

CASE FILE LIST

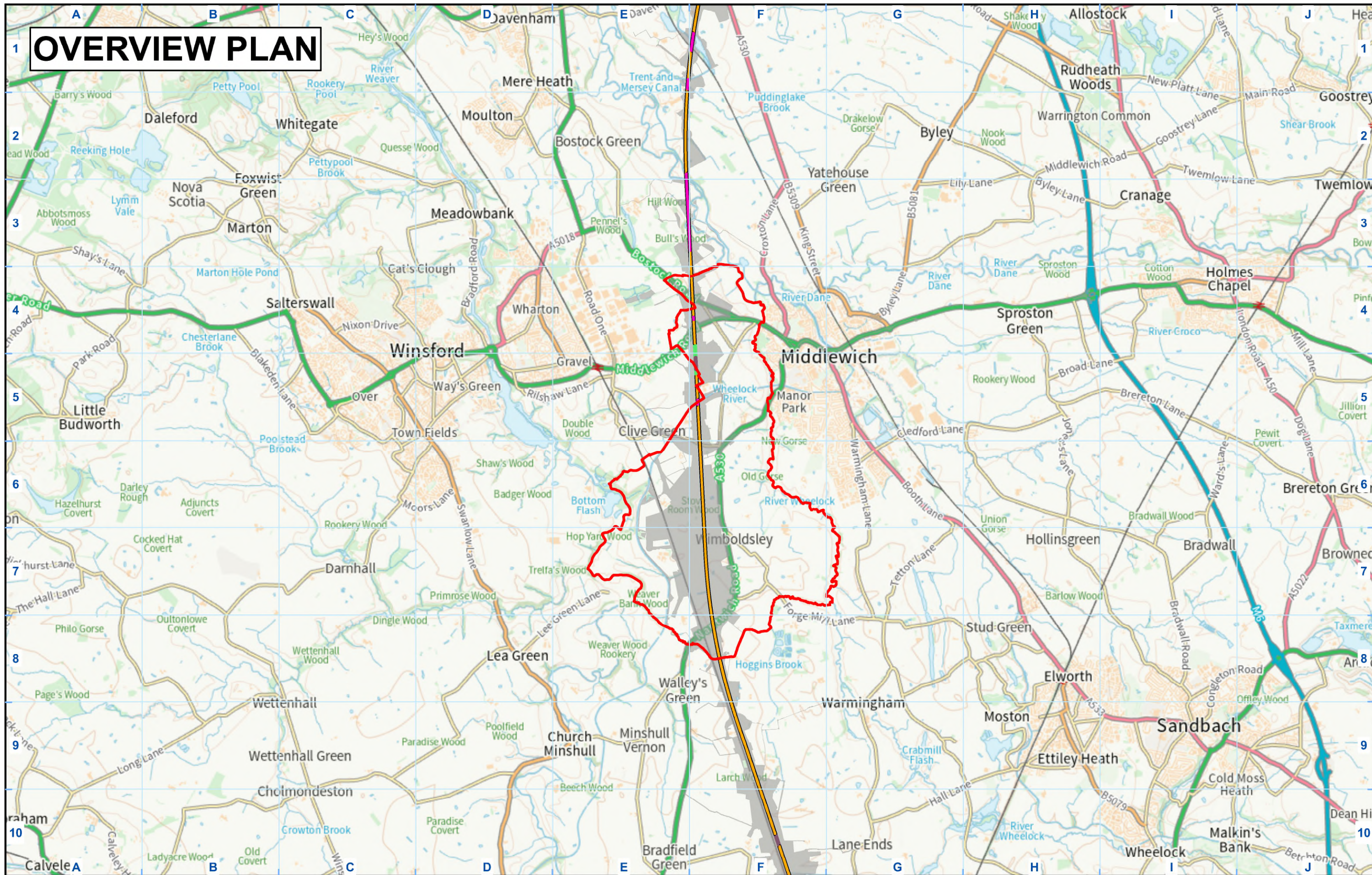
Case: HS2-114.

Title: HS2-114 Stanthorne and Wimboldsley Parish Meeting - Promoter.

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OVERVIEW PLAN



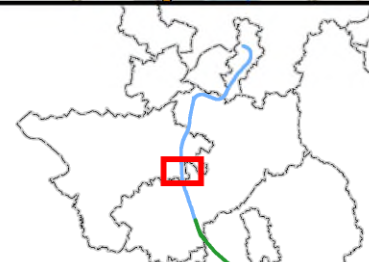
P377

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
Stanthorne & Wimboldsley Parish Meeting

Petition number
P2B-HS2-114

HS2

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Date: 03/03/23

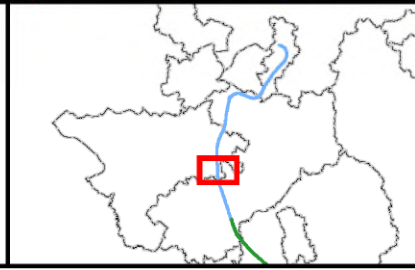
LOCATION PLAN



P378

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
Stanthorne & Wimboldsley Parish Meeting

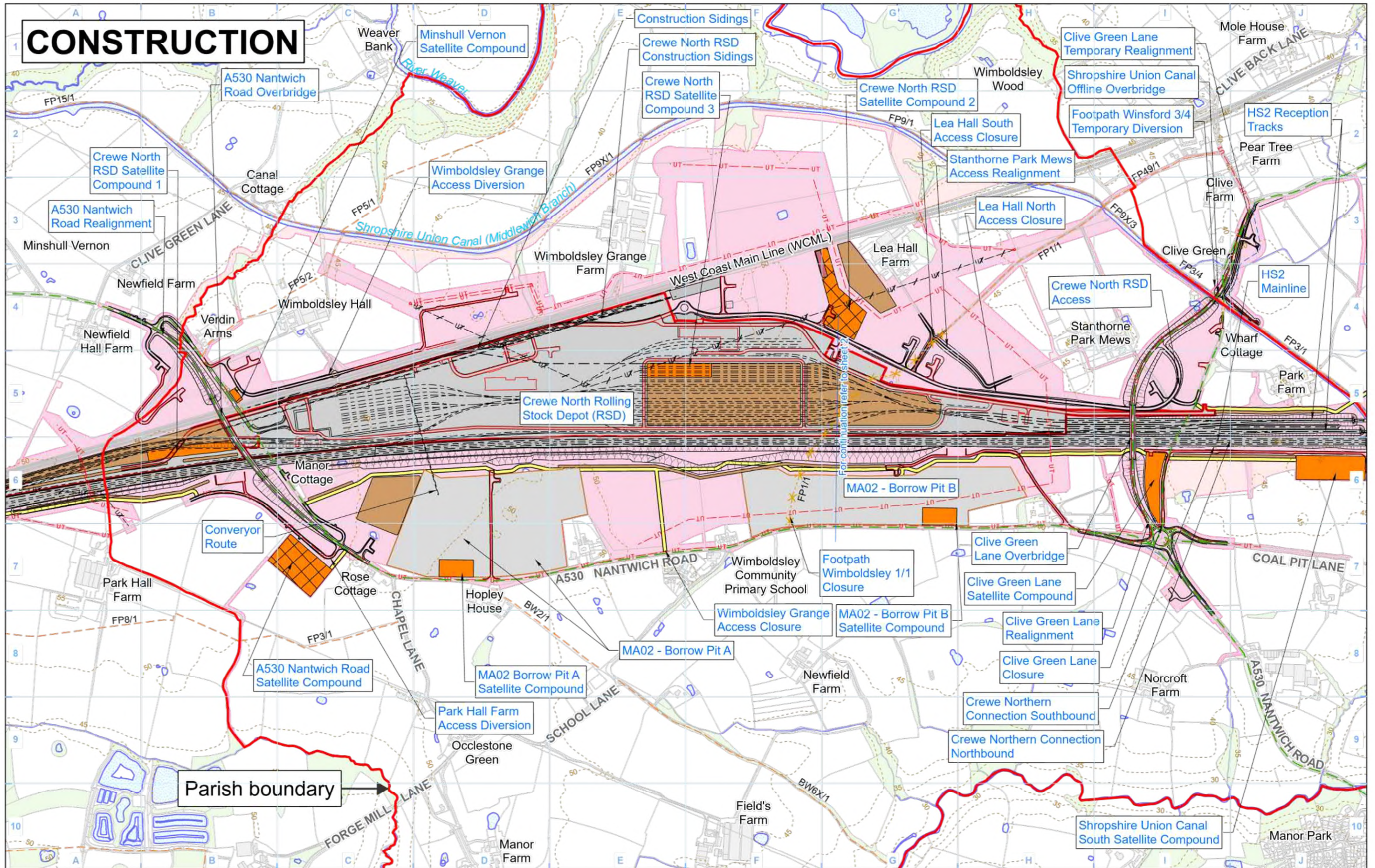
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Doc Number: P2B-HS2-HY-MAP-000-000063
Date: 04/11/22

