import/export of materials.
- The construction of the road and new junction would itself introduce additional HGV construction traffic and disruption of the A530 for the construction period.
- The estimated additional cost of constructing the road and junction would be approximately £5.5m.
- The A530 is suitable for HGV traffic which already carries, and would continue to carry, non-HS2 HGVs along this section past the School. The main entrance for pupils and staff is located on School Lane.

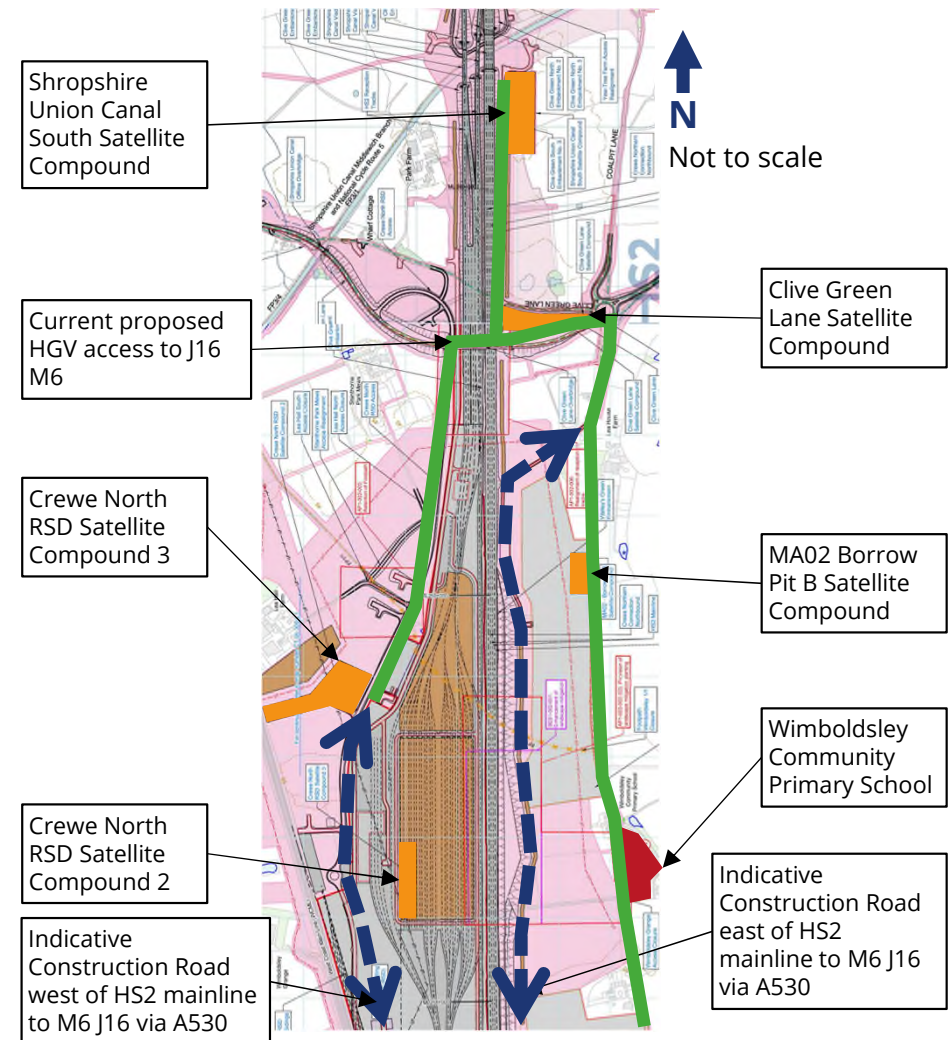
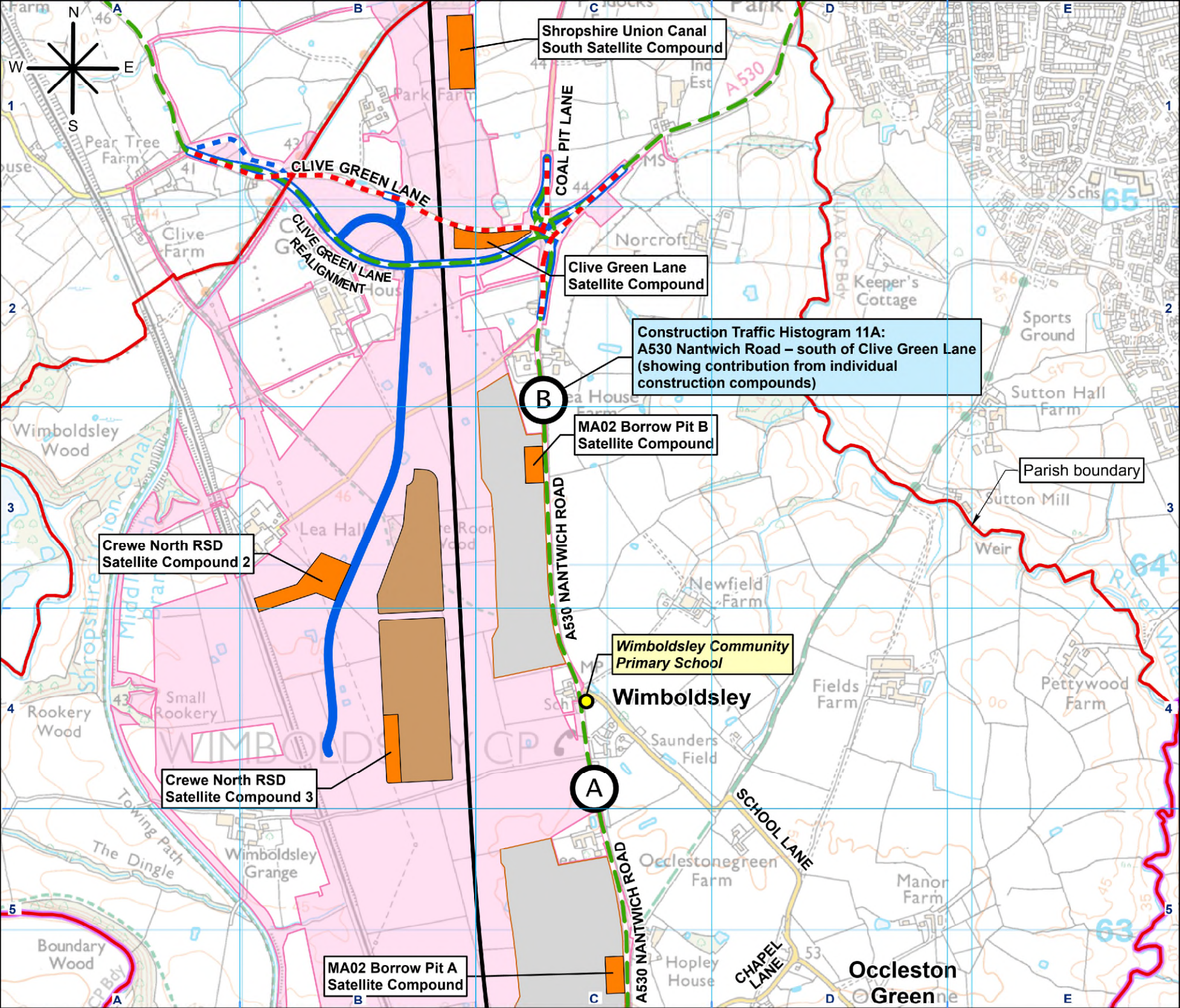


EXHIBIT TYPE:
Traffic and Transport Bespoke Exhibit - Average Daily Weekday Traffic Flows in Peak Month during each construction phase

The AP1 Revised Scheme



Location	2030 Future Baseline			Peak HS2 Construction Traffic		2030 with HS2 Traffic and Diversionary Effects			Net change in all vehicles	
	All vehicles	HGVs	HGVs as a % of all vehicles	All vehicles	HGVs	All vehicles	HGVs	HGVs as a % of all vehicles		
ROADS ON HS2 CONSTRUCTION TRAFFIC ROUTES										
A	A530 Nantwich Road (between Chapel Lane and School Lane)									
	NB	11,834	243	2%	945	352	12,601	577	5%	+767
	SB	8,659	215	2%	954	352	10,553	524	5%	+1,894
B	A530 Nantwich Road (between School Lane and Clive Green Lane)									
	NB	12,449	267	2%	1,164	338	13,659	582	4%	+1,210
	SB	9,231	219	2%	1,222	338	12,048	518	4%	+2,817

Note: NB - Northbound; SB - Southbound; EB - Eastbound; WB - Westbound

- Indicative extent of Petitioner(s) land interests

Wimboldsley Community Primary School

HS2 Phase 2b route alignment (on surface)

Community area boundary

Land potentially required during construction

Construction compound

Temporary material stockpile
- Borrow pit

HS2 construction traffic route

Permanent highway infrastructure used as a HS2 construction traffic route

Permanent highway infrastructure (new/realignment/diversion)

Temporary highway infrastructure (realignment/diversion)

Highway closure

Notes:

1. In the link flow table, HS2 construction traffic represents the overall peak on each road for the scenario shown. This peak may occur at different times for each road.
2. The impacts of the AP1 revised scheme may cause some non-HS2 traffic to divert onto other routes during the construction period. As a result of these diversionary impacts, the 'With HS2' traffic flows in the link flow table do not generally equal the sum of the Future Baseline and Peak HS2 Construction traffic flows.
3. The traffic flow data in the link flow table is based on the period during construction when there is the greatest level of change in traffic flows on each road as a result of the scheme.

Scale at A3: 1:12,500

0 80 160 240 320 400

Meters

HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it is issued in part or issued incomplete in any way.

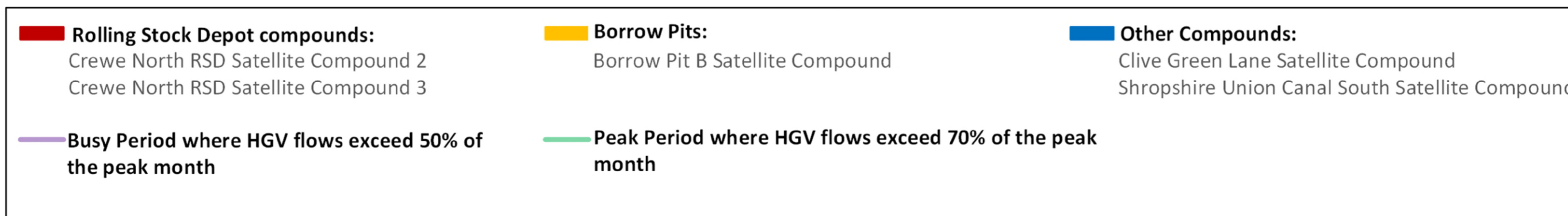
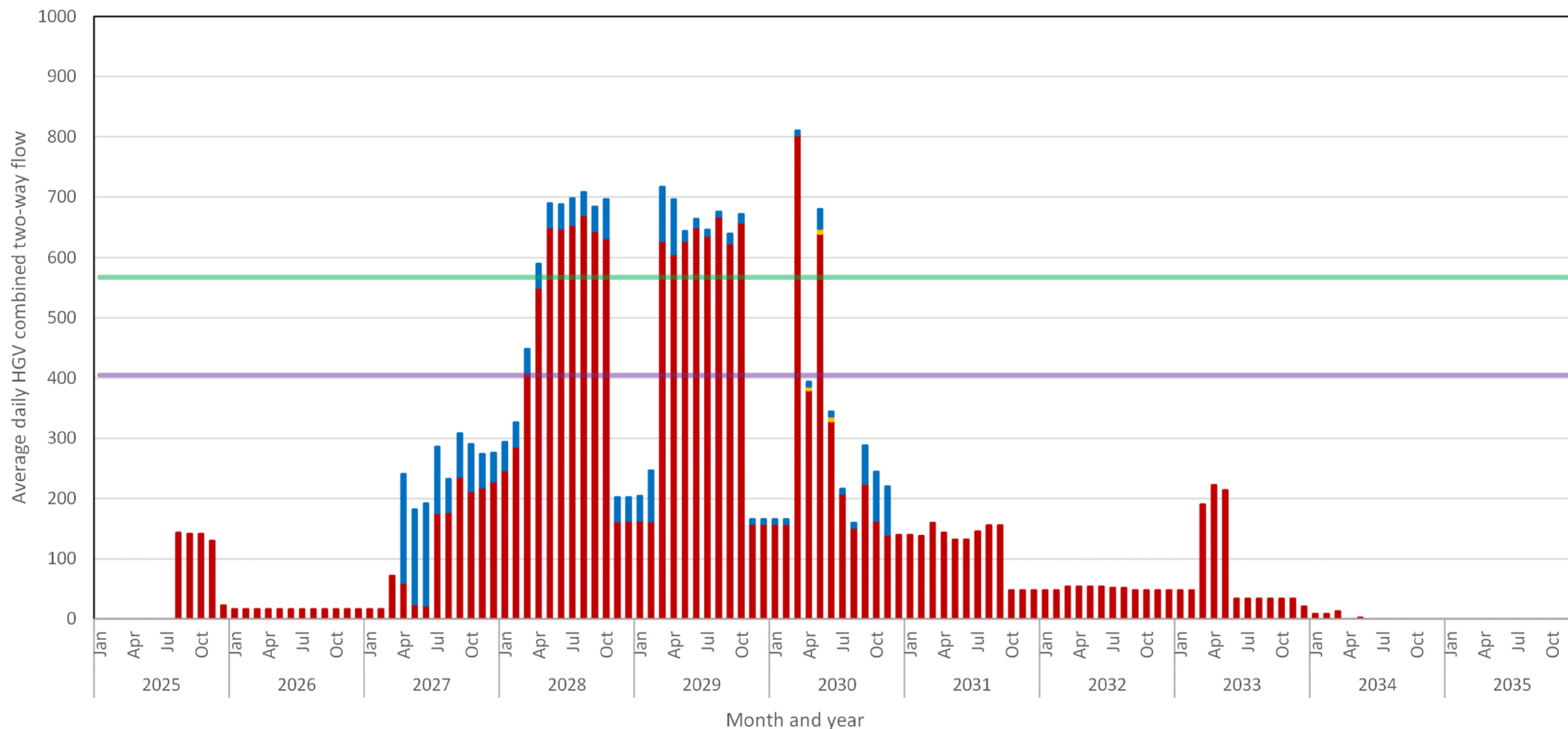
Registered in England. Registration number 06791686.
Registered office: Two Snowhill, Snow Hill Queensway, Birmingham B4 6GA.