CONSTRUCTION



Legend

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

Petitioner
Stanthorne & Wimboldsley Parish Meeting
Sheet 1 of 2

Petition number
HS2-114

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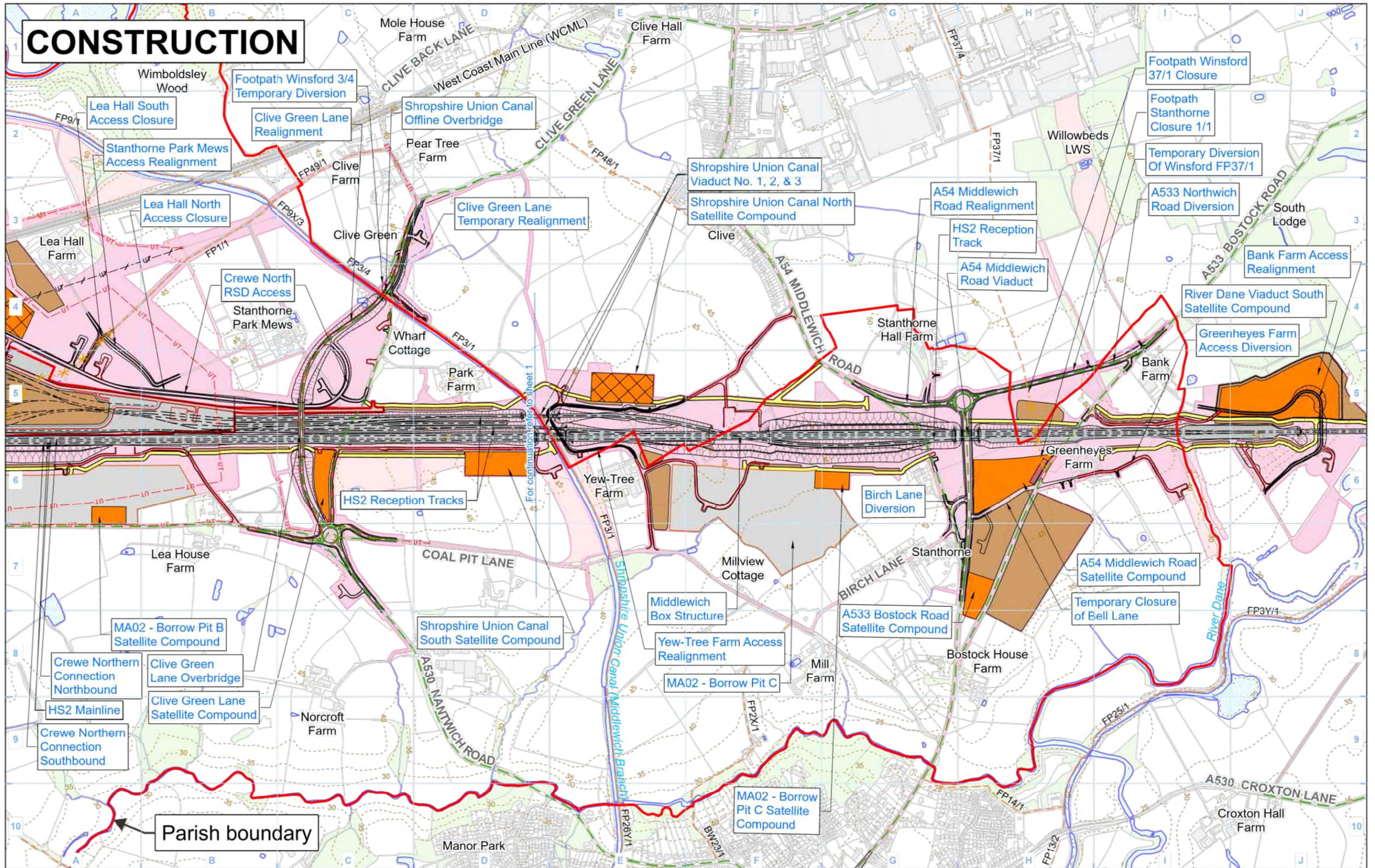
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P379(1)

CONSTRUCTION

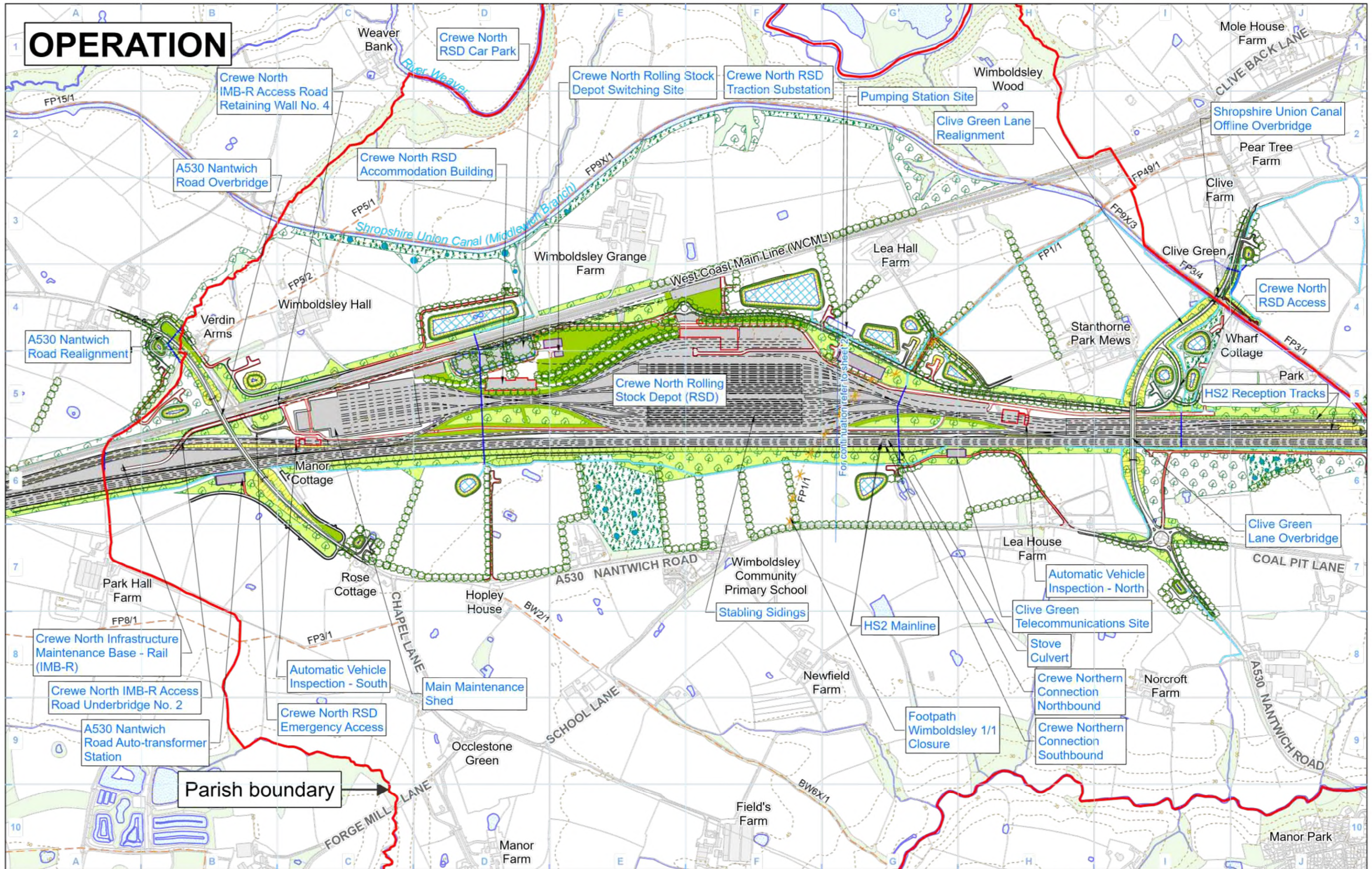


Legend			
	Indicative extents of Petitioner(s) land interests		Land potentially required during construction
	Satellite construction compound		Land potentially required for mitigation planting
	Railway systems compounds		Rail alignment formation
	Temporary material stockpile		Haul routes
	Temporary workers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

P379(2)

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Stanthorne & Wimboldsley Parish Meeting Sheet 2 of 2				
Petition number		HS2-114	Scale at A3: 1:10,000	
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OPERATION