© Crown copyright and database rights 2020
OS 100049190

Doc Number: 2PT24-MWJ-PT-MAP-M000-000871-HS2-114-P01

Date: 30/05/23

Construction Traffic Histogram 11A A530 Nantwich Road - south of Clive Green Lane (showing contribution from individual construction compounds)



Emyr Thomas
Sharpe Pritchard LLP
Elm Yard
10-16 Elm Street
London
WC1X 0BJ

By email to: ethomas@sharpepritchard.co.uk

6 April 2023

Dear Emyr,

HIGH SPEED RAIL (CREWE – MANCHESTER) BILL – HOUSE OF COMMONS SELECT COMMITTEE: PETITION HS2-P2B-HOC-110 & HS2-P2B-AP1-116 CHESHIRE WEST AND CHESTER COUNCIL

I am writing to you in my capacity as the Director of Hybrid Bill Delivery at HS2 Ltd, which is acting on behalf of the Promoter of the High Speed Rail (Crewe - Manchester) Bill ('the Bill') currently before Parliament. I understand that your client has a number of concerns about the impact of Phase 2b of HS2 (known as 'the Proposed Scheme') and have submitted petitions on that basis against the Bill and Additional Provision 1 in the House of Commons.

I am writing to you, on behalf of the Secretary of State for Transport, to offer Cheshire West and Chester Council the following assurances to address some of those concerns which have also been raised by Minshull Vernon and District Parish Council and Stanthorne and Wimboldsley Parish Meeting in their respective petitions against the Bill.

Part A - Wimboldsley Primary School

1. In these assurances:-

"Additional Provisions" means any amendment to the Bill requiring further or additional powers to be conferred and which are deposited after the introduction of the Bill in Parliament;

"the Act limits" has the same meaning as given by clause 63(2) to the Bill;

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

“the Bill” means the High Speed Rail (Crewe – Manchester) Bill as introduced into Parliament on 24 January 2022 and incorporating the Additional Provisions, and references to “the Bill” include any Act of Parliament enacting the Bill. References in these assurances to clauses and provisions of, and works authorised by, the Bill are taken from the Bill as introduced in the House of Commons on 24 January 2022 but shall be modified as far as may be necessary to reflect changes in any Act of Parliament enacting the Bill;

“the Borrow Pit” means the borrow pit identified as MA02-Borrow Pit B on sheet CT-05-05-309 in the Environmental Statement, Volume 2 (Community Area Map Book) MA02: Wimboldsley to Lostock Gralam;

“the Code of Construction Practice” means the draft Code of Construction Practice for the Proposed Scheme included in Volume 5 of the Environmental Statement deposited in January 2022 in connection with the Bill that is intended to control the construction of the works authorised by the Bill, the final version of which will be produced on Royal Assent;

“the Construction Period” means the period from commencement of any works for construction and delivery of the Proposed Scheme until completion of those works;

“the Deposited Plans” has the meaning given by clause 54 to the Bill;

“the Environmental Statement” means the environmental statement deposited in Parliament in connection with the Bill and includes any additional environmental statement deposited in Parliament in connection with an Additional Provision to the Bill or supplementary environmental statement deposited in connection with the Bill;

“Large Goods Vehicles” has the same meaning as in Part 4 of the Road Traffic Act 1988;

“the nominated undertaker” means the person who is, at the relevant time, the nominated undertaker under clause 42 of the Bill for the purposes of the works to which this assurance relates. 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 or, in default of any such appointment, the Secretary of State;

“the Petitioner” means Cheshire West & Chester Council of 58 Nicholas Street, Chester, Cheshire CH1 2NP;

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

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

“Royal Assent” means the date upon which Royal Assent is given to the Bill; and

“the School” means Wimboldsley Community Primary School, Nantwich Road, Wimboldsley, Middlewich, Cheshire CW10 0LN.

2. **CONSTRUCTION AIR QUALITY MONITORING**

- 2.1 The Promoter will require the nominated undertaker to treat the construction worksites for the Authorised Works that are situated within the administrative area of the Petitioner as "medium risk" as set out in best practice methodology, currently the Institute of Air Quality Management (IAQM) Guidance on the assessment of dust from demolition and construction 2014 ("IAQM, 2014"), as revised from time to time, for the purposes of worksite boundary construction dust monitoring unless and until it is demonstrated by the nominated undertaker's appointed contractor that such construction worksites for the Authorised Works do not meet the criteria to be classed as medium risk under that best practice methodology.
- 2.2 For those construction worksite(s) for the Authorised Works located in the immediate vicinity of the School, worksite boundary automatic continuous construction dust monitoring as set out in Section 7.3 of the draft Code of Construction Practice will be undertaken for any period that such construction worksite(s) are treated as medium risk under paragraph 2.1, and the results will be reported back to the Petitioner in the manner described in Section 7.3 of the draft Code of Construction Practice.

3. **BORROW PIT SCREENING**

- 3.1 The Promoter will, subject to the conditions in paragraph 3.2, require the nominated undertaker where reasonably practicable to create a reasonable and proportionate landscape screening bund to mitigate the visual impact on the School of works to excavate the Borrow Pit (**“the Screening Works”**) subject to the approval of the Screening Works by the relevant local planning authority under Schedule 17 of the Bill.
- 3.2 The conditions referred to in Paragraph 3.1 are that:-
 - 3.2.1 the Screening Works can be provided within the existing powers of the Bill and within the Act limits without the need for any additional land from that identified on the Deposited Plans;
 - 3.2.2 the provision of the Screening Works will not create any new or different environmental effects than those assessed in the Environmental Statement; and
 - 3.2.3 the provision of the Screening Works will not prejudice the safe, timely and economic delivery of the Proposed Scheme.

4. **SCHOOL LANE CONSTRUCTION TRAFFIC**

- 4.1 The Promoter will require the Nominated Undertaker to restrict HS2 Large Goods Vehicles from using School Lane between its junction with Nantwich Road (A530) and Chapel Lane / Forge Mil Lane during the Construction Period, except:-
- 4.1.1 in circumstances where the Authorised Works can only be accessed by Large Goods Vehicles via School Lane;
 - 4.1.2 in circumstances where the Nominated Undertaker is required to use School Lane by the relevant local planning authority under powers conferred on it by paragraph 6 of Schedule 17 to the Bill;
 - 4.1.3 in the case of emergency or if the nominated undertaker is directed to do so by the police or emergency services; or
 - 4.1.4 where not using School Lane for access by Large Goods Vehicles would prejudice the safe, timely and economic delivery of the Proposed Scheme.

Part B - Engagement

1. In this assurance:-

“Additional Provisions” means any amendment to the Bill requiring further or additional powers to be conferred and which are deposited after the introduction of the Bill in Parliament;

“the Bill” means the High Speed Rail (Crewe – Manchester) Bill as introduced into Parliament on 24 January 2022 and incorporating the Additional Provisions, and references to “the Bill” include any Act of Parliament enacting the Bill. References in these assurances to clauses and provisions of, and works authorised by, the Bill are taken from the Bill as introduced in the House of Commons on 24 January 2022 but shall be modified as far as may be necessary to reflect changes in any Act of Parliament enacting the Bill;

“the Code of Construction Practice” means the draft Code of Construction Practice for the Proposed Scheme included in Volume 5 of the Environmental Statement deposited in January 2022 in connection with the Bill that is intended to control the construction of the works authorised by the Bill, the final version of which will be produced on Royal Assent;

“HS2 Community Engagement Framework” means the community engagement framework to be developed by the nominated undertaker in accordance with Section 5.1 of the Code of Construction Practice;

“the nominated undertaker” means the person who is, at the relevant time, the nominated undertaker under clause 42 of the Bill for the purposes of the works to which this assurance relates. 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 or, in default of any such appointment, the Secretary of State;

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

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

“Royal Assent” means the date upon which Royal Assent is given to the Bill; and

“the School” means Wimboldsley Community Primary School, Nantwich Road, Wimboldsley, Middlewich, Cheshire CW10 0LN.

2. **SPECIAL MANAGEMENT ZONE**

- 2.1 In accordance with the Code of Construction Practice, the Promoter will require the nominated undertaker to ensure that appropriately experienced community engagement personnel are appointed to manage stakeholder and community relationships during the development of the Proposed Scheme within the areas of Minshull Vernon and District Parish Council and Stanthorne & Wimboldsley Parish Meeting Council (**“the Designated Areas”**).
- 2.2 The community engagement team will include:-
 - 2.2.1 A single point of contact for local authorities within the Designated Areas;
 - 2.2.2 A single point of contact for the School;
 - 2.2.3 Named individual points of contact for affected property owners within the Designated Areas; and
 - 2.2.4 A senior manager accountable for the effective implementation of the Code of Construction Practice within the Designated Areas.
- 2.3 The broad duties of the individuals specified in Paragraph 2.2 will include, but will not be limited to:-
 - 2.3.1 Being the first point of contact for communities and local authorities along the line of route of the Proposed Scheme in the Designated Areas;
 - 2.3.2 Managing relationships with local communities, businesses, local authorities and other stakeholders within the Designated Areas;
 - 2.3.3 Raising issues from the community in the Designated Areas within HS2 Ltd for escalation, resolution or clarification;
 - 2.3.4 Monitoring the progress of each item raised and keeping stakeholders within the Designated Areas informed of progress;

- 2.3.5 Ensuring the HS2 Community Engagement Framework is appropriately implemented within the Designated Areas;
- 2.3.6 Attending regular meetings with the lead contractors, local authorities, local communities and other stakeholders within the Designated Areas to discuss construction issues and the forthcoming programme of works for the Proposed Scheme within the Designated Areas;
- 2.3.7 Advising on the appropriate support mechanisms to be provided by the nominated undertaker which will be available to local businesses, property owners and voluntary and community organisations within the Designated Areas that may be affected by the construction of works for the Proposed Scheme; and
- 2.3.8 Liaison with the School, Minshull Vernon and District Parish Council and Stanthorne & Wimboldsley Parish Meeting.

Part C - Footpath Winsford 3/1

1. In this assurance:-

“Additional Provisions” means any amendment to the Bill requiring further or additional powers to be conferred and which are deposited after the introduction of the Bill in Parliament;

“the Act limits” has the same meaning as given by clause 63(2) to the Bill;

“the Bill” means the High Speed Rail (Crewe – Manchester) Bill as introduced into Parliament on 24 January 2022 and incorporating the Additional Provisions, and references to “the Bill” include any Act of Parliament enacting the Bill. References in these assurances to clauses and provisions of, and works authorised by, the Bill are taken from the Bill as introduced in the House of Commons on 24 January 2022 but shall be modified as far as may be necessary to reflect changes in any Act of Parliament enacting the Bill;

“the Footpath” means that part of the existing footpath known as Footpath Winsford 3/1 within the Act limits;

“the nominated undertaker” means the person who is, at the relevant time, the nominated undertaker under clause 42 of the Bill for the purposes of the works to which this assurance relates. 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 or, in default of any such appointment, the Secretary of State;

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

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

“the Relevant Authority” has the same meaning as given by paragraph 8(14) of Schedule 5 to the Bill.

2. **TEMPORARY STOPPING UP OF FOOTPATH WINSFORD 3/1**

- 2.1 The Promoter will require the nominated undertaker during the construction of the Proposed Scheme to use reasonable endeavours in exercising the powers conferred by paragraph 8 of Schedule 5 of the Bill to temporarily stop up the Footpath to limit the duration of any period of temporary stopping up of the Footpath to a duration for each period of not more than four (4) weeks.
- 2.2 The Promoter will require the nominated undertaker to use reasonable endeavours to provide the Relevant Authority with notice of each proposed period of temporary stopping up of the Footpath under the Bill powers in advance of the nominated undertaker commencing the consultation with that Relevant Authority that is required by paragraph 8(4) of Schedule 5 to the Bill to be undertaken before the nominated undertaker exercises the Bill powers to temporarily stop up the Footpath.

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 Alan Phelan, Petition Manager, on **07780 227796** or alan.phelan@hs2.org.uk.

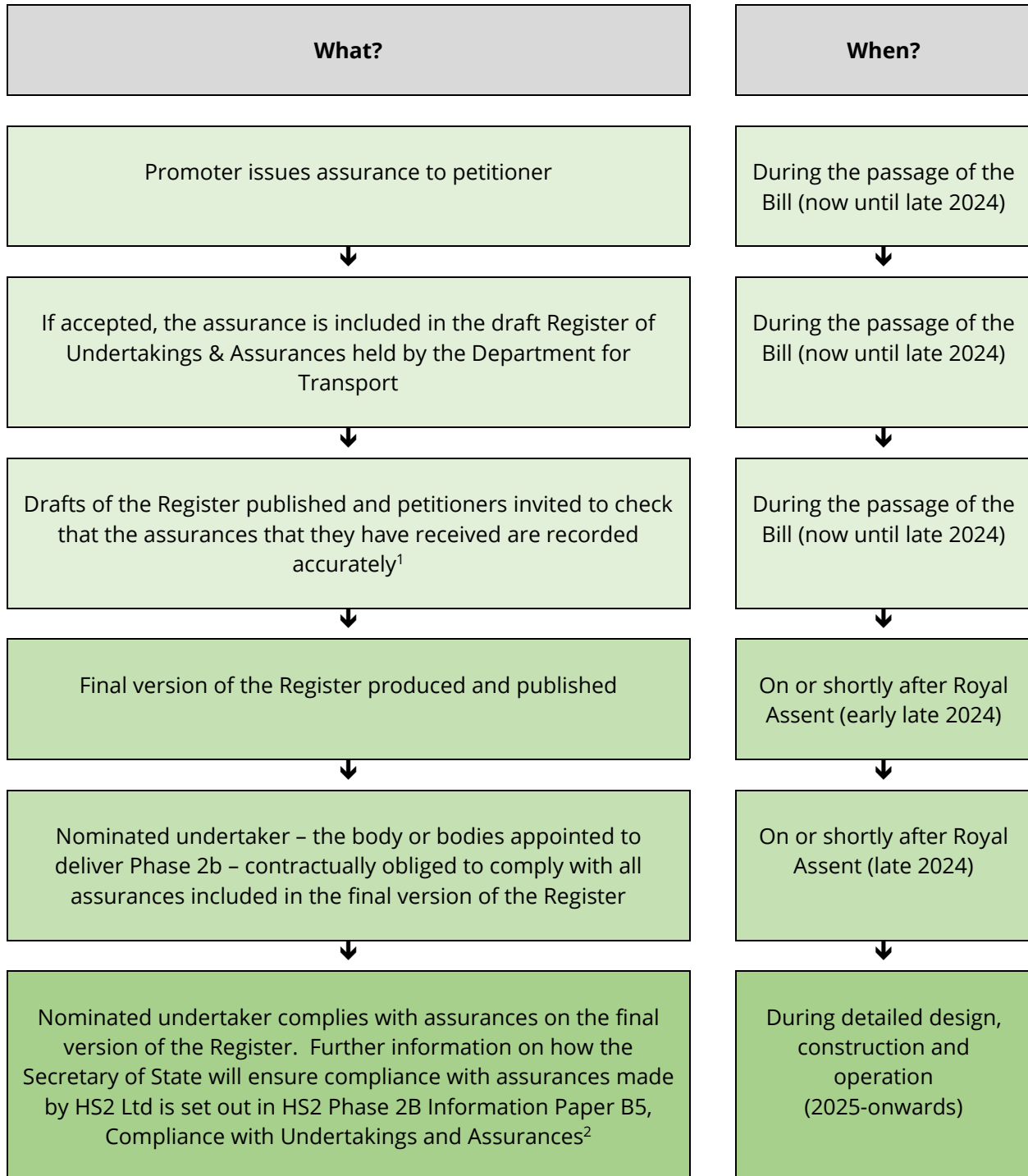
Yours sincerely



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

Annex A

ASSURANCES: STEPS AND TIMING



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

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

Dr and Mrs Derek and Karina Armstrong
Stanthorne Lodge Cottage
Coalpit Lane
Stanthorne
Middlewich
Cheshire
CW10 9JS

Sent by email to: karinaarmstrong@talktalk.net; darmathome@talktalk.net

24 May 2023

Dear Dr and Mrs Armstrong

HIGH SPEED RAIL (CREWE – MANCHESTER) BILL – HOUSE OF COMMONS SELECT COMMITTEE: PETITION HS2-125-DR AND MRS ARMSTRONG

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 am writing to you, on behalf of the Secretary of State for Transport, to offer you the following assurance:

1. In this assurance:-

"Additional Provision" means any amendment to the Bill requiring further or additional powers to be conferred and which are deposited after the introduction of the Bill in Parliament;

"the Act limits" has the same meaning as given by clause 63(2) to the Bill;

"the Authorised Works" means the works to be authorised by the Bill, together with all necessary works and conveniences to be authorised;

"the Bill" means the High Speed Rail (Crewe – Manchester) Bill originally introduced into Parliament on 24 January 2022

and incorporating the Additional Provisions, and references to “the Bill” include any Act of Parliament enacting the Bill. References in these assurances to clauses and provisions of, and works authorised by, the Bill are taken from the Bill as introduced in the House of Commons on 24 January 2022 but shall be modified as far as may be necessary to reflect changes in any Act of Parliament enacting the Bill;

“the Borrow Pit”

means the borrow pit identified as MA02-Borrow Pit C on sheet CT-05-05-310 in the Environmental Statement, Volume 2 (Community Area Map Book) MA02: Wimboldsley to Lostock Gralam;

“the Environmental Statement”

means the environmental statement deposited in Parliament in connection with the Bill and includes any additional environmental statement deposited in Parliament in connection with an Additional Provision to the Bill or supplementary environmental statement deposited in connection with the Bill;

“the nominated undertaker”

means the person who is, at the relevant time, the nominated undertaker under clause 42 of the Bill for the purposes of the works to which this assurance relates. 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 or, in default of any such appointment, the Secretary of State;

“the Promoter”

means the Secretary of State for Transport in his capacity as promoter of the Bill;

“the Proposed Scheme”

means Phase 2b (Crewe-Manchester) of High Speed 2 as defined in the Bill;

“Royal Assent”

means the date upon which Royal Assent is given to the Bill; and

“the Property”

means the Petitioner’s property known as Stanthorne Lodge Cottage, Coalpit Lane, Stanthorne, Cheshire, CW10 9JS

2. BORROW PIT SCREENING

- 2.1 The Promoter will, subject to the conditions in paragraph 2.2, require the nominated undertaker where reasonably practicable to create a reasonable and proportionate landscape screening bund to mitigate the visual impact on the Property of works to excavate the Borrow Pit (“**the Screening Works**”) subject to the approval of the

Screening Works by the relevant local planning authority under Schedule 17 of the Bill.

2.2 The conditions referred to in Paragraph 2.1 are that:-

- 2.2.1 the Screening Works can be provided within the existing powers of the Bill and within the Act limits without the need for any additional land from that identified on the Deposited Plans;
- 2.2.2 the provision of the Screening Works will not create any new or different environmental effects than those assessed in the Environmental Statement; and
- 2.2.3 the provision of the Screening Works will not prejudice the safe, timely and economic delivery of the Proposed Scheme.

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

I hope that the information set out above in relation to the issues raised in your petition to the House of Commons gives you the comfort required in order to withdraw your petition.

Petitions may be withdrawn by sending an email or letter to the Private Bill Office of the House of Commons informing the Clerk to the Select Committee that you wish to withdraw your petition: House of Commons Private Bill Office, House of Commons, London, SW1A 0AA
email: prbohoc@parliament.uk

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.

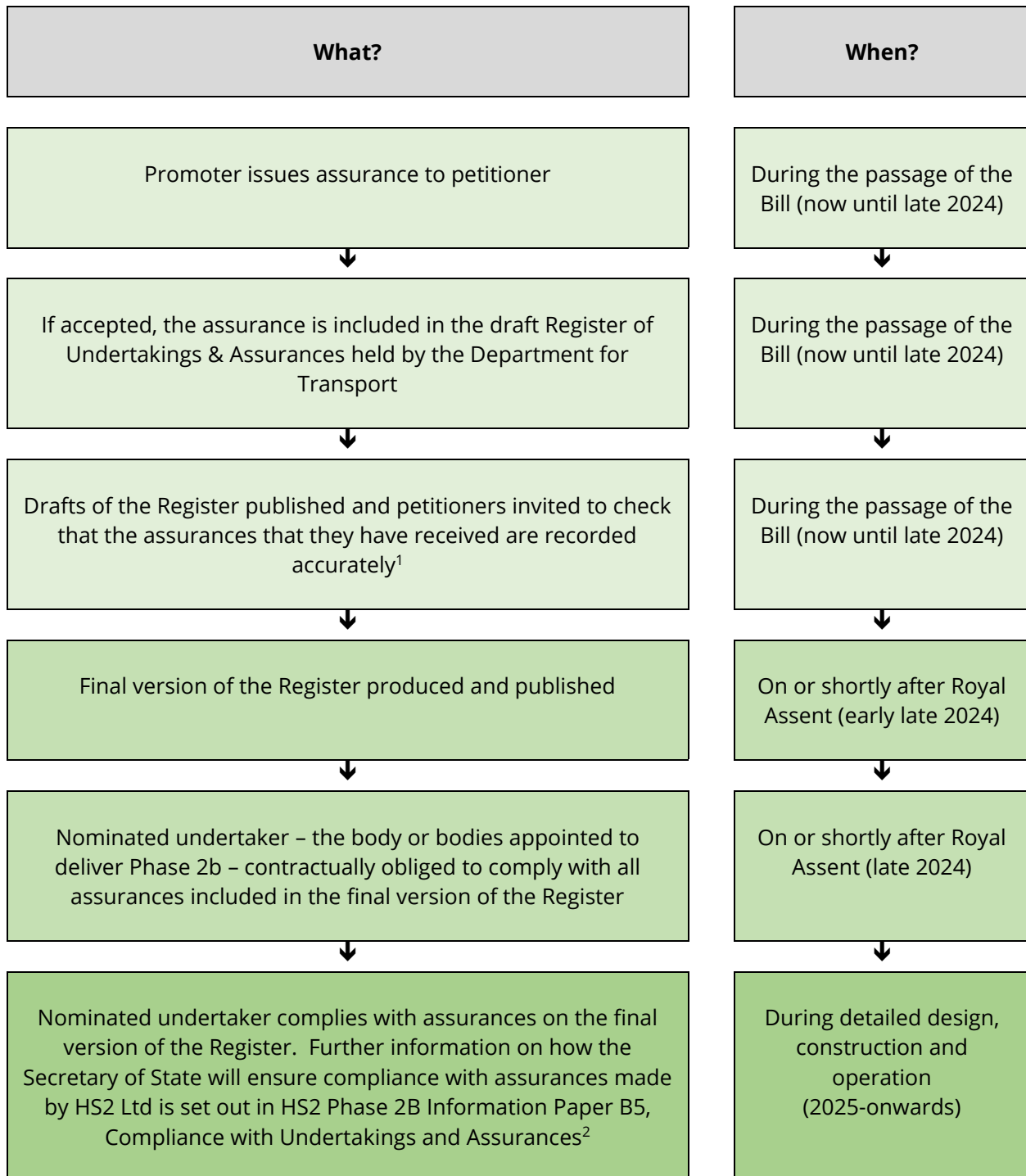
Yours sincerely



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

Dr and Mrs Armstrong
Stanthorne Lodge Cottage
Coalpit Lane
Stanthorne
Cheshire
CW10 9JS

Sent by email to: karinaarmstrong@talktalk.net

25 May 2023

Dear Dr and Mrs Armstrong

HIGH SPEED RAIL (CREWE – MANCHESTER) BILL – HOUSE OF COMMONS SELECT COMMITTEE: PETITION HS2-125-DR AND MRS ARMSTRONG

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 representatives of HS2 Ltd met with you on 29 November 2022 to discuss the issues raised in your petition. A Promoters Response Document was sent to you on the 23 March 2023 setting out our position in relation to the issues you have raised.

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

Borrow Pit C

The Promoter's response remains as set out in pages 4 – 17 of the Promoter's Response Document regarding your petition against the Bill sent to you on 23 March 2023.

This sets out the need for borrow pits for the Proposed Scheme and justification of locations within the Parish of Stanthorne and Wimboldsley. The borrow pits are in these locations as

material excavated would be adjacent to the embankments required for the proposed HS2 mainline. The borrow pits would then be back filled using a conveyor that transports spoil from the Crewe Tunnel, avoiding the use of the A530. If the borrow pits were to be removed this would result in a significant increase of construction traffic to import material for embankments in this location, increasing cost, programme risk and community traffic impacts.

Additionally, I wrote to you on 24 May 2023 to provide an assurance regarding the provision of landscape screening bund to mitigate the visual impact on your property of works to excavate Borrow Pit C. This assurance is also provided below for ease of reference:

1. In this assurance:-

- | | |
|--------------------------------------|---|
| “Additional Provision” | means any amendment to the Bill requiring further or additional powers to be conferred and which are deposited after the introduction of the Bill in Parliament; |
| “the Act limits” | has the same meaning as given by clause 63(2) to the Bill; |
| “the Authorised Works” | means the works to be authorised by the Bill, together with all necessary works and conveniences to be authorised; |
| “the Bill” | means the High Speed Rail (Crewe – Manchester) Bill originally introduced into Parliament on 24 January 2022 and incorporating the Additional Provisions, and references to “the Bill” include any Act of Parliament enacting the Bill. References in these assurances to clauses and provisions of, and works authorised by, the Bill are taken from the Bill as introduced in the House of Commons on 24 January 2022 but shall be modified as far as may be necessary to reflect changes in any Act of Parliament enacting the Bill; |
| “the Borrow Pit” | means the borrow pit identified as MA02-Borrow Pit C on sheet CT-05-05-310 in the Environmental Statement, Volume 2 (Community Area Map Book) MA02: Wimboldsley to Lostock Gralam; |
| “the Environmental Statement” | means the environmental statement deposited in Parliament in connection with the Bill and includes any additional environmental statement deposited in Parliament in connection with an Additional Provision to the Bill or supplementary environmental statement deposited in connection with the Bill; |
| “the nominated undertaker” | means the person who is, at the relevant time, the nominated undertaker under clause 42 of the Bill for the purposes of the works to which this assurance relates. 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 or, in default of any such appointment, the Secretary of State;

“the Promoter” means the Secretary of State for Transport in his capacity as promoter of the Bill;

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

“Royal Assent” means the date upon which Royal Assent is given to the Bill; and

“the Property” means the Petitioner’s property known as Stanthorne Lodge Cottage, Coalpit Lane, Stanthorne, Cheshire, CW10 9JS

2. **BORROW PIT SCREENING**

2.1 The Promoter will, subject to the conditions in paragraph 2.2, require the nominated undertaker where reasonably practicable to create a reasonable and proportionate landscape screening bund to mitigate the visual impact on the Property of works to excavate the Borrow Pit (**“the Screening Works”**) subject to the approval of the Screening Works by the relevant local planning authority under Schedule 17 of the Bill.

2.2 The conditions referred to in Paragraph 2.1 are that:-

- 2.2.1 the Screening Works can be provided within the existing powers of the Bill and within the Act limits without the need for any additional land from that identified on the Deposited Plans;
- 2.2.2 the provision of the Screening Works will not create any new or different environmental effects than those assessed in the Environmental Statement; and
- 2.2.3 the provision of the Screening Works will not prejudice the safe, timely and economic delivery of the Proposed Scheme.

Impact on the sewage system for your property

You also raise concerns in your petition about functionality of the packaged sewage system for your property during the works for the Proposed Scheme. This was discussed at the meeting on 29 November 2023. We do not consider that there would be any interference with the usual functionality of the sewage system for your property as a result of the works for the Proposed Scheme.

Crewe North Rolling Stock Depot

The Promoter's response remains as set out in pages 18 – 32 of the Promoter's Response Document regarding your petition against the Bill sent to you on 23 March 2023.

Engagement

I would also like to make you aware that the Promoter has offered the following assurance to Cheshire West and Chester Council in respect of engagement during the development of the Proposed Scheme within the area of Stanthorne and Wimboldsley Parish:

1. In this assurance:-

"Additional Provisions" means any amendment to the Bill requiring further or additional powers to be conferred and which are deposited after the introduction of the Bill in Parliament;

"the Bill" means the High Speed Rail (Crewe – Manchester) Bill as introduced into Parliament on 24 January 2022 and incorporating the Additional Provisions, and references to "the Bill" include any Act of Parliament enacting the Bill. References in these assurances to clauses and provisions of, and works authorised by, the Bill are taken from the Bill as introduced in the House of Commons on 24 January 2022 but shall be modified as far as may be necessary to reflect changes in any Act of Parliament enacting the Bill;

"the Code of Construction Practice" means the draft Code of Construction Practice for the Proposed Scheme included in Volume 5 of the Environmental Statement deposited in January 2022 in connection with the Bill that is intended to control the construction of the works authorised by the Bill, the final version of which will be produced on Royal Assent;

"HS2 Community Engagement Framework" means the community engagement framework to be developed by the nominated undertaker in accordance with Section 5.1 of the Code of Construction Practice;

"the nominated undertaker" means the person who is, at the relevant time, the nominated undertaker under clause 42 of the Bill for the purposes of the works to which this assurance relates. 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 or, in default of any such appointment, the Secretary of State;

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

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

“Royal Assent” means the date upon which Royal Assent is given to the Bill; and

“the School” means Wimboldsley Community Primary School, Nantwich Road, Wimboldsley, Middlewich, Cheshire CW10 0LN.