Legend			
Indicative extents of Petitioner(s) land interests	Pumping station	Hedgerow	Existing public right of way
Railway Systems Site	Grassland habitat creation	New ditches	New, diverted or realigned public right of way
Ecological mitigation pond (Indicative only)	Woodland habitat creation	Watercourse diversion	Public right of way closure
Balancing pond	Landscape mitigation planting (scrub / woodland)	Engineering earthworks	Existing woodland
	Grassed areas	Landscape earthworks	Existing buildings
		Rail alignment formation	Existing inland water
			Existing watercourse
			HS2 access
			Rail alignment
			5m contours

P380(1)

Petitioner
Stanthorne & Wimboldsley Parish Meeting
Sheet 1 of 2

Petition number
HS2-114

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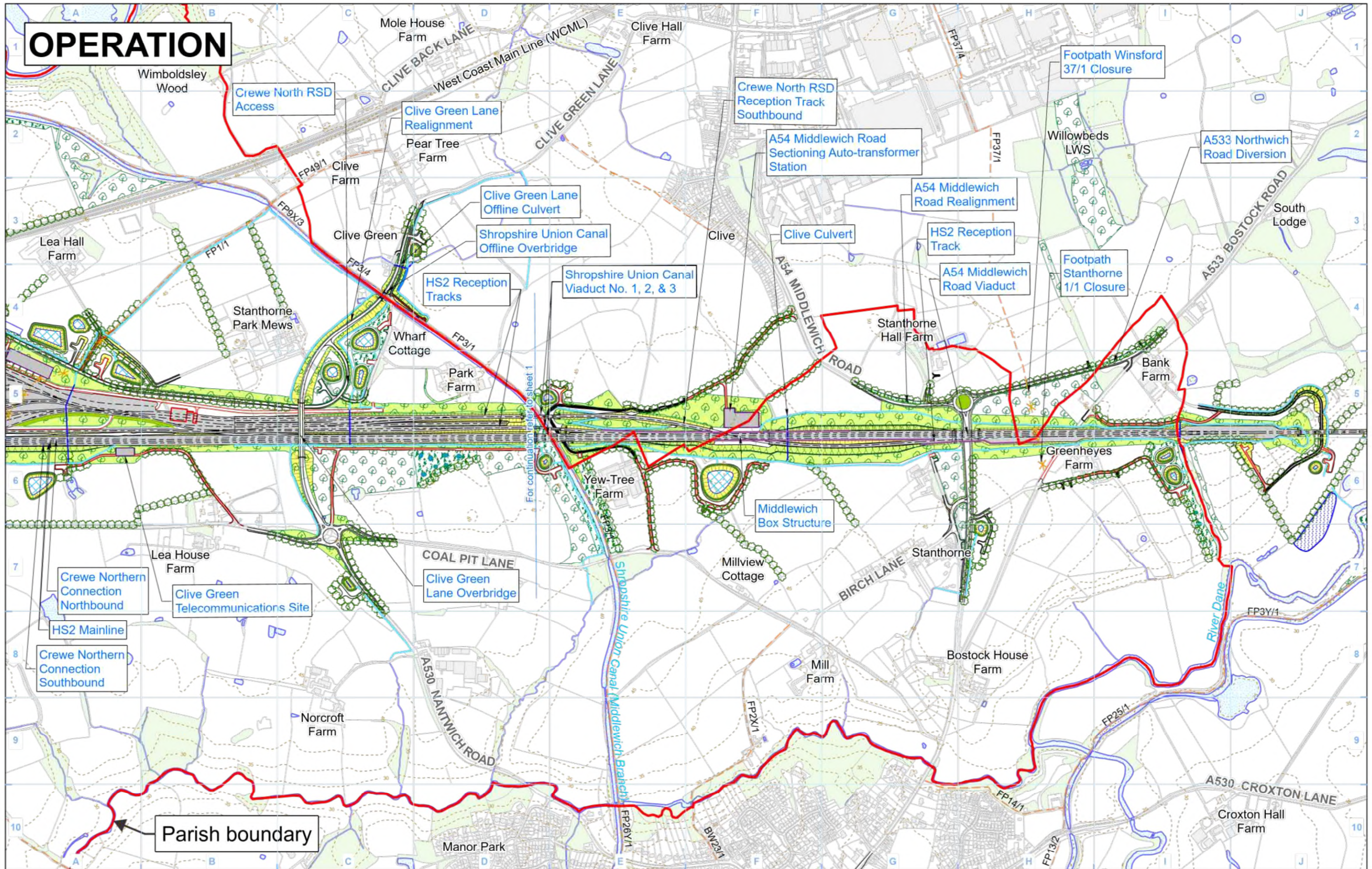
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Date: 13/10/2022