2. **SPECIAL MANAGEMENT ZONE**

- 2.1 In accordance with the Code of Construction Practice, the Promoter will require the nominated undertaker to ensure that appropriately experienced community engagement personnel are appointed to manage stakeholder and community relationships during the development of the Proposed Scheme within the areas of Minshull Vernon and District Parish Council and Stanthorne & Wimboldsley Parish Meeting Council (**“the Designated Areas”**).
- 2.2 The community engagement team will include:-
 - 2.2.1 A single point of contact for local authorities within the Designated Areas;
 - 2.2.2 A single point of contact for the School;
 - 2.2.3 Named individual points of contact for affected property owners within the Designated Areas; and
 - 2.2.4 A senior manager accountable for the effective implementation of the Code of Construction Practice within the Designated Areas.
- 2.3 The broad duties of the individuals specified in Paragraph 2.2 will include, but will not be limited to:-
 - 2.3.1 Being the first point of contact for communities and local authorities along the line of route of the Proposed Scheme in the Designated Areas;
 - 2.3.2 Managing relationships with local communities, businesses, local authorities and other stakeholders within the Designated Areas;
 - 2.3.3 Raising issues from the community in the Designated Areas within HS2 Ltd for escalation, resolution or clarification;
 - 2.3.4 Monitoring the progress of each item raised and keeping stakeholders within the Designated Areas informed of progress;
 - 2.3.5 Ensuring the HS2 Community Engagement Framework is appropriately implemented within the Designated Areas;
 - 2.3.6 Attending regular meetings with the lead contractors, local authorities, local communities and other stakeholders within the Designated Areas to discuss construction issues and the forthcoming programme of works for the Proposed Scheme within the Designated Areas;

- 2.3.7 Advising on the appropriate support mechanisms to be provided by the nominated undertaker which will be available to local businesses, property owners and voluntary and community organisations within the Designated Areas that may be affected by the construction of works for the Proposed Scheme; and
- 2.3.8 Liaison with the School, Minshull Vernon and District Parish Council and Stanthorne & Wimboldsley Parish Meeting.

Wimboldsley Community Primary School

With regards to the concerns raised in your petition in relation to Wimboldsley Community Primary School, the Promoter has provided several assurances to Cheshire West and Chester Council in respect mitigating the effects of the Proposed Scheme during construction on the School. These assurances have been included in Annex A for your information.

Footpath Winsford 3/1 / Shropshire Union Canal towpath

Additionally, in response to the issues raised in your petition and those raised by Stanthorne and Wimboldsley Parish Meeting regarding local footpaths, the following assurance has been provided to Cheshire West and Chester Council in respect of Footpath Winsford 3/1, which runs alongside the Shropshire Union Canal through the Stanthorne and Wimboldsley Parish:

1. In this assurance: -

“Additional Provisions” means any amendment to the Bill requiring further or additional powers to be conferred and which are deposited after the introduction of the Bill in Parliament;

“the Act limits” has the same meaning as given by clause 63(2) to the Bill;

“the Bill” means the High Speed Rail (Crewe – Manchester) Bill as introduced into Parliament on 24 January 2022 and incorporating the Additional Provisions, and references to “the Bill” include any Act of Parliament enacting the Bill. References in these assurances to clauses and provisions of, and works authorised by, the Bill are taken from the Bill as introduced in the House of Commons on 24 January 2022 but shall be modified as far as may be necessary to reflect changes in any Act of Parliament enacting the Bill;

“the Footpath” means that part of the existing footpath known as Footpath Winsford 3/1 within the Act limits;

“the nominated undertaker” means the person who is, at the relevant time, the nominated undertaker under clause 42 of the Bill for the purposes of the works to which this assurance relates. 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 or, in default of any such appointment, the Secretary of State;

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

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

“the Relevant Authority” has the same meaning as given by paragraph 8(14) of Schedule 5 to the Bill.

2. **TEMPORARY STOPPING UP OF FOOTPATH WINSFORD 3/1**

- 2.1 The Promoter will require the nominated undertaker during the construction of the Proposed Scheme to use reasonable endeavours in exercising the powers conferred by paragraph 8 of Schedule 5 of the Bill to temporarily stop up the Footpath to limit the duration of any period of temporary stopping up of the Footpath to a duration for each period of not more than four (4) weeks.
- 2.2 The Promoter will require the nominated undertaker to use reasonable endeavours to provide the Relevant Authority with notice of each proposed period of temporary stopping up of the Footpath under the Bill powers in advance of the nominated undertaker commencing the consultation with that Relevant Authority that is required by paragraph 8(4) of Schedule 5 to the Bill to be undertaken before the nominated undertaker exercises the Bill powers to temporarily stop up the Footpath.

I hope that the information set out above and through our earlier correspondence and discussion with you gives you the reassurance you were seeking in response to the issues raised in your petition.

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, 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 30 May 2023.

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

Yours sincerely

A handwritten signature in black ink, appearing to read 'Lucy Lagerweij', with a large, stylized initial 'L'.

Lucy Lagerweij

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

Annex A – Assurances issued to Cheshire West and Chester Council regarding Wimboldsley Community Primary School

Please note the paragraph numbers in the assurances below are as per the assurances provided through separate correspondence with Cheshire West and Chester Council.

In these assurances: -

“Additional Provisions” means any amendment to the Bill requiring further or additional powers to be conferred and which are deposited after the introduction of the Bill in Parliament;

“the Act limits” has the same meaning as given by clause 63(2) to the Bill;

“the Authorised Works” means the works authorised by the Bill;

“the Bill” means the High Speed Rail (Crewe – Manchester) Bill as introduced into Parliament on 24 January 2022 and incorporating the Additional Provisions, and references to “the Bill” include any Act of Parliament enacting the Bill. References in these assurances to clauses and provisions of, and works authorised by, the Bill are taken from the Bill as introduced in the House of Commons on 24 January 2022 but shall be modified as far as may be necessary to reflect changes in any Act of Parliament enacting the Bill;

“the Borrow Pit” means the borrow pit identified as MA02-Borrow Pit B on sheet CT-05-05-309 in the Environmental Statement, Volume 2 (Community Area Map Book) MA02: Wimboldsley to Lostock Gralam;

“the Code of Construction Practice” means the draft Code of Construction Practice for the Proposed Scheme included in Volume 5 of the Environmental Statement deposited in January 2022 in connection with the Bill that is intended to control the construction of the works authorised by the Bill, the final version of which will be produced on Royal Assent;

“the Construction Period” means the period from commencement of any works for construction and delivery of the Proposed Scheme until completion of those works;

“the Deposited Plans” has the meaning given by clause 54 to the Bill;

“the Environmental Statement” means the environmental statement deposited in Parliament in connection with the Bill and includes any additional environmental statement deposited in Parliament in connection with an Additional Provision to the Bill or supplementary environmental statement deposited in connection with the Bill;

“IP E13” means the HS2 Phase 2b Western Leg Information Paper E13: Control of construction noise and vibration;

“Large Goods Vehicles” has the same meaning as in Part 4 of the Road Traffic Act 1988;

“the nominated undertaker” means the person who is, at the relevant time, the nominated undertaker under clause 42 of the Bill for the purposes of the works to which this assurance relates. 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 or, in default of any such appointment, the Secretary of State;

“the Petitioner” means Cheshire West & Chester Council of 58 Nicholas Street, Chester, Cheshire CH1 2NP;

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

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

“Royal Assent” means the date upon which Royal Assent is given to the Bill; and

“the School” means Wimboldsley Community Primary School, Nantwich Road, Wimboldsley, Middlewich, Cheshire CW10 0LN.

3. **CONSTRUCTION AIR QUALITY MONITORING**

3.1 The Promoter will require the nominated undertaker to treat the construction worksites for the Authorised Works that are situated within the administrative area of the Petitioner as "medium risk" as set out in best practice methodology, currently the Institute of Air Quality Management (IAQM) Guidance on the assessment of dust from demolition and construction 2014 ("IAQM, 2014"), as revised from time to time, for the purposes of worksite boundary construction dust monitoring unless and until it is demonstrated by the nominated undertaker's appointed contractor that such construction worksites for the Authorised Works do not meet the criteria to be classed as medium risk under that best practice methodology.

3.2 For those construction worksite(s) for the Authorised Works located in the immediate vicinity of the School, worksite boundary automatic continuous construction dust monitoring as set out in Section 7.3 of the draft Code of Construction Practice will be undertaken for any period that such construction worksite(s) are treated as medium risk under paragraph 2.1, and the results will be reported back to the Petitioner in the manner described in Section 7.3 of the draft Code of Construction Practice.

4. **BORROW PIT SCREENING**

4.1 The Promoter will, subject to the conditions in paragraph 3.2, require the nominated undertaker where reasonably practicable to create a reasonable and proportionate landscape screening bund to mitigate the visual impact on the School of works to excavate the Borrow Pit (**“the Screening Works”**) subject to the approval of the

Screening Works by the relevant local planning authority under Schedule 17 of the Bill.

4.2 The conditions referred to in Paragraph 3.1 are that:-

- 4.2.1 the Screening Works can be provided within the existing powers of the Bill and within the Act limits without the need for any additional land from that identified on the Deposited Plans;
- 4.2.2 the provision of the Screening Works will not create any new or different environmental effects than those assessed in the Environmental Statement; and
- 4.2.3 the provision of the Screening Works will not prejudice the safe, timely and economic delivery of the Proposed Scheme.

5. **SCHOOL LANE CONSTRUCTION TRAFFIC**

5.1 The Promoter will require the Nominated Undertaker to restrict HS2 Large Goods Vehicles from using School Lane between its junction with Nantwich Road (A530) and Chapel Lane / Forge Mil Lane during the Construction Period, except:-

- 5.1.1 in circumstances where the Authorised Works can only be accessed by Large Goods Vehicles via School Lane;
- 5.1.2 in circumstances where the Nominated Undertaker is required to use School Lane by the relevant local planning authority under powers conferred on it by paragraph 6 of Schedule 17 to the Bill;
- 5.1.3 in the case of emergency or if the nominated undertaker is directed to do so by the police or emergency services; or
- 5.1.4 where not using School Lane for access by Large Goods Vehicles would prejudice the safe, timely and economic delivery of the Proposed Scheme.

4. **CONTROL OF CONSTRUCTION NOISE**

4.1 The Promoter will require the Nominated Undertaker in designing the construction of any of the HS2 Works which may be forecasted to cause adverse construction noise effects which could adversely affect the carrying out of educational activities from within the Wimboldsley School's existing buildings to take reasonable steps to seek to control such construction noise effects within Wimboldsley School's existing buildings to the construction noise impact levels set out in Table 2 of Appendix A of IP E13 for non-residential school buildings.

4.2 In the event that notwithstanding the steps taken in accordance with paragraph 4.1 above the noise effects from the construction of any of the HS2 Works are forecasted by the Nominated Undertaker to exceed within Wimboldsley School's existing buildings the construction noise impact levels set out in Table 2 of Appendix A of IP

E13 for non-residential school buildings, then taking account of the special circumstances of the educational activities carried out from within the Wimboldsley School's existing buildings, the Promoter will require the Nominated Undertaker to treat Wimboldsley School as a special case for the purposes of IP E13 and to either:

- 4.2.1 offer to install such appropriate noise insulation measures for Wimboldsley School's existing buildings as may be identified by the Nominated Undertaker in accordance with Appendix B of IP E13 ("**the Identified Measures**") prior to the start of the construction of any of the HS2 Works which are forecasted to exceed within Wimboldsley School's existing buildings the construction noise impact levels set out in Table 2 of Appendix A of IP E13 for non-residential school buildings, subject to all necessary approvals being obtained for the installation of the Identified Measures and the Nominated Undertaker being granted such access to Wimboldsley School as is required by the Nominated Undertaker to install the Identified Measures; or
- 4.2.2 offer in accordance with Appendix B of IP E13 a grant to the Wimboldsley School in order for the Wimboldsley School to install the Identified Measures.

2. Petitioner information

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

Dr and Mrs D Armstrong
Stanthorne Lodge Cottage
Coalpit Lane
Stanthorne
Cheshire
CW10 9JS

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

We are the Owners of the address above

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.

BORROW PIT – Pit C

3.1 Dr and Mrs D Armstrong object to the construction of Borrow Pit C in the Parish of Stanthorne and Wimboldsley which takes up two fields within 50 m of the rear of our property.

3.2 The grounds of our objection are many fold and are listed below

3.3 There is no indication that the materials to be abstracted will be suitable for the construction of embankments. The details of the survey undertaken by HS2 has not been made public. There is history of locally mined material being used to construct embankments before during the construction of the Middlewich Branch of the Shropshire Union Canal. I point to the recent collapse of a section of this canal being carried on an embankment made from locally sourced material as evidence that the material may be unsuitable for a much more demanding embankment construction.

3.4 In forming the pit the protective layer of clay will be removed allowing water to penetrate the lower salt bearing layers leading to the possible dissolution of the salt layers and to land subsidence, possibly affecting our property (and also the HS2 line!!).

3.5 Parts of our house were built in the 1850's where it was common to build foundation to a depth of 3 bricks only. This has proved to be adequate, as the land around has been used for cattle grazing. However it is highly unlikely that the foundations will be adequate for a major earth moving operation using heavy machinery as is proposed. We fear significant damage to our property if the borrow pit C is initiated.

3.6 During the repair of the breach of the Middlewich Branch of the Shropshire Union Canal we were subjected to continuous dust problems, a consequence of the temporary road laid for access and the local soil. The contractors were forced to use water spraying to suppress this, but it proved impossible to achieve a level that allowed you to keep windows or doors open during the summer month, as is the norm to keep a comfortable environment in our home. It is expected that the dust issues will be much more significant and long running while the borrow pit is in operation, effectively making us a prisoner for up to 5 – 6 years during the summer months.

3.7 We live in a quiet rural area, where noise levels are low enough to hear the bird song and the wind in the trees. This will end when earth moving machines move in with the continuous noise of reversing beepers, movement of heavy machinery, filling and off-loading of lorries etc. The working times proposed are extensive, so we will have no peace in our own home.

3.8 Our property has a packaged sewage system that discharges to a field drain that runs from one of the fields being dug up. There is a significant possibility that the drain will be blocked during the life time of the project depriving our property of an outfall for our EA licenced discharge.

3.9 The Borrow pit is located at the rising of a local spring. There is a concern that spring water will be redirected by the works and cause local flooding.

Crewe North Rolling Stock Depot

3.10 Dr and Mrs D Armstrong object to the location of the on a number of grounds listed below

3.11 The HS2 information paper titles "Rolling stock Stabling facilities" lists 5 criteria for selection, yet the current location

i) **is not on a brown field site**, (uses open green countryside)

ii) **it is not close to where services will start or terminate in order to minimise train movements** (adds 40 miles to journey, wasting energy, track capacity and manpower)

iii) **nor is it accessible to a workforce and local transport** (based in a rural location with limited connectivity other than by car)

3.12 The RSD coupled with the borrow pits, two rail intersections and the main line take **up almost half of the land mass of a rural Parish**, turning it from a rural landscape to a heavy industrial landscape overnight.

3.13 The loss of high grade agricultural land currently producing dairy products in the UK (minimising imports and carbon footprint)

3.14 The RSD is too close to Wimboldsley Primary School. This will discourage attendance (no longer a rural school, harder to get to due to increase traffic) and may lead to closure due to dwindling pupil numbers, wasting the significant monies spent extending the popular school over the last 5 years.

3.15 Access to the RSD site will be problematic, Clive Green Lane is already a local bottleneck, adding more cars to this route will cause local gridlock.

3.16 The RSD will need a complete new sewage treatment facility to cater for all the discharges of the trains (equivalent to a medium sized town plus the 300 on site people). It is not clear where the discharge from the system will go, the only water ways are the Dane and the Weaver. Both flow through Northwich, which floods in times of heavy rain, exactly the time sewage plants can discharge un treated material to the water ways, so Northwich may be hit by sewage from the RSD. If the Weaver is chosen, sewage will find its way into Winsford flash, a lake used for sailing, SUP, swimming, fishing and other water sports. Further downstream is the rowing clubs.

3.17 We are worried about light pollution and the loss of "Dark Sky"

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

- 4.1 Our preference is that borrow pit C is deleted from the scheme
- 4.2 If it is deemed that the Borrow Pit should remain we suggest as a minimum HS2 should be directed to carry out the following
- 4.3 Provide a permanent berm that protects the properties on Coalpit Lane and Birch lane from the visual and noise impact of the quarrying activities (and also the RSD connection). The Berm should be landscaped and could provide a wildlife corridor on this side of the HS2 development. In Cheshire, as the land is flat many quarries are provided with such berms, and they eventually blend into the landscape.
- 4.4 A compensation fund should be set up that residents can claim off for damage due to subsidence that runs for the life of the building already existing in the Parish
- 4.5 There will be increase use of traffic on Birch Lane and Coalpit Lane caused by disruption of the road network in the region, which will make travelling by foot to the canal tow path (to gain access to Middlewich for key services) dangerous. It is proposed that HS2 install a footpath on the house side of the berm to facilitate access to the canal tow path and the town without having to use the roads (which have no footpath at present).
- 4.6 HS2 should be made to up-grade all drains that will be affected, as identified by local residents and sufficient care taken to install new drains where HS2 interfere with existing water courses to avoid flooding.
- 4.7 Operation of the quarry should be limited to 09:00 to 17:00 Mon-Friday with no night time or weekend working (residents deserve a break)
- 4.8 HS2 should be made to select vehicles that have the lowest noise signature when working in the borrow pit
- 4.9 Work should be stopped when dust becomes a nuisance to local residents.
- 4.10 The health of local residence should be monitored throughout the project (mental and physical) and remedial action taken if there is an impact.

Crewe North Rolling Stock Depot

- 4.11 Relocate the RSD to a more suitable location that fits all 5 criteria identified by HS2 as a suitable location. Also make use of the local railyards already in existence (Manchester, Liverpool and Glasgow) and save a considerable expense (tax payers money in a time of a cost of living crisis).
- 4.12 If the RSD is built in the present proposed location can we ask the government to ensure that HS2 does the following
- 4.13 Move the entrance to the south side of the RDS so traffic is entering the main road rather than Clive Green Lane

- 4.14 The whole structure is hidden behind a landscaped berm so it integrates into the landscape
- 4.15 Measures are taken to ensure all noisy processes are done indoors behind closed doors
- 4.16 Sewage is discharged into purpose built pipes and taken beyond high risk areas (beyond Northwich and Winsford Flash) before discharge.
- 4.17 Lighting is designed to maintain the “Dark Sky” by minimising light pollution.
- 4.18 Land drains are fitted with traps to ensure oil and other contaminants do not leave the site and contaminate the wider environment
- 4.19 There is the loss of paths for the community, we ask that HS2, puts something back for the community by providing new pathways and cycle ways that ensure that residents can move around the parish without having to walk on roads (small price to pay for taking half of the land mass of the Parish)
- 4.20 As the Parish is to be significantly damaged by years of massive construction work we feel that HS2 should build a community building to allow activities that will enhance the wellbeing of the community over an extended period of massive disruption.

March 2023

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

**HOUSE OF COMMONS
SELECT COMMITTEE**

**Petition No. HS2-P2B-125:
Dr Derek and Mrs Karina Armstrong**

Promoter's Response Document

INTRODUCTION

This Promoter's Response Document (PRD) forms the Promoter's response to Petition No. HS2-P2B-125, from Dr Derek and Mrs Karina Armstrong.

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

Dr Derek and Mrs Karina Armstrong are the owners Stanthorne Lodge Cottage in Stanthorne, Cheshire. Dr and Mrs Armstrong have also petitioned against the Bill as part of the Slater Cheshire Residents Group HS2-117.

PETITION NO. HS2-P2B-125

DR DEREK AND MRS KARINA ARMSTRONG

TABLE OF CONTENTS

Page No.	Petition Paragraph No.	Issue
4	3.1 – 3.9, 4.1 – 4.10	Borrow Pit C
18	3.11 – 3.17, 4.11 – 4.20	Crewe North Rolling Stock Depot

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Dr Derek and Mrs Karina Armstrong

PETITION NO: HS2-P2B-125

PARAGRAPH NO: 3.1 – 3.9, Requests 4.1 – 4.10

ISSUE RAISED: Borrow Pit C

PETITION PARAGRAPH:

3.1 Dr and Mrs D Armstrong object to the construction of Borrow Pit C in the Parish of Stanthorne and Wimboldsley which takes up two fields within 50 m of the rear of our property.

3.2 The grounds of our objection are many fold and are listed below

3.3 There is no indication that the materials to be abstracted will be suitable for the construction of embankments. The details of the survey undertaken by HS2 has not been made public. There is history of locally mined material being used to construct embankments before during the construction of the Middlewich Branch of the Shropshire Union Canal. I point to the recent collapse of a section of this canal being carried on an embankment made from locally sourced material as evidence that the material may be unsuitable for a much more demanding embankment construction.

3.4 In forming the pit the protective layer of clay will be removed allowing water to penetrate the lower salt bearing layers leading to the possible dissolution of the salt layers and to land subsidence, possibly effecting our property (and also the HS2 line!!).

3.5 Parts of our house were built in the 1850's where it was common to build foundation to a depth of 3 bricks only. This has proved to be adequate, as the land around has been used for cattle grazing. However it is highly unlikely that the foundations will be adequate for a major earth moving operation using heavy machinery as is proposed. We fear significant damage to our property if the borrow pit C is initiated.

3.6 During the repair of the breach of the Middlewich Branch of the Shropshire Union Canal we were subjected to continuous dust problems, a consequence of the temporary road laid for access and the local soil. The contractors were forced to use water spraying to suppress this, but it proved impossible to achieve a level that allowed you to keep windows or doors open during the summer month, as is the norm to keep a comfortable environment in our home. It is expected that the dust issues will be much more significant and long running while the borrow pit is in operation, effectively making us a prisoner for up to 5 –6 years during the summer months.

3.7 We live in a quiet rural area, where noise levels are low enough to hear the bird song and the wind in the trees. This will end when earth moving machines move in with the continuous noise of reversing beepers, movement of heavy machinery, filling and off-loading of lorries etc. The working times proposed are extensive, so we will have no peace in our own home.

3.8 Our property has a packaged sewage system that discharges to a field drain that runs from one of the fields being dug up. There is a significant possibility that the drain will be blocked during the life time of the project depriving our property of an outfall for our EA licenced discharge.

3.9 The Borrow pit is located at the rising of a local spring. There is a concern that spring water will be redirected by the works and cause local flooding.

Request

4.1 Our preference is that borrow pit C is deleted from the scheme

4.2 If it is deemed that the Borrow Pit should remain we suggest as a minimum HS2 should be directed to carry out the following

4.3 Provide a permanent berm that protects the properties on Coalpit Lane and Birch lane from the visual and noise impact of the quarrying activities (and also the RSD connection). The Berm should be landscaped and could provide a wildlife corridor on this side of the HS2 development. In Cheshire, as

the land is flat many quarries are provided with such berms, and they eventually blend into the landscape.

4.4 A compensation fund should be set up that residents can claim off for damage due to subsidence that runs for the life of the building already existing in the Parish

4.5 There will be increase use of traffic on Birch Lane and Coalpit Lane caused by disruption of the road network in the region, which will make travelling by foot to the canal tow path (to gain access to Middlewich for key services) dangerous. It is proposed that HS2 install a footpath on the house side of the berm to facilitate access to the canal tow path and the town without having to use the roads (which have no footpath at present).

4.6 HS2 should be made to up-grade all drains that will be affected, as identified by local residents and sufficient care taken to install new drains where HS2 interfere with existing water courses to avoid flooding.

4.7 Operation of the quarry should be limited to 09:00 to 17:00 Mon-Friday with no night time or weekend working (residents deserve a break)

4.8 HS2 should be made to select vehicles that have the lowest noise signature when working in the borrow pit

4.9 Work should be stopped when dust becomes a nuisance to local residents.

4.10 The health of local residence should be monitored throughout the project (mental and physical) and remedial action taken if there is an impact.

PROMOTER'S RESPONSE:

Borrow Pits

1. The Proposed Scheme would require high quality engineering material (usually comprising sand, gravel and clay) to construct railway embankments and associated works. However, the presence of natural halite (salt) deposits within the geological bedrock crossed by the Proposed Scheme between Warrington and Hoo Green led to a design decision to minimise the number of cuttings within the area, resulting in a shortfall of this high quality material necessary for construction within the

Wimboldsley to Lostock Gralam area (MA02) and to an overall deficit throughout the Proposed Scheme.

2. Options that have been considered to address this shortfall include the reuse of excavated cohesive materials stabilised with cement or lime; using recycled aggregates and dredged materials; using high quality engineering materials imported from commercial quarries; and/or excavating appropriate high quality engineering material from borrow pits.

3. Excavating borrow pits would enable high quality engineering material to be extracted and processed close to the locations where the materials are required and where possible transported largely via site haul routes within the construction area of the Proposed Scheme. This would substantially reduce air quality impacts from construction traffic using the public highway network. In addition, there are likely to be significant cost savings associated with the sourcing of high quality materials from borrow pits when these costs are compared with those associated with importing high quality materials from quarries.

4. Following their use, the borrow pits created during excavation would be backfilled with materials generated from the construction of the Proposed Scheme. This presents a more sustainable option, reducing the need to dispose of the material off-site, further helping to limit impacts on the local road network and communities.

5. With the use of borrow pits, the Proposed Scheme would be largely self-sufficient in terms of types and quantities of materials required to build the scheme. Construction of the Proposed Scheme would lead to the generation of approximately 21.5 million tonnes of excavated material, approximately 74% of which would be reused as part of the construction of engineering and environmental mitigation earthworks.

6. For these reasons, borrow pits have been included in the Proposed Scheme. Their locations have been determined based on both proximity to the alignment of the Proposed Scheme and availability of high quality engineering material at the proposed borrow pit locations.

Need for borrow pits and choice of locations

7. The current understanding of the local geology has informed a railway design approach that seeks to minimise cuttings throughout MA02, and to avoid introducing new freshwater pathways which could potentially result in long-term ground movements.

8. As a result of this there is an insufficient volume of acceptable engineering fill to construct embankments from within the MA02 community area.

9. To overcome this, three borrow pits have been identified close to the Rolling Stock Depot in the Wimboldsley area to reduce long distance road haulage of excavated materials. This would benefit the local road network by removing potential lorry movements for the public highway.

10. A benefit of the proposed locations of these borrow pits is that surplus excavated material from the construction of Crewe tunnel can be transferred directly to these borrow pit sites via conveyor belt. This would further reduce traffic impacts on the local road network.

11. Introducing borrow pits simplifies and de-risks the construction programme as the embankments in MA02 can be constructed independently of other cuttings further north.

12. The Supplementary Environmental Statement 1 (SES1) and Additional Provision 1 Environmental Statement (AP1 ES) Volume 2: Community Area report for MA02 Wimboldsley to Lostock Gralam reports in the Figure 4: Indicative construction programme that excavation of borrow pit c would take place from quarter 2 to quarter 4 2027, a period of 9 months. This indicative programme also reports that the backfill of borrow pit c would be carried out from quarter 2 to quarter 3 2030, a period of 6 months. The site reinstatement of borrow pit c is forecast for quarter 4 2030.

Borrow pits - restoration and mitigation

13. As set out in Section 9, Volume 5 Borrow pit report of the Environmental Statement published alongside the Bill in January 2022 (main ES), the key principle of environmental design for borrow pit restoration would be to provide a landscape that would be able to serve the same function as it did before the construction process began, in relation to agricultural land, water, landscape and ecology. It is proposed that the borrow pits would be made available to be returned to their original land use, which is predominantly agricultural land.

14. It is anticipated that the borrow pits would be restored to a standard where the ecological condition of these areas is at least as good as it was prior to the excavation.

15. Typically, this involves restoring features such as hedgerows and field trees, pasture (including grassland margins to arable operations), and water bodies to their previous or equivalent condition, including incorporating physical linkages in order to maintain connectivity between these features where that previously existed. The specific locations of replacement habitats would be determined following detailed assessment.

16. Under paragraph 8 of Part 1 of Schedule 17 of the Bill, development involving the excavation of bulk materials from borrow pits may not be begun unless the relevant planning authority, if it is a qualifying authority, has approved a scheme for the restoration of the land on which the development is to be carried out. Further information is contained in HS2 Phase 2b Western Leg Information Paper B2: Main Provisions of the Planning Regime and HS2 Phase 2b Western Leg Information Paper D12: Borrow Pits.

17. The material within the Proposed Scheme proposed for use as backfill for the borrow pits is anticipated to be predominantly cohesive material. There may also be a need for granular material to be added as part of mitigation works during restoration,

for example, to create gravel drains or drainage layers. These would be confirmed during detailed design.

18. The soil would be in the driest condition possible when it is reinstated. This would enable the restored soil profile to promote sufficient aeration, drainage and root growth, which are all necessary for the soil to re-establish its long-term structure.

19. Placement of fill materials would be carried out in accordance with appropriate technical specifications. During backfilling, records would be kept to provide confidence to owners and occupiers about the quality of backfill materials. The backfill would be compacted as appropriate taking account of the stability requirements of the restored use. Some long-term settlement of the backfill is to be expected.

20. Where agricultural uses are to be resumed on land disturbed during the construction of the Proposed Scheme, the design objective is to avoid any reduction in long term capability, which would downgrade the quality of land restored to agriculture and to provide a sufficiently deep soil profile to manage both wetter and drier conditions in the future due to climate change impacts.

21. On restoration, existing baseflow and catchment runoff characteristics would be maintained for surface water features, where present. Similarly, the groundwater regime would maintain baseflow connectivity with the surface water regime. This would be achieved through appropriately designed drainage systems to control groundwater levels to sustain groundwater baseflow to nearby watercourses. Groundwater and surface water levels, flow and quality would be managed in accordance with the measures described in the draft CoCP.

22. There is an aftercare period of generally up to five years following completion of restoration of each borrow pit. An aftercare plan would set out in the site-specific restoration plan for each borrow pit.