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Metres

OPERATION



Legend

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

Petitioner

Stanthorne & Wimboldsley Parish Meeting Sheet 2 of 2

Petition number

HS2-114

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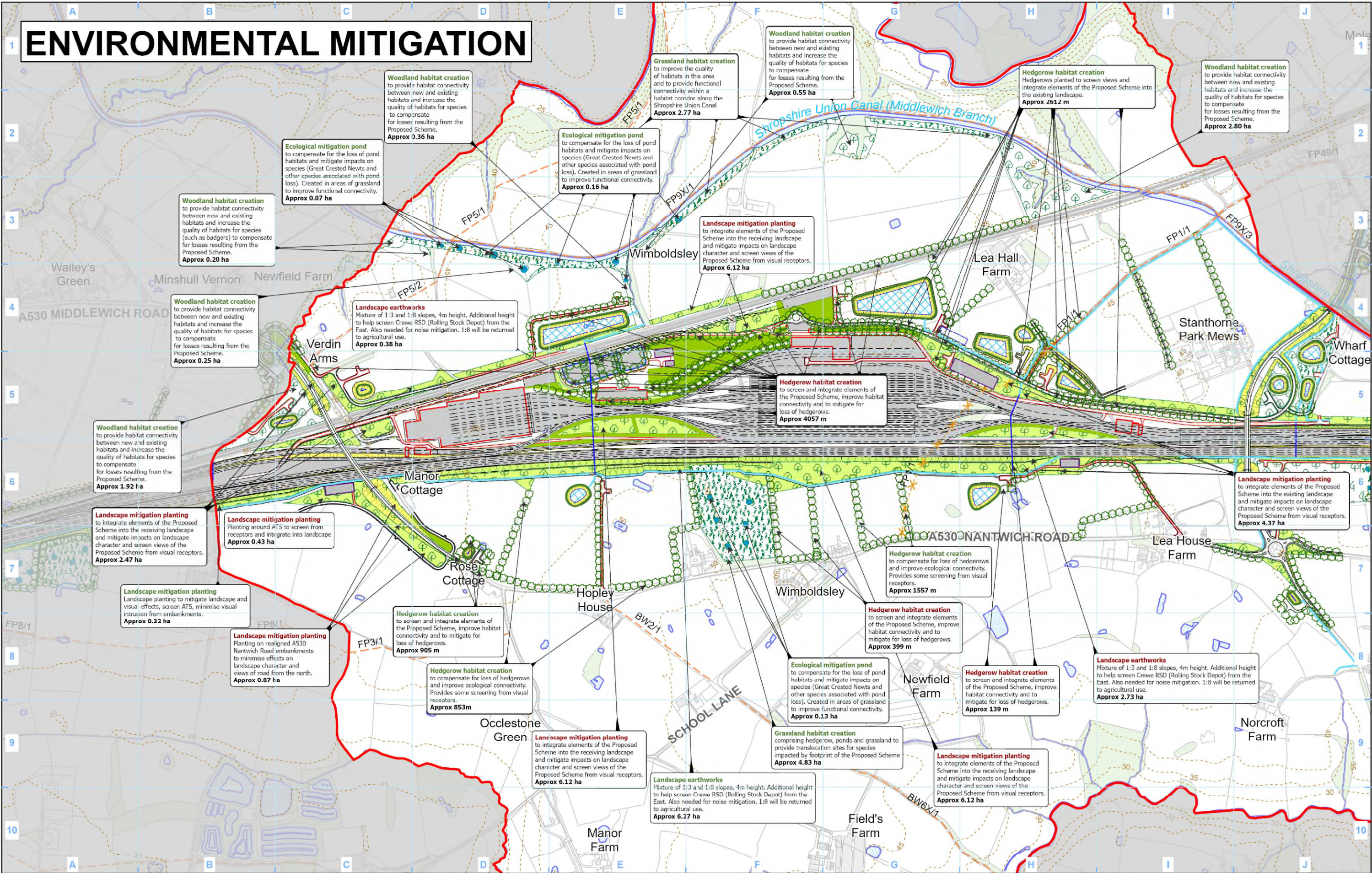
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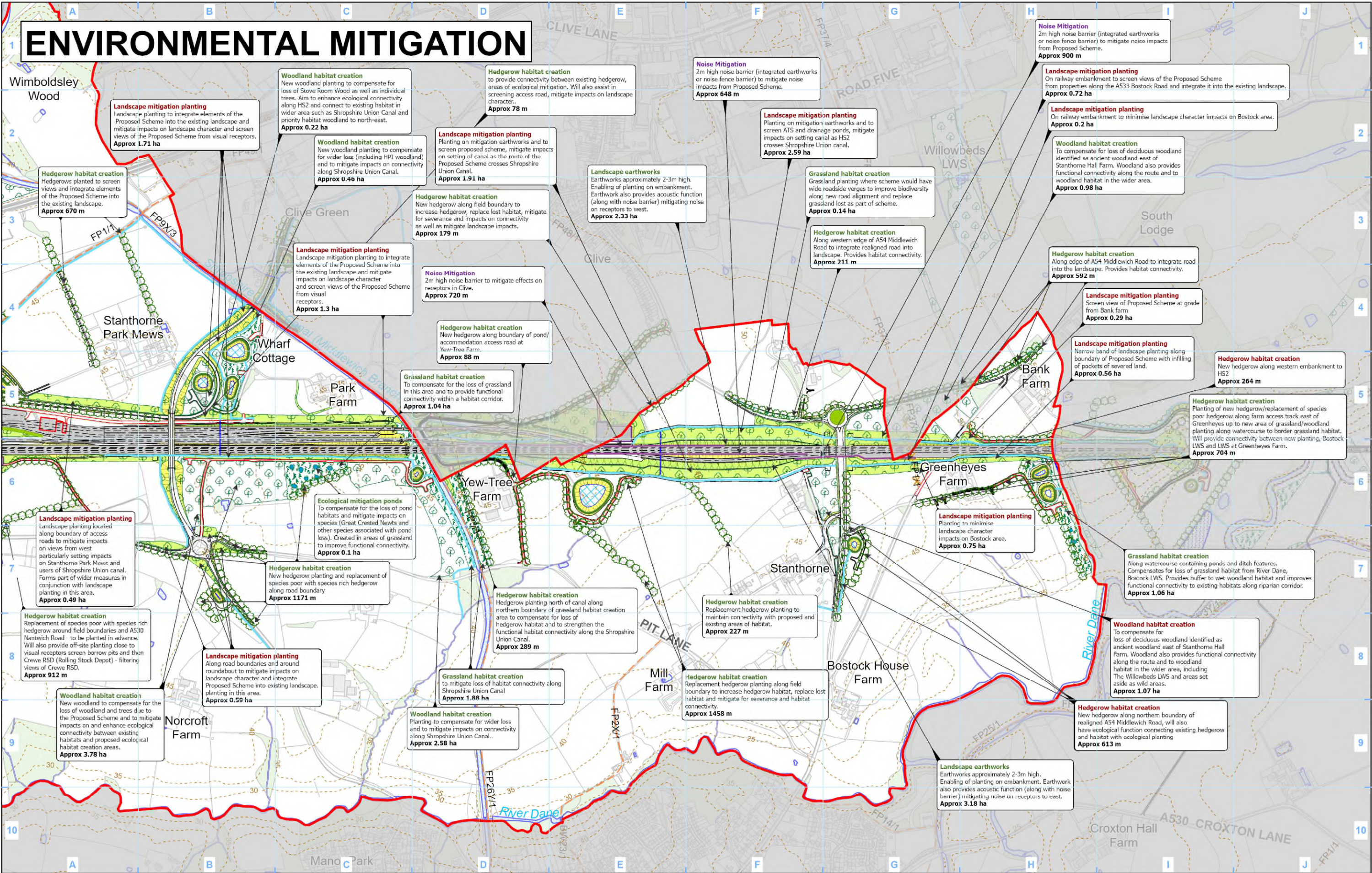
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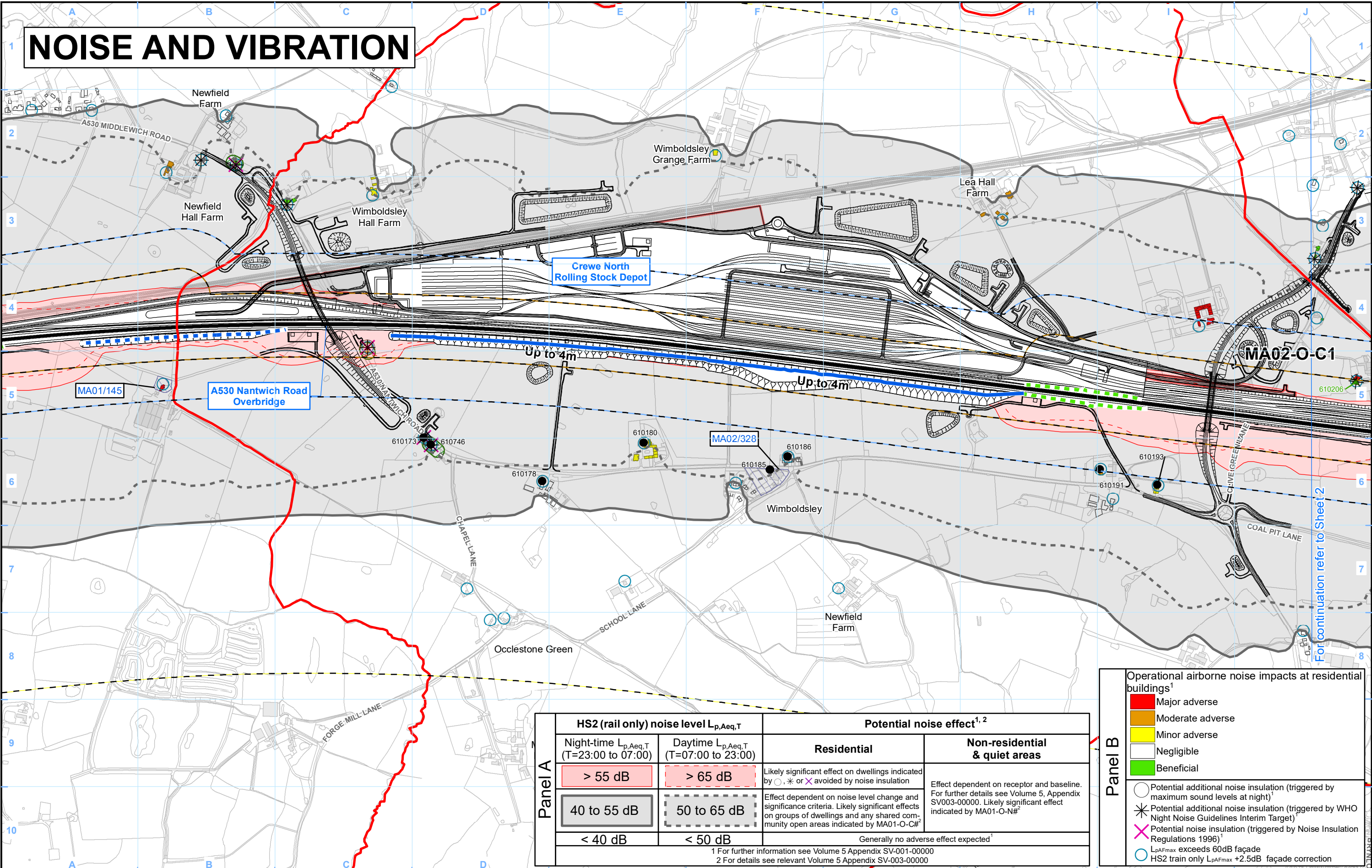
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P380(2)





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

P382(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
- Airborne noise and vibration assessment location

Map Number: **SV-02**

Map Name: **Operational Airborne Noise and Vibration Impacts and Likely Significant Effects**
Petition HS2-114
Stanthorne and Wimboldsley Parish boundary
Sheet 1 of 2