23. Ground investigations and environmental monitoring data would be used to inform the site-specific restoration plans, which may require integrated surface water and groundwater drainage systems. These would be prepared in consultation with the Environment Agency. Post restoration monitoring would be used to confirm the groundwater levels and flows and whether additional drainage mitigation may be required

24. For more information see Section 9.3 of the Phase 2b Borrow Pit Report, Volume 5, of the main ES.

Flood risk assessment

25. HS2 Phase 2b Western Leg Information Paper E15: Water Resources, Flood Risk and Authorisation of Related Works, describes how the design aim of the Proposed Scheme, including borrow pits, is for no increase in the risk of flooding, including for vulnerable receptors such as residential property during the lifetime of the development, taking projected climate change impact into account. The Promoter

would 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.

26. 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 main Environmental Statement (ES) published in January 2022. Updates to the original assessment were included within the Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement published in July 2022 (SES1 and AP1 ES).

27. 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.

28. Volume 5, Water Resources Flood Risk Assessment of the Environmental Statement (ES) explains that the Borrow Pit restoration would include appropriately designed drainage systems to ensure no increase in groundwater flooding or surface water flooding at the infilled site and continued water discharge to surface water features. For example, drainage layers constructed from granular materials would be placed as necessary during backfilling.

29. To minimise the risk of flooding due to the excavation of the borrow pit, the Contractor would follow the draft Code of Construction Practice (CoCP) throughout the construction phase to manage flood risk where practicably possible.

30. 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.

31. Where necessary, further surveys, ground investigation and monitoring would be undertaken as the design and implementation details are developed.

32. 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.

Air quality

33. The Volume 2 Community Area report for MA02 Wimboldsley to Lostock Gralam of the main ES reports in section 5.4.10 – 5.4.11 that activities associated with the operation of borrow pits during construction of the Proposed Scheme have been assessed for their potential effects on dust soiling and human health. Table 19 of this report provides a summary of dust soiling impacts at receptors within 250m of the borrow pits prior to the implementation of the mitigation, reporting a moderate adverse effect. This impact factors in the magnitude of dust impacts, the location and sensitivity of receptors, contribution of wind direction, and the scale of the source emissions.

34. With the application of the established national best practice mitigation measures contained in the draft CoCP, no significant effects are anticipated from the activities associated with the operation of the borrow pits in this area. Human health effects from dust emissions due to borrow pit activities are not anticipated to be significant due to the low background PM10 concentrations in the area. Further details of the assessment can be found in Volume 5: Appendix AQ-001-0MA02.

35. The nominated undertaker will require strict emission standards for all construction vehicles and non-road mobile machinery (NRMM). These standards include Euro class standards for all construction Heavy Goods Vehicles (HGVs) and Light Duty Vehicles (LDVs). This is set out in Section 7 of the draft Code of Construction Practice (CoCP), and the emission standards are cited in Appendix A and Appendix C of HS2 Phase 2b Western Leg Information Paper E14: Air Quality.

Construction noise and vibration

36. The construction assessment takes into account the implementation of the draft Code of Construction Practice (CoCP) and localised control measures proposed in the ES as updated by SES1 and AP1 ES. As the design progresses these proposals would continue to be reviewed to ensure that the Promoter's noise and vibration policy commitments are met. These are set out in HS2 Phase 2b Western Leg Information Paper E13: Control of Construction Noise and Vibration.

Construction noise assessment

37. The Lowest Observed Adverse Effect Levels (LOAELs) which describe the onset of adverse effects of noise set by the Promoter include 65 dB for the 0800-1800 LpAeq at

the façade and 45 dB for the 1 hour LpAeq at the façade during 2200-0700 to assess the impact of airborne noise caused by the construction of the new railway on permanent residential buildings. These values have been derived with due regard to the British Standard BS5228: Code of practice for noise and vibration control on construction and open sites. The Promoter would take all reasonable steps to design and construct the Proposed Scheme so that noise and vibration from construction does not exceed the LOAELs. Further details can be found in HS2 Phase 2b Western Leg Information Paper E13: Control of Construction Noise and Vibration.

38. Dwellings where the noise level is forecast to exceed a Significant Observed Adverse Effect Level (SOAEL) have been identified individually through the environmental impact assessment as being likely to experience a significant adverse noise effect. This is an indication that noise insulation would be offered as a means of aiming to avoid any significant noise adverse effect caused by airborne construction noise on the health and quality of life of those living there. The Promoters Noise Insulation and Temporary Rehousing Policy can be found in Appendix B of HS2 Phase 2b Western Leg Information Paper E13: Control of Construction Noise and Vibration. Qualification for noise insulation and, where appropriate, temporary re-housing according to the policy would be confirmed closer to the commencement of the works, as part of seeking prior consent from the local authority under Section 61 of the CoPA. Qualifying buildings will be identified, as required in the draft CoCP, so that noise insulation can be installed, or where appropriate any temporary re-housing provided, before the start of the works predicted to exceed noise insulation or temporary re-housing criteria.

Sewage arrangements

39. The Promoter understands from a meeting with the Petitioners on 29 November 2022 that an effective and safe treatment and disposal of waste generated by the Proposed Scheme is a key concern for the Petitioner. HS2 Phase 2b Western Leg Information Paper D8: Maintenance of Public Utilities, highlights that the Promoter must work with the relevant statutory undertakers to protect and safely divert exiting utilities that interact with the Proposed Scheme. For waste generated by the Proposed Scheme, the Promoter would seek to recycle and reuse where possible in accordance with HS2 Phase 2b Western Leg Information Paper E17: Excavated Materials and Waste Management. Following engagement with the statutory water and wastewater service provider for the region (United Utilities), a viable wastewater sewer connection, that is capable of handling all of the foul water discharge generated by the Rolling Stock Depot, has been identified within the Winsford Industrial Estate.

Construction: visual mitigation

40. The draft Code of Construction Practice (CoCP) sets out measures to ensure the visual intrusion of construction worksites is reduced as far as reasonably practicable. Measures include, but are not limited to, controls on lighting; management of staff congregating outside the site prior to commencing or leaving work; adequate welfare facilities for staff; and smoking areas at site offices/compounds or work sites equipped

with containers for smoking waste– not located at the boundary of working areas or adjacent to neighbouring land.

41. Measures to be applied in relation to hoardings, fencing and screening include painting the side of hoardings facing away from the site and keeping them free of graffiti. Design of hoardings around construction activities shall ensure fitness for purpose and include consideration of the character of the surrounding landscape (e.g., use of open mesh fencing where possible and appropriate in rural areas, solid hoarding in urban areas, use of artwork where appropriate, or use of vegetation on hoardings).

Request for a landscape bund

42. The Promoter believes that the temporary measures that would be delivered through the CoCP by the contractor would be sufficient in screening activities of the borrow pit from nearby receptors and mitigating the adverse effects from the scheme. As such the Promoter does not agree with the Petitioner that a permanent landscape bund is necessary.

Traffic on Birch Lane and Coalpit Lane

43. The Promoter notes the Petitioner's comments in relation to these roads, which are single carriageway rural roads to the west of Middlewich in Community Area MA02. Coalpit Lane runs in an approximate north-south direction between the A54 Chester Road and Clive Green Lane. Birch Lane connects the A54 Middlewich Road and Coalpit Lane approximately 500m to the south of the A54 Chester Road.

44. Neither Birch Lane nor Coalpit Lane are designated as an HS2 construction route. Changes in traffic flows on Birch Lane and Coalpit Lane are not reported in the main ES.

45. Since the main ES, the Promoter deposited Additional Provision (AP)1 in relation to the High Speed Rail (Crewe – Manchester) Bill in Parliament in July 2022, which proposes changes to the Bill, as introduced in January 2022.

46. As reported in the Phase 2b Supplementary Environmental Statement 1 (SES1) and AP1 Environmental Statement (AP1 ES) ES, a correction was made in Volume 2, MA02, Table 2, to report that Coalpit Lane would be subject to a temporary closure during utility works for a period of approximately six weeks. Traffic would be diverted via the A530 Nantwich Road and A54 Chester Road, increasing journey length for some users by 1.3km. The assessment of the changes to traffic flows as a result of this correction is included in the assessment of the AP1 revised scheme reported in Section 7 of the SES1 and AP1 ES.

47. The assessment of Coalpit Lane has been updated for the AP1 revised scheme. The "no effect" on traffic-related severance on the section of Coalpit Lane between Clive Green Lane and Birch Lane during construction as reported in the main ES is now

shown as moderate adverse in the SES1 and AP1 ES. No effects on traffic-related severance are reported on Birch Lane in the SES1 and AP1 ES.

48. The changes to the performance of these sections of road during construction of the AP1 revised scheme are reported in Table 14-7 and Table 14-8 in the Transport Assessment Part 3 Addendum for Wimboldsley to Lostock Gralam (MA02) in Volume 5, Appendix: TR-003-00002 of the SES1 and AP1 ES.

49. This indicates that the section of Coalpit Lane between Clive Green Lane and Birch Lane would carry 270 vehicles per hour in the AM peak hour and 340 vehicles per hour in the PM peak hour during the 2030 future baseline.

50. Birch Lane is not included within Table 14-7 or Table 14-8 indicating that traffic flow on it is either unaffected from the future baseline or there are only small changes in traffic flow (less than 10%) compared with the future baseline.

51. During construction of the AP1 revised scheme, traffic flows on the section of Coalpit Lane between Clive Green Lane and Birch Lane are forecast to increase to a maximum of 320 vehicles per hour in the AM peak hour, an increase of 50 vehicles (19%) compared with the 2030 future baseline. In the PM peak hour, traffic flows will increase to a maximum of 525 vehicles per hour, an increase of 185 vehicles (54%) compared with the 2030 future baseline.

52. The Promoter considers that Birch Lane and Coalpit Lane are capable of accommodating the forecast traffic flows during construction of the AP1 revised scheme. As such, the Promoter does not consider that the additional construction traffic associated with the AP1 revised scheme will materially impact the operation of Birch Lane and Coalpit Lane.

53. The Promoter has reviewed the need for a new footpath, as requested by the Petitioner, and considers that this is not justified by the level of increase in traffic using these routes.

Land drainage

54. Paragraph 6.3 of HS2 Phase 2b Western Leg Information Paper C2: Rural Landowners and Occupiers Guide, sets out that construction activity would be controlled through the Bill and EMRs which, amongst other things, require the nominated undertaker to:

“identify watercourses and, where known, field drainage layouts and outfalls into watercourses or ditches, fixed irrigation pipes and sources of irrigation water and fixed water supplies for livestock.”

55. Furthermore, HS2 Phase 2b Western Leg Information paper C2 goes on to state in paragraph 9.2 that:

“The nominated undertaker will require its contractors to manage their site activities and working methods to protect the quality of surface water and groundwater resources from other adverse effects, including significant changes to the hydrological regime, through controls to manage the rate and volume of runoff. Monitoring systems will be employed during the construction works and emergency procedures in the case of any pollution incidents. Best practice measures will be used (e.g. through the use of silt traps and the re-use of water in wheel washers). Where required, the contractor will include arrangements to obtain appropriate approval for works from the relevant regulatory body or statutory undertaker, which could affect a surface water or groundwater resource.”

56. HS2 Phase 2b Western Leg Information Paper E15: Water Resources, Flood Risk and Authorisation of Related Works explains that once the Bill is enacted a bespoke regime would be put in place controlled by protective provisions. The protective provisions on land drainage and flood risk have been developed to ensure that the duties of relevant authorities to manage flood risk and watercourses are not unduly affected by construction and operation of the Proposed Scheme. The Environment Agency, Internal Drainage Boards and Lead Local Flood Authorities would be able to:

- approve (or refuse approval of) detailed plans for work affecting watercourses;
- through approving plans, impose reasonable conditions or safeguard flood risk management infrastructure against damage;
- enforce the conditions they impose; and
- take corrective action to any completed works in order to keep them in good repair at the expense of the nominated undertaker (i.e. the builder and/or operator of the Proposed Scheme).

57. Furthermore, the draft Code of Construction Practice, HS2 Phase 2b Western Leg Information Paper E1: Control of Environmental Impacts and HS2 Phase 2b Western Leg Information Paper E15: Water Resources, Flood Risk and Authorisation of Related Works describe additional controls over the management of water and the interaction with relevant agencies and regulators, including the Environment Agency.

Working hours

58. Core working hours for the construction of the Proposed Scheme would be from 08.00 to 18.00 on weekdays (excluding bank holidays) and from 08.00 to 13.00 on Saturdays. The nominated undertaker would require that its contractors adhere to these core working hours for each site as far as reasonably practicable or unless otherwise permitted under section 61 of the Control of Pollution Act 1974. This is explained in HS2 Phase 2b Western Leg Information Paper D5: Working Hours.

Engagement during construction

59. The Promoter has carried out extensive stakeholder and public consultation and engagement in advance of the submission of the Bill. This is explained further in HS2 Phase 2b Western Leg Information Paper G1: Consultation and engagement.

60. The Promoter has made a commitment in the draft Code of Construction Practice (CoCP) to engage further with local communities on construction matters. Paragraph 5.1.1 of the draft CoCP requires the nominated undertaker and its contractors to produce and implement a community engagement framework and provide appropriately experienced community relations personnel to implement the framework, to provide appropriate information and to be the first point of contact to resolve community issues.

61. The Community Engagement Framework will set out how local people will be informed in advance of works taking place in their area. The notifications will detail the estimated duration of the works, the working hours and the nature of the works. In the case of works required in response to an emergency, the local authority, parish council, local residents, businesses and community resources will be advised as soon as reasonably practicable. All notifications will include the community helpline number. The nominated undertaker will provide information on noise, dust and air quality monitoring to local communities via channels established under the Community Engagement Framework. The community helpline will be staffed 24 hours, 7 days a week to handle enquiries from the general public and local businesses regarding construction activities. Following Royal Assent for the Bill, the nominated undertaker will establish a small claims procedure to provide a mechanism for minor, construction-related, residential, business or agricultural claims. The scheme is designed to give a prompt response at minimum cost and inconvenience to claimants and does not affect statutory rights to redress.

62. As described in the draft CoCP, the nominated undertaker will take reasonable steps to engage with the community, particularly focusing on those who may be affected by construction impacts, including local residents, businesses, landowners and community resources, and the specific needs of protected groups (as defined in the Equalities Act 2010).

63. Regular meetings would be held in relevant community locations between the lead contractor, the nominated undertaker, the local authority and representatives of the local community or other stakeholders to discuss construction issues and the forthcoming programme of works. Experienced support for local businesses, landowners and voluntary and community organisations that may be affected by the works would be provided by the nominated undertaker.

Health Assessment

64. Health Assessment of the Proposed Scheme is undertaken as part of the design and planning process, prior to deposit of the Bill. The Health Assessment has now been included in the Environmental Impact Assessment (EIA), rather than being

written as a standalone report, to accord with the 2017 EIA Regulations, reflecting the broader scope of assessment that is required under the 2014 Directive as required by the Standing Orders of Parliament which includes; resource efficiency, sustainability, biodiversity protection, climate change, health and the risks of major accidents and natural disasters.

65. The Health Assessment is a multi-disciplinary activity that cuts across the boundaries of health, public health, social sciences and environmental sciences. Many of the potential impacts on health determinants are described elsewhere in the environmental impact assessment and the assessment of health effects has drawn on this analysis in an integrated process.

66. The Health Assessment, undertaken at both route-wide and community area level, identifies reasonably practicable measures to prevent or to reduce adverse health effects, or to provide mitigation or compensation to those affected.

67. The health effects of the Proposed Scheme have been assessed locally within each community area or route-wide, depending on the nature of the health determinant.

Local Health Effects

68. The assessment of local health effects is reported in Volume 2: Community Area Reports, in the Environmental Statement (ES.) Volume 2 comprises individual reports for 8 community areas, each report contains a health section which assesses the likely significant impacts and health effects of the construction and operation of the Proposed Scheme on the health and wellbeing on the community in that area. The reports also describe the proposed mitigation measures that have been identified, at this stage, to avoid, reduce or manage the likely significant adverse effects of the Proposed Scheme on the environment within that area, along with proposed monitoring measures.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF:	Dr Derek and Mrs Karina Armstrong
PETITION NO:	HS2-P2B-125
PARAGRAPH NO:	3.11 – 3.17, Requests 4.11 – 4.20
ISSUE RAISED:	Crewe North Rolling Stock Depot
PETITION PARAGRAPH:	3.11 The HS2 information paper titles "Rolling stock Stabling facilities" lists 5 criteria for selection, yet the current location i) is not on a brown field site, (uses open green countryside) ii) it is not close to where services will start or terminate in order to minimise train movements (adds 40 miles to journey, wasting energy, track capacity and manpower) iii) nor is it accessible to a workforce and local transport (based in a rural location with limited connectivity other than by car) 3.12 The RSD coupled with the borrow pits, two rail intersections and the main line take up almost half of the land mass of a rural Parish, turning it from a rural landscape to a heavy industrial landscape overnight. 3.13 The loss of high grade agricultural land currently producing dairy products in the UK (minimising imports and carbon footprint) 3.14 The RSD is too close to Wimboldsley Primary School. This will discourage attendance (no longer a rural school, harder to get to due to increase traffic) and may lead to closure due to dwindling pupil numbers, wasting the significant monies spent extending the popular school over the last 5 years. 3.15 Access to the RSD site will be problematic, Clive Green Lane is already a local bottleneck, adding more cars to this route will cause local gridlock. 3.16 The RSD will need a complete new sewage treatment facility to cater for all the discharges of the trains (equivalent to a medium sized town plus the 300 on site

people). It is not clear where the discharge from the system will go, the only water ways are the Dane and the Weaver. Both flow through Northwich, which floods in times of heavy rain, exactly the time sewage plants can discharge untreated material to the water ways, so Northwich may be hit by sewage from the RSD. If the Weaver is chosen, sewage will find its way into Winsford flash, a lake used for sailing, SUP, swimming, fishing and other water sports. Further downstream is the rowing clubs.

3.17 We are worried about light pollution and the loss of "Dark Sky"

Requests

4.11 Relocate the RSD to a more suitable location that fits all 5 criteria identified by HS2 as a suitable location. Also make use of the local railyards already in existence (Manchester, Liverpool and Glasgow) and save a considerable expense (tax payers money in a time of a cost of living crisis).

4.12 If the RSD is built in the present proposed location can we ask the government to ensure that HS2 does the following

4.13 Move the entrance to the south side of the RDS so traffic is entering the main road rather than Clive Green Lane

4.14 The whole structure is hidden behind a landscaped berm so it integrates into the landscape

4.15 Measures are taken to ensure all noisy processes are done indoors behind closed doors

4.16 Sewage is discharged into purpose built pipes and taken beyond high risk areas (beyond Northwich and Winsford Flash) before discharge.

4.17 Lighting is designed to maintain the "Dark Sky" by minimising light pollution.

4.18 Land drains are fitted with traps to ensure oil and other contaminants do not leave the site and contaminate the wider environment

4.19 There is the loss of paths for the community, we ask that HS2, puts something back for the community by providing new pathways and cycle ways that ensure that residents can move around the parish without having to walk on roads (small price to pay for taking half of the land mass of the Parish)

4.20 As the Parish is to be significantly damaged by years of massive construction work we feel that HS2 should build a community building to allow activities that will enhance the wellbeing of the community over an extended period of massive disruption.

PROMOTER'S RESPONSE:

1. The Proposed Scheme includes the Crewe North infrastructure maintenance base – rail (IMB-R), located on 4ha of land between the route of the Proposed Scheme and the WCML, north-east of Walley's Green. The Crewe North IMB-R would be a maintenance facility and storage area for the Proposed Scheme. It would support the main maintenance base at Stone, which is part of the Phase 2a scheme. Crewe North Rolling Stock Depot (RSD) would be located just to the north of the IMB-R and would serve as an operational and maintenance hub for HS2 rolling stock.

2. Section 2.2 of the Environmental Statement (ES) Volume 2, Community Area report: Wimboldsley to Lostock Gralam (MA02), sets out details of the Crewe North Rolling Stock Depot ("RSD"). Paragraphs 2.2.33 to 2.2.36 of that section set out the purpose and use of the Crewe North RSD. It also covers the length of the facility along with the extent of land that would be occupied, its height in comparison with the existing landscape, road and rail connections, and lighting arrangements (including the heights of the lighting columns).

3. Figure 5 of that document shows a visualisation of the RSD, and paragraphs 2.2.39 -2.2.43 go on to list the area and (where relevant) the maximum heights of the key features of the depot along with other information, such as the lengths of the trains that can be accommodated in each siding. Also included in these paragraphs are details of the landscape mitigation planting and the works to accommodate the site.

4. Finally, paragraphs 2.2.44 - 2.2.50 provide details of the reception tracks serving the RSD, including information on their operation, and the lengths, depths and heights of the relevant associated engineering features. The design of the Proposed Scheme to date provides the level of detail necessary for the purposes of the Phase 2b Bill and the requirements of the Standing Orders of Parliament. Once the detailed design of the Proposed Scheme is complete the nominated undertaker will need to apply to local authorities along the route for approval of the detailed design

of a range of elements of the Proposed Scheme in accordance with the planning regime established under Schedule 17 to the Bill.

Rolling stock stabling and depot – Operational requirements

5. HS2 Ltd define rolling stock stabling and depot requirements using an agreed Train Service Specification (TSS) and maintenance frequency needs of the fleet. Rolling stock depots and stabling must be viewed as part of an operational system, to consider the need to stable trains at night, starting and finishing points for services, as well as cleaning and maintenance requirements.

6. The operational requirements for the Phases One and 2a are met through the provision of Washwood Heath Rolling Stock Depot in Birmingham, as well as stabling at existing sites, Edge Hill in Liverpool, Longsight in Manchester, and Polmadie in Glasgow. Washwood Heath Depot in Birmingham also has some additional capacity designed in for Phase 2b services that circulate back to Birmingham.

7. The Phase 2b TSS requires further stabling facilities in addition to those identified for Phase One and Phase 2a so that the increased number of services can operate.

8. HS2 Ltd plan to continue stabling some trains at existing Network Rail (NR) facilities at Edge Hill, Longsight and Polmadie where HS2 rolling stock is planned to replace current West Coast Main Line (WCML) services. However, the additional stabling required for Phase 2b operations far exceeds the limited spare and/or released capacity at NR depots. Additionally, Longsight at Manchester cannot be accessed from the new HS2 Station at Manchester, so is only expected to be used by HS2 Macclesfield trains, and the released capacity used for other conventional rolling stock.

9. The TSS also specifies that HS2 Ltd is required to make accommodation for the operation of HS2 captive network trains between Birmingham, Manchester and Euston. This rolling stock is wider than the existing British rolling stock gauge, similar to European high speed trains and with different maintenance needs. These captive trains therefore, could not stable at existing NR facilities, without substantial modification works to those facilities, or indeed be able to access them using the existing network. In any event, as well as having to make significant modification for regauging existing NR depots, the existing conventional rail network would also require expensive and very disruptive gauge widening in order for such trains to be able to reach the existing depots, which in some areas may not be practicable.

10. Additional rolling stock required once Phase 2b is in operation, would be for providing two new Birmingham to Manchester services per hour.

11. Services between London Euston and Manchester from Phases One and 2a would also be made longer through the provision of two 200m rolling stock sets operating together to form 400m trains. There would also be passive provision for

an additional London Euston to Manchester train per hour in the future. It would not be possible for these trains to access the existing NR Longsight depot.

Crewe North Rolling Stock Depot - location

12. A new Rolling Stock Depot (RSD) is required to run the planned train services (to meet the TSS requirements for Phase 2b). The RSD size is identified from the requirement to stable up to 53 units in addition to the stabling at Washwood Heath Depot and at existing NR depots.

13. Depot locations were assessed and reviewed against multiple criteria with public consultations. No brownfield sites were available that met the requirements of the RSD on the current line of route. Crewe North site was deemed optimal due primarily to having direct access to both the WCML and HS2 route and for the smallest environmental impact. The WCML access is needed for services to Liverpool, the Northwest and Scotland, whereas the HS2 access is needed for services to Manchester.

14. While the RSD site to the north of Crewe is not a brownfield site prior to construction, the site could become more difficult to access and the agricultural use more constrained, situated as it is between the existing West Coast Main Line (WCML) and the Proposed HS2 mainline. There are still significant construction activities that would require land in this area irrespective of the RSD. The presence of these two pieces of infrastructure would also largely screen the RSD from public viewpoints on either side. Alternatives assessed at locations along the Phase 2b route require additional infrastructure to be built, with additional environmental impacts, land take and cost to the scheme while possibly reducing the operational efficiency of the proposed Phase 2b service provision.

Phase 2b Western Leg Rolling Stock Depot – alternative sites considered

15. Section 5.2.113 to 5.2.128 of the main Environmental Statement Volume 5: Appendix CT-003-00000 Alternatives report sets out the alternative rolling stock depot locations between Crewe, Manchester and the WCML connection near Golborne.

16. For further information on the alternatives that were tested for the Crewe North RSD, please see the High Speed Two Phase 2b Crewe to Manchester West Midlands to Leeds Route refinements - HS2 Ltd's advice to Government report (July 2017).

17. The Promoter has previously considered a range of alternative sites for the location of the RSD, including brownfield sites. However, no brownfield sites were available that met the requirements of the RSD on the current line of route.

18. The HS2 Phase 2b Western Leg Design Refinement Consultation Response document can be viewed here:

<https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attach>

Engagement on detailed design

19. HS2 Phase 2b Western Leg Information Paper D1: Design states that the Promoter recognises the importance of public engagement in the design development process. The exact scope and nature of public engagement will depend on the element being designed. For example, the project would expect a higher degree of public engagement on those parts of the railway that have the most significant impact on people.

20. The Promoter plans to adopt the following approach for public engagement in design development:

- Stations - the nominated undertaker will undertake public engagement for stations designs. While the exact form and nature of such engagement will be developed closer to the time, it is likely to be an open engagement exercise, with local public exhibitions, leaflet drops, interactive on-line materials and related publicity, reflecting the complexities of station design and the importance of their existing and potential contexts.
- Key design elements - the nominated undertaker will engage the public on the design development of key elements of infrastructure including main viaducts and maintenance buildings in sensitive areas. The engagement exercise is likely to focus on engaging the public in the locality where the infrastructure is located.
- Common design elements - the nominated undertaker will develop standard or common designs for certain permanent structures associated with the railway (such as road-bridges, foot-bridges, noise barriers). The Promoter will undertake wider public engagement on design development for common design elements, including for example interactive on-line materials, with associated local and routewide publicity.

21. The Crewe Rolling Stock Depot is identified as a Key Design Element in Table 1 of Appendix A to that Information Paper.

22. The draft Planning Memorandum contains a commitment that the nominated undertaker shall engage in proportionate forward discussions about prospective requests for approval with the qualifying authority and statutory consultees.

Loss of agricultural land

23. Agriculture is the most common land use crossed by the Proposed Scheme, and the loss of agricultural land is inevitable in the construction of a new railway. The Promoter aims to design a high speed railway that meets modern standards of

design that would include earthworks, landscape planting and habitat creation, to reduce impacts on the environment and protect communities.

24. In most cases agricultural land disturbed by the Proposed Scheme would be restored to an agricultural use, but in some cases the design of the Proposed Scheme necessarily involves the conversion of land from agriculture; not only for the construction of the railway, but also for landscape planting and habitat creation to make it environmentally acceptable.

25. The aim is to make the most sustainable use of agricultural land disturbed during the construction of the Proposed Scheme, seeking to limit disturbance to agricultural holdings, providing access to land for farm management, and using severed areas of land for ecological mitigation and tree planting, where appropriate and reasonably practicable.

26. In selecting the proposed route, the design of the Proposed Scheme has sought to avoid best and most versatile (BMV) agricultural land, balanced against a number of other environmental and engineering considerations.

Impact assessment

27. The Promoter has undertaken extensive investigation of the effects of the Proposed Scheme on farms, estates and rural businesses, through a programme of farm and business impact assessments, environmental surveys (including soils and Agricultural Land Classification) and direct discussions with farmers and landowners along the route of the Proposed Scheme, including the effects and the possible mitigation options arising from land severance.

28. The approach adopted to assessing the impacts on agriculture, forestry and soils in the Environmental Statement (ES) is derived from national policy and accords with the advice given in good practice guides for the preparation of Environmental Impact Assessments (EIA). It has been a long-standing feature of national policy to seek to safeguard higher quality (BMV) agricultural land by directing development to areas of lower quality land, wherever possible.

29. The method employed to determine the quality of agricultural land that would be affected by Proposed Scheme relies on the well-established Agricultural Land Classification (ALC) guidance and criteria which grade agricultural land between Grades 1 and 5, depending on the extent and severity of limitations to agricultural use. BMV agricultural land comprises Grades 1, 2 and 3a.

30. The ALC survey undertaken for the Proposed Scheme determines the agricultural land quality of the land within the construction boundary on the basis of existing geology, soil, topographic and agro-climatic information, using the results of existing soil and ALC surveys and targeted detailed ALC surveys undertaken for the project. This approach to classifying the agricultural land affected has been agreed

with Defra and Natural England and was set out in the Environmental Impact Assessment Scope and Methodology Report, Volume 5 of the ES.

31. Environmental impacts are also controlled through the planning regime established under Schedule 17 to the Bill. Schedule 17 includes conditions requiring various matters to be subject to the approval of the relevant planning authority. Schedule 17 allows relevant planning authorities to refuse to approve or condition the approval of plans and specifications. This is explained in HS2 Phase 2b Western Leg Information Paper B2: Main provisions of the planning regime.