Community Area MA02: Wimboldsley to Lostock Gralam

HS2

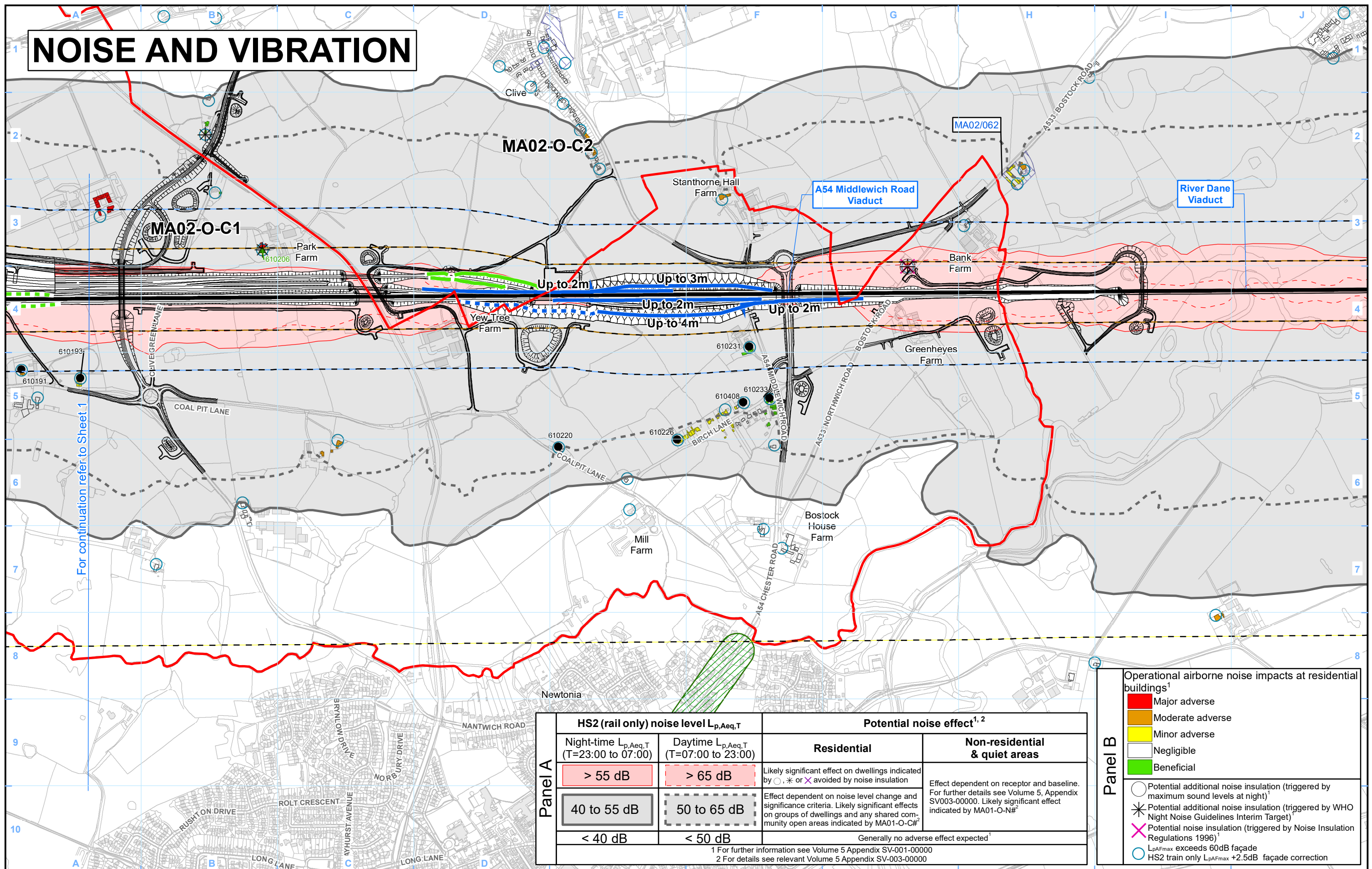
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Date: 22/05/23

NOISE AND VIBRATION



Legend - General features

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

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)

- Airborne noise assessment location
- Airborne noise and vibration assessment location

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#
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#	
< 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

Panel B

Operational airborne noise impacts at residential buildings¹

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

○ 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

Map Number
SV-02

Map Name
Operational Airborne Noise and Vibration Impacts and Likely Significant Effects
Petition HS2-114
Stanthorne and Wimboldsley Parish boundary
Sheet 2 of 2

Community Area MA02:
Wimboldsley to Lostock Gralam

HS2

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Date: 22/05/23

Noise Levels

HS2

Detailed Noise and Vibration 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}
610173	Rose Cottage, Wimboldsley	73	69	66	70	63	68	73
610178	Hopley House, Nantwich Road, Wimboldsley	65	60	58	64	58	63	68
610180	Nantwich Road, Wimboldsley	52	48	45	52	46	50	65
610185	Wimboldsley Community Primary School, Nantwich Road, Wimboldsley	74	69	67	73	67	72	77
610186	Nantwich Road, Wimboldsley	59	54	52	58	52	57	62
610191	Leahead Farm, Nantwich Road, Wimboldsley	51	46	44	50	44	49	61
610193	Nantwich Road, Stanthorne	56	51	49	55	49	54	60
610206	Clive Green Lane, Stanthorne	46	42	39	45	39	44	56
610220	Coalpit Lane, Stanthorne	42	38	35	42	35	40	48
610226	Birch Lane, Stanthorne	43	39	36	43	37	41	46
610231	Stanthorne Lodge, Middlewich Road, Stanthorne	59	54	52	59	52	57	62
610233	Sundown, Birch Lane, Stanthorne	62	57	55	61	55	60	65
610408	Birch Lane, Stanthorne	52	47	45	51	45	50	55
610746	Wimboldsley, Middlewich	72	67	65	68	62	67	72

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

Assessment location		Impact criteria				Significance criteria ¹					Significant effect ²
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							
610173	Rose Cottage, Wimboldsley	82/84[C]	44/47[C]	44/47[C]	Day: Overbridge construction Evening: Overbridge construction Night: Overbridge construction	S	1	H	D4	NI	~

¹ S – significant adverse effect, NI – qualifies for noise insulation, D# – duration of impact during the day, NA – no adverse effect, A – adverse effect, H – high existing ambient noise levels

² ~ - when considered under the significance criteria set out, these adverse effects are not considered to be significant on a community basis, MA0#-C-C# - significant residential community effect as a result of noise

P382(3)

Noise Levels

HS2

Assessment location		Impact criteria				Significance criteria ¹					Significant effect ²
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							
610178	Hopley House, Nantwich Road, Wimboldsley	67/72[C]	43/43[C]	43/43[C]	Day: Highway works Evening: Bored tunnel works Night: Bored tunnel works	NA	1	H	-	-	
610180	Nantwich Road, Wimboldsley	60/64[A]	41/41[A]	41/41[C]	Day: Borrow pit works Evening: Bored tunnel works Night: Bored tunnel works	NA	8	-	-	-	
610186	Nantwich Road, Wimboldsley	60/65[A]	38/38[B]	38/38[C]	Day: Highway works Evening: Bored tunnel works Night: Bored tunnel works	NA	6	H	-	-	
610191	Leahead Farm, Nantwich Road, Wimboldsley	61/66[A]	-/33[A]	-/33[B]	Day: Borrow pit works Evening: Bored tunnel works Night: Bored tunnel works	A	1	-	D3	-	~
610193	Nantwich Road, Stanthorne	62/69[A]	-/-[B]	-/-[C]	Day: Highway works	A	2	-	D8	-	~
610206	Clive Green Lane, Stanthorne	63/68[A]	-/30[A]	-/30[A]	Day: Earthworks Evening: Earthworks Night: Earthworks	A	2	-	D4	-	MA02-C-C1
610220	Coalpit Lane, Stanthorne	60/63[A]	-/-[A]	-/-[A]	Day: Borrow pit works	NA	2	-	-	-	
610226	Birch Lane, Stanthorne	58/61[A]	-/-[A]	-/-[A]	Day: General site works	NA	6	-	-	-	
610231	Stanthorne Lodge, Middlewich Road, Stanthorne	60/65[A]	-/-[B]	-/-[C]	Day: Earthworks	NA	1	H	-	-	
610233	Sundown, Birch Lane, Stanthorne	65/68[B]	-/-[C]	-/-[C]	Day: Earthworks	NA	7	H	-	-	
610408	Birch Lane, Stanthorne	61/64[A]	-/-[A]	-/-[C]	Day: Earthworks	NA	7	-	-	-	
610746	Wimboldsley, Middlewich	79/81[C]	44/45[C]	44/45[C]	Day: Overbridge construction Evening: Overbridge construction Night: Overbridge construction	S	3	H	D3	NI	~

Noise Levels

HS2

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

Assessment location		Impact criteria					Significance criteria ³				Significant effect ⁴
Ref	Area represented	Typical/highest monthly outdoor L _{pAeq} dB at the façade		Change during month with highest noise level		Construction activity resulting in highest forecast noise levels	Number of properties represented	Type of receptor	Existing environment	Impact duration (months)	
		Day 07:00 – 19:00	Night 23:00 – 07:00	Day 07:00 – 19:00	Night 23:00 – 07:00						
610185	Wimboldsley Community Primary School, Nantwich Road, Wimboldsley	57/61	37/37	-	-	Day: Highway works Night: Bored tunnel works	1	A3	H	-	\$

Table 4: Construction vibration impacts and significant effects at residential and non-residential receptors

Assessment location		Impact criteria				Significance criteria ⁵				Significant effect ⁶
Ref	Area represented	Peak particle velocity (PPV) mm/s on foundation	Typical/highest monthly indoor vibration dose value (VDV) m/s ^{1.75}		Construction activity resulting in highest forecast vibration	Type of effect	Number of properties represented	Type of receptor	Impact duration (months)	
			Day 07:00 – 23:00	Night 23:00 – 07:00						
610173	Rose Cottage, Wimboldsley	2.0	-/<0.8	-/-	Road embankment works (vibratory roller)	A	1	R	D4	~
610178	Hopley House, Nantwich Road, Wimboldsley	0.3	0.08/0.20	-/-	Site set up (vibratory roller)	NA	1	R		
610191	Leahead Farm, Nantwich Road, Wimboldsley	0.3	-/0.20	-/-	Foundation treatment works (vibratory roller)	NA	1	R		
610206	Clive Green Lane, Stanthorne	0.4	0.04/0.24	-/-	Finishing works (vibratory roller)	A	2	R	D2	MA02-C-C1
610233	Sundown, Birch Lane, Stanthorne	0.2	0.04/0.12	-/-	Site set up (vibratory roller)	NA	7	R		
610746	Wimboldsley, Middlewich	2.0	-/<0.8	-/-	Road embankment works (vibratory roller)	A	3	R	D4	~

³ A3 - schools; colleges; hospitals, hotels and libraries

⁴ \$ - At the receptor denoted, the screening criteria is met but a change of 3dB or greater has not been identified and therefore no impact is identified.

⁵ R – residential receptor

P382(5) - significant residential community effect as a result of construction vibration

Noise Levels

HS2

Table 5: Operational airborne sound, noise impacts and significant effects at residential and non-residential receptors

Assessment location		Impact criteria										Significance criteria ⁷					Significant effect ⁸
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						
610173	Rose Cottage, Wimboldsley	70	64	73/--	70	63	68	70	64	<1	<1	S	1	R	H	NI	
610178	Hopley House, Nantwich Road, Wimboldsley	50	43	66/--	64	58	63	64	58	0	0	A	1	R	H	-	
610180	Nantwich Road, Wimboldsley	52	45	67/--	52	46	50	55	48	3	3	A	8	R	-	-	~
610186	Nantwich Road, Wimboldsley	52	45	68/--	59	52	57	59	53	1	1	A	6	R	-	-	
610191	Leahead Farm, Nantwich Road, Wimboldsley	58	50	73/--	50	44	49	58	51	8	7	A	1	R	-	-	~
610193	Nantwich Road, Stanthorne	58	51	74/--	55	49	54	59	52	4	3	A	2	R	-	NI	~
610206	Clive Green Lane, Stanthorne	63	55	81/--	45	39	44	63	56	18	16	S	2	R	-	NI	MA02-O-C1
610220	Coalpit Lane, Stanthorne	51	43	69/--	42	35	40	51	44	10	8	A	2	R	-	-	~
610226	Birch Lane, Stanthorne	50	42	63/--	43	37	42	50	42	7	6	A	6	R	-	-	MA02-O-C3
610231	Stanthorne Lodge, Middlewich Road, Stanthorne	56	49	72/--	59	52	57	56	49	-2	-3	A	1	R	-	-	
610233	Sundown, Birch Lane, Stanthorne	58	52	69/--	61	55	60	58	52	-3	-3	A	7	R	H	-	
610408	Birch Lane, Stanthorne	54	47	67/--	51	45	50	54	47	3	2	A	7	R	-	-	MA02-O-C3
610746	Wimboldsley, Middlewich	65	59	72/--	68	62	67	69	63	<1	<1	S	3	R	H	NI	
610185	Wimboldsley Community Primary School, Nantwich Road, Wimboldslev	51	43	66/--	73	67	72	73	67	0	0	B	1	A3	H	-	\$

Table 6: Operational vibration impacts and significant effects at residential and non-residential receptors

Assessment location		Impact criteria			Significance criteria			Significant effect
Ref	Area represented	Ground-borne sound level dB L _{pASmax}	VDV m/s ^{1.75}	VDV m/s ^{1.75}	Number of impacts represented	Type of effect	Type of receptor	
			Day 07:00 – 23:00	Night 23:00 – 07:00				
610206	Clive Green Lane, Stanthorne	-	0	0	2	NA	R	

⁷ B – further detail set out in Appendix SV001-00000

Noise Levels

HS2

Detailed Noise Tables: Results from the SES1 and AP1 ES

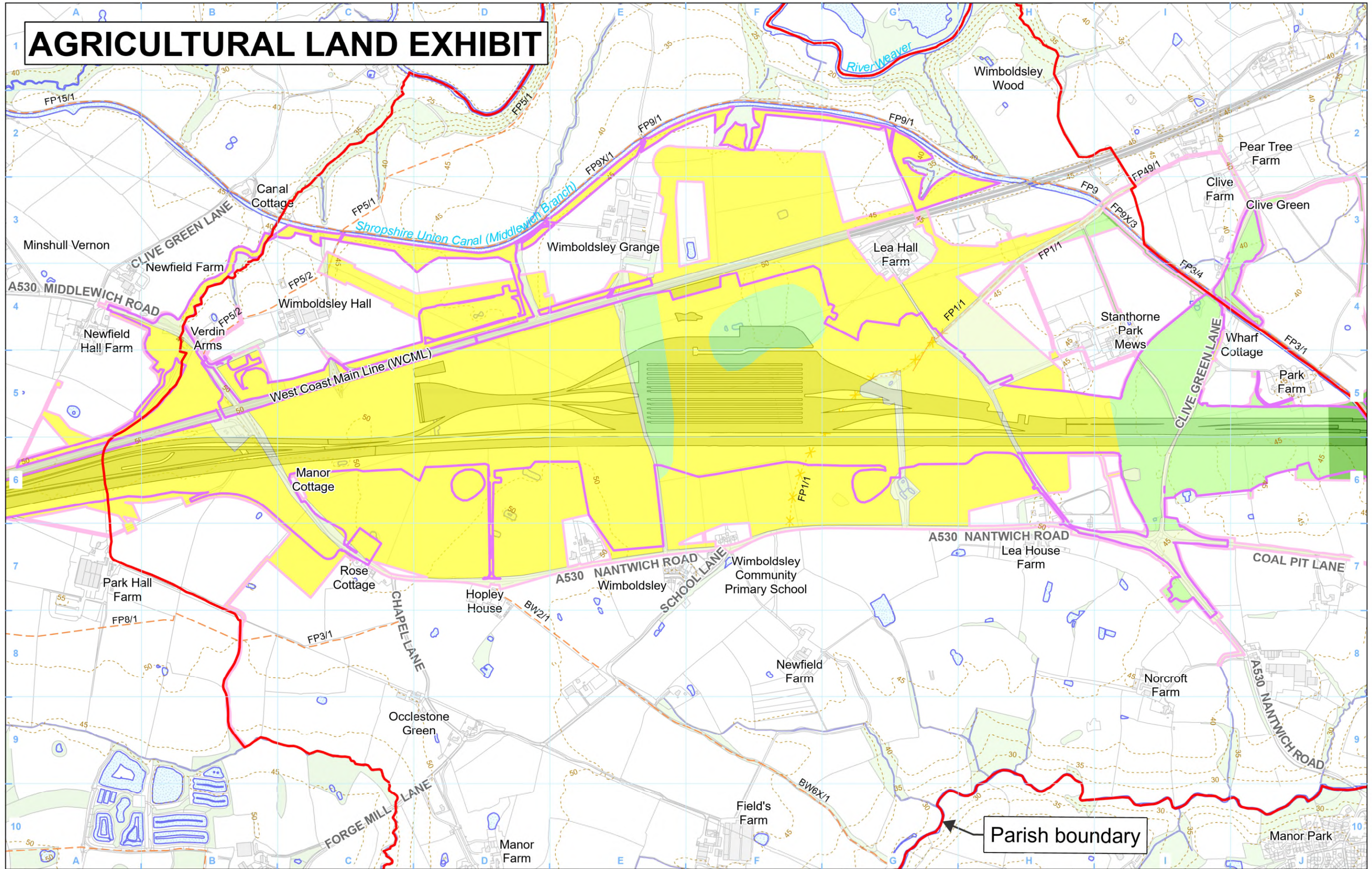
Table 1: Baseline sound levels

		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
610226	Birch Lane, Stanthorne	48	43	41	48	41	46	51
610408	Birch Lane, Stanthorne	55	51	48	55	49	54	59