Development of mitigation measures

32. Agricultural soils would be stripped prior to construction and stored appropriately for re-use. A Soil Resources Plan (SRP) would be prepared that records the existing characteristics and condition of soils to be disturbed, and specify the details of their handling, storage, replacement and aftercare in order to protect soil structure and fertility. Farm drainage and irrigation systems, if affected by construction works, would be replaced or made good. Where reasonably practicable, mitigation earthworks have also been designed with suitable gradients to allow their return to productive agricultural use.

33. Following construction, in line with good practice guidance, land required temporarily would be reinstated to its previous agricultural condition using displaced topsoil and subsoil. Restoration would be followed by an aftercare period during which land would be managed to achieve the appropriate level of productivity. The nominated undertaker would follow Defra's good practice guidance on soil conservation and re-use that has been applied successfully to other large infrastructure projects. The approach to agricultural land restoration is set out further in the following paragraphs.

34. Additionally, HS2 Phase 2b Western Leg Information Paper E1: Control of Environmental Impacts outlines how environmental commitments will be met through controls both within and outside the Bill and HS2 Phase 2b Western Leg Information Paper C2: Rural landowners and occupiers guide sets out in section 9 Measures to reduce potential impacts on agricultural, forestry and soil resources.

Agricultural land restoration

35. The nominated undertaker would aim to make the most sustainable use of agricultural land disturbed during the construction of the Proposed Scheme. Where agricultural uses are to be resumed on land disturbed during the construction, the design objective is to avoid any reduction in long term capability, which would downgrade the quality of the disturbed land, through the adoption of good practice techniques in handling, storing and reinstating soils on that land.

36. HS2 Phase 2b Western Leg Information Paper C2: Rural Landowners and Occupier's Guide explains that construction activity would be controlled through the powers in the Bill and draft Environmental Minimum Requirements (EMRs) to which

the nominated undertaker would be bound. The Bill will also enable qualifying local authorities to exercise control over certain construction arrangements. These controls would mitigate potential avoidable impacts on agricultural land and soils. The controls would include:

- “reinstating any agricultural land which is used temporarily during construction, to agriculture, where this is the agreed end-use”; and
- providing a method statement for stripping, handling, storage and replacement of agricultural, forestry and woodland soils to reduce risks associated with soil degradation on areas of land to be returned to agriculture, forestry and woodland following construction. This will include any remediation measures necessary following completion of the works.”

37. Prior to works commencing, soil surveys would be undertaken to record agricultural and forestry soils disturbed for the Proposed Scheme, including topsoil and subsoil, covering depth, texture, structure and other soil properties. Where land used temporarily for construction is reinstated to agricultural use, reinstatement works would be implemented in accordance with the contract specification and guidance.

38. Section 6 of the draft Code of Construction Practice (CoCP) sets out the measures that would be undertaken to restore temporarily disturbed agricultural land back to agricultural use. This would involve the stripping, storage and reinstatement of soils disturbed by the Proposed Scheme, largely with reference to the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites’ (Defra 2009). The draft Code of Construction Practice (CoCP) is supplemented by HS2 Phase 2b Western Leg Information Paper E19: Soil Handling for Land Restoration.

39. The draft Code of Construction Practice (CoCP) assumes a five-year aftercare period for land restored to agriculture. Section 4.5.1 of the draft Environmental Memorandum states that “The High Speed Rail Phase 2b (Crewe – Manchester) Bill requires that, upon completion of construction works, where temporary possession of sites has been undertaken, they shall be returned to a condition in accordance with a scheme to be agreed with both the owners of the land and the relevant planning authority. In a case where the site has been permanently acquired, it must, after use has finished, be restored in accordance with the scheme agreed with the relevant planning authority.”

40. The five-year aftercare period has been widely applied for the restoration of agricultural land over a number of decades, in respect of surface mineral sites and more widely. It is derived from a number of authoritative external sources, but most notably the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites’ (DEFRA 2009). In view of this, the Promoter considers that a five year after-care period should be sufficient in most cases. Where exceptional

difficulties become evident, however, it may be necessary to extend the period by agreement.

Wimboldsley Community Primary School

41. Wimboldsley Community Primary School was assessed as a sensitive receptor for the construction and operation of the Proposed Scheme in the main Environmental Statement (ES), and SES1 and AP1 ES. In the SES1, the significant visual effect, in combination with the significant HGV traffic effect, resulted in the reporting of a significant Community effect on Wimboldsley Community Primary School.

42. These reported effects however are not predicted to result in changes to the school's indoor or outdoor learning environment. Therefore, these effects are not expected to impact the ability, or the quality of the primary education delivered by the school.

43. The construction related impacts associated with Borrow Pits A and B have been considered within the in-combination assessments.

Access to Crewe North Rolling Stock Depot via A530

44. The Promoter has considered the Petitioner's comments about the impact of accessing the Crewe North Rolling Stock Depot on the A530 and safety of residents, school pupils, parents and teachers and its capacity.

45. Relevant accident data for the road network subject to assessment have been obtained from the Department for Transport (DfT). Data for the three-year period July 2016 to June 2019 have been assessed and any identified clusters (i.e., where there are nine or more accidents in the three-year period) have been examined.

46. No accident clusters were identified within the Wimboldsley to Lostock Gralam area, which includes the A530 Middlewich Road/Nantwich Road between Walley's Green and Clive Green Lane.

Crewe North rolling stock depot entrance

47. The Promoter notes the Petitioner's suggestion that the main entrance to the proposed Crewe North rolling stock depot should be at the southern end to remove the need for a traffic access via Clive Green Lane.

48. Access arrangements for this rolling stock depot are illustrated in the CT-06 operational maps within the AP1 Volume 2 MA02 map book. The primary access for workers and site servicing would be at the northern end of the depot site via a dedicated access road that would connect into the realigned Clive Green Lane. A secondary access would be provided at the southern end of the depot site, via a retained section of the existing A530 Nantwich Road. The AP1 preliminary design assumes that this secondary access would be for emergency use only. Typically, the

volume of road traffic to and from the depot, once it becomes operational, would be low, and is not expected to result in significant congestion or delays. Further consideration of the access routes to/from the proposed depot would occur during the detailed design stage after Phase 2b Royal Assent.

Wastewater from the RSD

49. Following engagement with the statutory water and wastewater service provider for the region (United Utilities), a viable wastewater sewer connection, that is capable of handling all of the foul water discharge generated by the Rolling Stock Depot, has been identified within the Winsford Industrial Estate.

Drainage

50. The drainage proposals for the Proposed Scheme are designed to ensure compliance with national legislation such as the Flood and Water Management Act 2010. Their design is also based on the requirements of the National Planning Policy Framework (NPPF) and the associated web-based Planning Practice Guidance on flood risk produced by the Ministry for Housing, Communities and Local Government (MHCLG).

51. HS2 Phase 2b Western Leg Information Paper E15: Water Resources, Flood Risk and Authorisation of Related Works, sets out the Promoter's approach:

- "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 will help to avoid an increase in flood risk and will help to maintain natural flow regimes by encouraging storm water to soak into the ground or, where that is not reasonably practicable, will discharge it into watercourses or surface water/combined sewers at a controlled rate. This will be undertaken by implementation of SuDS which include balancing ponds, swales, infiltration trenches and other forms. Where possible, these drainage systems will also help to avoid having an adverse effect on the quality of the water which the runoff flows into by allowing sediments to settle out."

52. Balancing ponds are necessary part of the proposed drainage system to control the rate, volume and quality of runoff from the rail corridor and other infrastructure. The number and size of balancing ponds are determined by drainage catchments, watercourse catchments and general topography. It is not possible to combine several ponds as different types of drainage system (e.g., railway, highway and land) should be kept separate due to varying ownership, management and maintenance requirements. The balancing ponds would not be designed to hold water permanently, but would be dry most of the time, except following intense rainfall events, and for most of the time will often resemble depressions in the ground

rather than actual ponds. This is explained further in HS2 Phase 2b Western Leg Information Paper E21: Balancing Ponds and Replacement Flood Storage Areas.

53. Rainwater runoff within the RSD site is proposed to be attenuated within four balancing ponds, which allow for pollution control and control of the discharge rate to the pre-development greenfield run-off rate. The surface water drainage ponds would discharge into the Dingle and Tributary of River Weaver 4 (at Clive Green Lane).

Crewe North RSD – mitigation

54. The design of the Proposed Scheme includes a mixture of landscape earthworks and planting to screen views from nearby receptors and assist in integrating the railway infrastructure over time into the surrounding landscape.

55. The operations of the Rolling Stock Depot would include the cleaning and maintenance of trains and also for overnight stabling. The depot would therefore operate 24 hours a day, 7 days a week, with a significant proportion of work taking place overnight.

56. As stated within paragraph 7.5.6 of the MA2 Community Area Report, Volume 2, of the main Environmental Statement (main ES), where reasonably practicable, lighting type, column height and location would be selected to reduce light spill and glare. A control management system will be used to dim and control each light and accessories such as baffles, hoods and louvres will be used where required to direct light and reduce light spill.

57. Paragraph 13.5.15 of the MA2 Community Area Report, Volume 2, of the main ES details noise mitigation measures for Crewe North RSD including: limiting the sounding of train horns; control of noise from train movements along tightly curved tracks including wheel squeal; control of train equipment such as heating, ventilation and air conditioning (HVAC) units while vehicles are stabled; control of noise from maintenance and cleaning through the design of the maintenance sheds; enclosures for the carriage wash and wheel lathe; and boundary noise barriers as necessary.

Landscape earthworks

58. The Volume 2: Community Area report MA02 Wimboldsley to Lostock Gralam details the proposed mitigation associated with the operational design, which for the Crewe North RSD includes:

- landscape earthworks, 300m long and 2m in height, extending from Park Hall Farm to Nantwich Road auto-transformer station with associated landscape mitigation planting on the eastern side to help integrate the Proposed Scheme into the surrounding landscape and provide visual screening of the Crewe North RSD to Park Hall Farm, footpath users and residents of

properties to the east (see Volume 2: MA02 Map Book, map CT-06-308b, B7 to E7); and

- landscape earthworks, 1.9km in length and 4m in height, and landscape mitigation planting on the eastern side of the embankment, extending from the A530 Nantwich Road to Clive Green telecommunications site to help integrate the Proposed Scheme into the surrounding landscape and provide visual screening of the Crewe North RSD to receptors along the A530 Nantwich Road and footpath users.

59. These features will assist the screening of views by nearby receptors and over time integrate the railway infrastructure into the surrounding landscape.

Operational Noise

60. The method of assessing and controlling noise from the operation of stationary systems, including plant within the RSD, is set out in the Environmental Statement Volume 5, Sound, noise and vibration methodology, assumptions and assessment (route-wide) report, Annex E. The methodology is based on British Standard BS4142 'Methods for rating and assessing industrial and commercial sound'. Further details can be found in HS2 Phase 2b Information Paper E11: Control of Noise from the Operation of Stationary Systems.

61. As a result, mitigation has been assumed to mitigate the operational noise from plant and machinery in order to avoid adverse noise effects beyond the boundary of the operational site.

Operational lighting

62. Section 11.5 in the Volume 2 Community Area report for MA02 Wimboldsley to Lostock Gralam sets out the avoidance and mitigation measures that will be integrated into the design of the Proposed Scheme. In respect of the Crewe North Rolling Stock Depot this states:

“design of earthworks to tie the embankments (such as at Crewe North RSD, Stanthorne South embankment and the realignment of A54 Middlewich Road) into their wider landscape context and to mitigate views of structures and overhead line equipment from sensitive receptors, where reasonably practicable. Earthworks design has taken account of the relationship to surrounding land uses and management, such as agriculture;”

Community: Community Investment Programme (CIP)

63. In line with the Public Services (Social Value) Act 2012, the nominated undertaker is expecting its contractors to provide a service that benefits and improves the local areas they work in - going beyond their immediate construction role.

64. This equates to the contractors having a strong commitment to Corporate Social Responsibility (CSR) by investing their time, skills, people and equipment in the local community. In addition, there is the potential for contractors to support local projects and activities, provided there's no conflict with the Promoters route-wide community funds.

65. Each contractor is required to identify, plan and manage this local CSR activity through a Local Community Investment Programme (LCIPs).

66. The LCIPs should prioritise opportunities that have the greatest impact on the local community. However, the activities should also be proportionate to the extent of the impact as a result of the Proposed Scheme on a particular community.

HS2 funds

67. The Community and Environment Fund (CEF) and the Business and Local Economy Fund (BLEF) were first announced by the Government for Phase One of HS2 in 2014. 3. On 25 January 2018 it was confirmed that £5m was to be made available for Phase 2A of the Proposed Scheme, bringing the total funding pot to £45m for Phase One and Phase 2A combined. As announced by the HS2 Minister in June 2022 an additional £10m has been made available for communities and businesses disrupted along the line of route from Crewe to Manchester, geographical allocations for the Funds will be the subject of a future announcement by the Minister and the Department for Transport.

68. As was the case for the Phase One and Phase 2a funding, the Phase 2b allocation for communities along the Proposed Scheme will not be available for application or administered by the Grant Management Body until after Royal Assent of the Crewe – Manchester hybrid Bill.

69. The HS2 Phase 2b Western Leg Information Paper C11: The Community and Environment Fund and Business and Local Economy Fund, provides further details of the extension to the Community and Environment Fund (CEF) and the Business and Local Economy Fund (BLEF) for the Proposed Scheme including the objectives and initiatives each Fund in addition to <https://hs2funds.org.uk/>.

Community: Community impacts - Residents Charter

70. The Residents Charter sets out the ten commitments that the Promoter has made and explains the roles of the Residents' Commissioner and Construction Commissioner in ensuring that the Promoter are held to account on these commitments:

- Continue to build respectful, long-term relationships with our communities and actively encourage our workforce to listen to local concerns and be considerate and accountable for their actions at all times.

- Work with our communities to develop local two-way engagement and communication programmes, ensuring they are accessible and tailored to local needs.
- Make sure communities are made aware in advance of any activities taking place in their area.
- Operate a freephone community helpline 24 hours a day, 365 days a year.
- Make health and safety a priority for our communities and our workforce.
- Respect the wellbeing of our communities, minimising disruption to their lives with local mitigation plans and activities, ensuring we meet the standards set out in the Code of Construction Practice.
- Leave a positive and sustainable legacy for the communities in which we operate.
- Respond to questions and complaints quickly and efficiently, with an acknowledgement within 2 working days, and responding within a maximum of 20 working days if we cannot answer the query straight away.
- Promote awareness of all our property schemes so that anyone who may be eligible has all the information they need and is aware of the support available to them.
- Display the Residents' Commissioner's and Construction Commissioner's contact details on all relevant materials along with HS2 Helpline information and complaints procedure.

Community: Further Engagement

71. The Promoter is committed to continuing engagement with stakeholders as the Proposed Scheme progresses, as part of the commitment to be a good neighbour. HS2's Community Engagement Strategy document, entitled "Respecting people, Respecting places", updated in October 2021, sets out the high level approach to community engagement, the expected behaviours and activities of all staff and suppliers.