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	-	-	-
610226	Birch Lane, Stanthorne	49	42	65/--	48	41	46	51	44	4	3	A	6	R	-	-	~
610408	Birch Lane, Stanthorne	53	46	68/--	55	49	54	56	49	0	0	A	7	R	-	-	-

AGRICULTURAL LAND EXHIBIT



Legend

- Permanent land take
- Temporary land take
- Indicative extents of Petitioner(s) land interests
- Rail alignment formation
- Existing public right of way
- New, diverted or realigned public right of way
- Public right of way closure
- Rail alignment
- Existing woodland
- Existing buildings
- Existing inland water
- Existing watercourse
- HS2 access
- 5m contours

Agricultural land classification

Grade 1 - Excellent	Grade 3b - Moderate	N/A
Grade 2 - Very Good	Grade 4 - Poor	Other land
Grade 3a - Good	Grade 5 - Very Poor	

Petitioner

Stanthorne and Wimboldsey Parish Meeting

Petition number

HS2-114

HS2

Registered in England. Registration number 06791686.
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Date: 29/03/2023

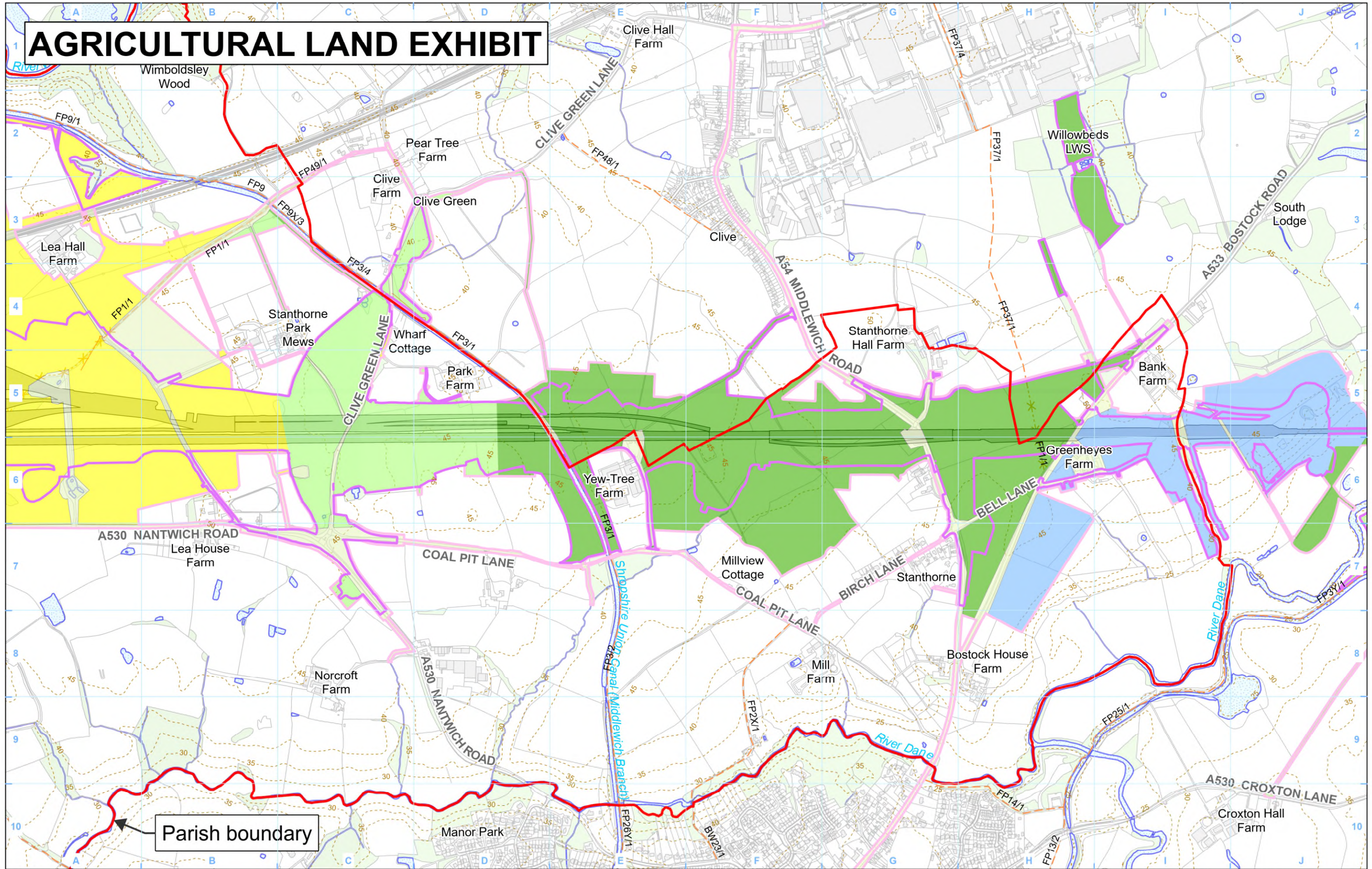
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P383(1)

AGRICULTURAL LAND EXHIBIT



Legend

Permanent land take	Existing public right of way	Rail alignment	Existing watercourse
Temporary land take	New, diverted or realigned public right of way	Existing woodland	HS2 access
Indicative extents of Petitioner(s) land interests	Public right of way closure	Existing buildings	Noise fence barrier
Rail alignment formation		Existing inland water	5m contours

Agricultural land classification

Grade 1 - Excellent	Grade 3b - Moderate	N/A
Grade 2 - Very Good	Grade 4 - Poor	Other land
Grade 3a - Good	Grade 5 - Very Poor	

P383(2)

Petitioner
Stanthorne and Wimboldsey Parish Meeting

Petition number
HS2-114

HS2

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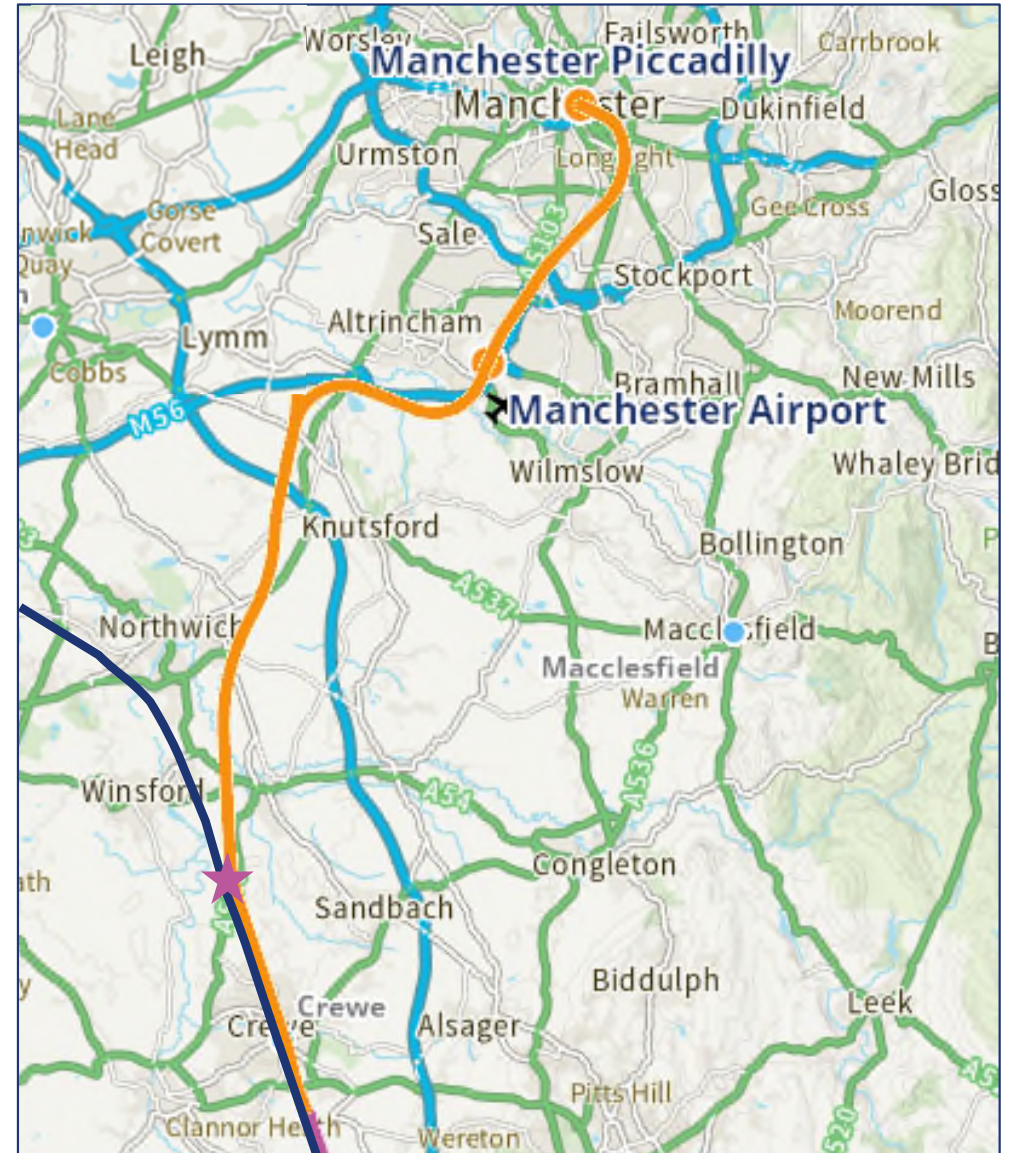
Date: 29/03/2023

Scale at A3: 1:10,000

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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:

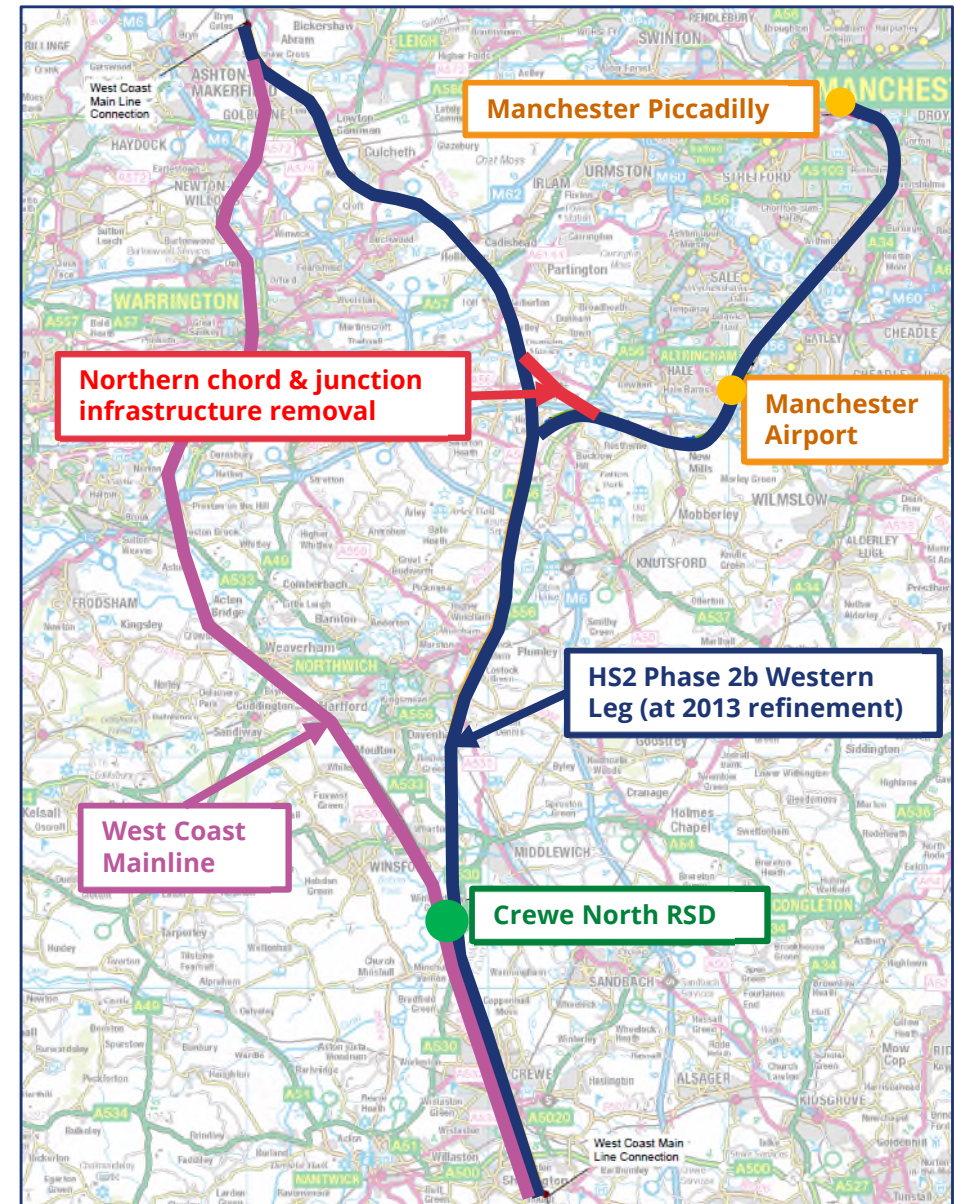
- Constructability;
- Environmental and sustainability impacts;
- Operational performance;
- Journey time;
- Comparative cost; and
- Demand/Business case.

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.

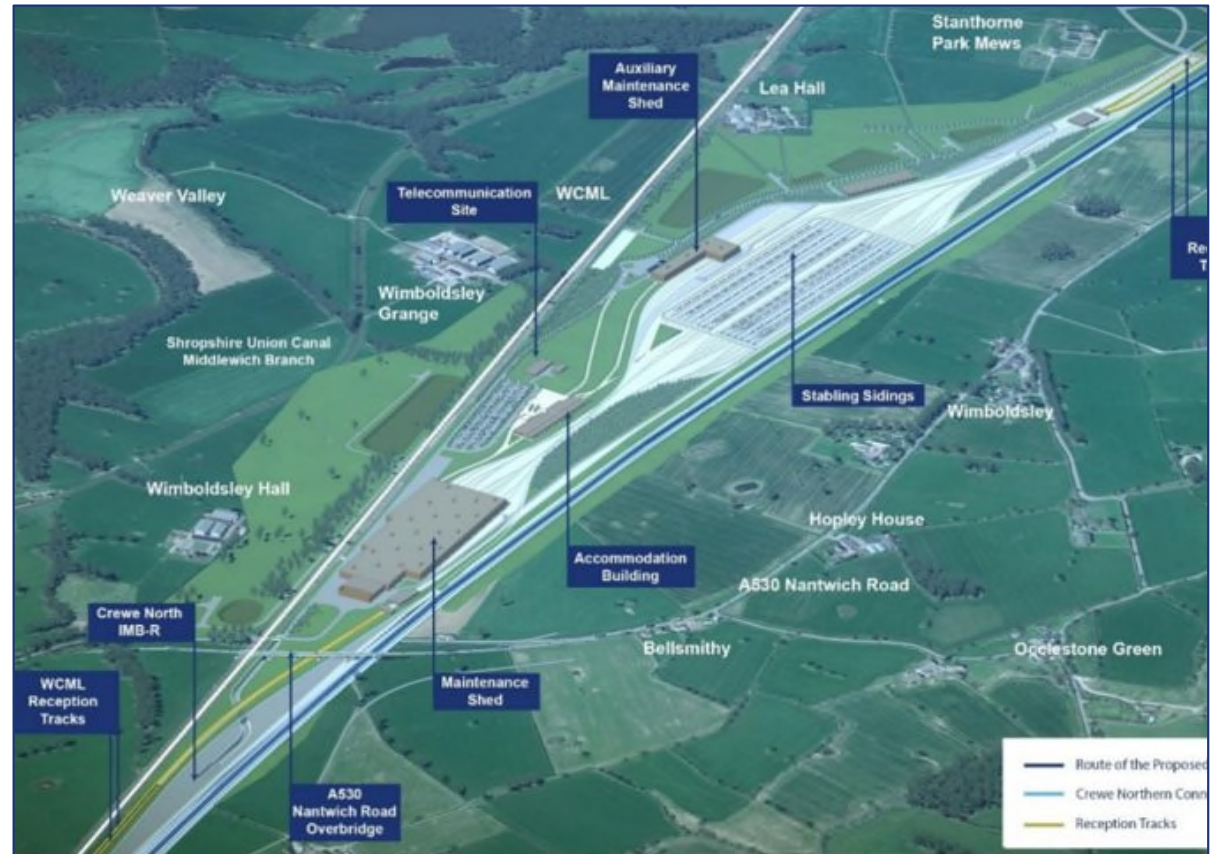
North facing access for services starting and finishing in Manchester and other locations in North West England.

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.

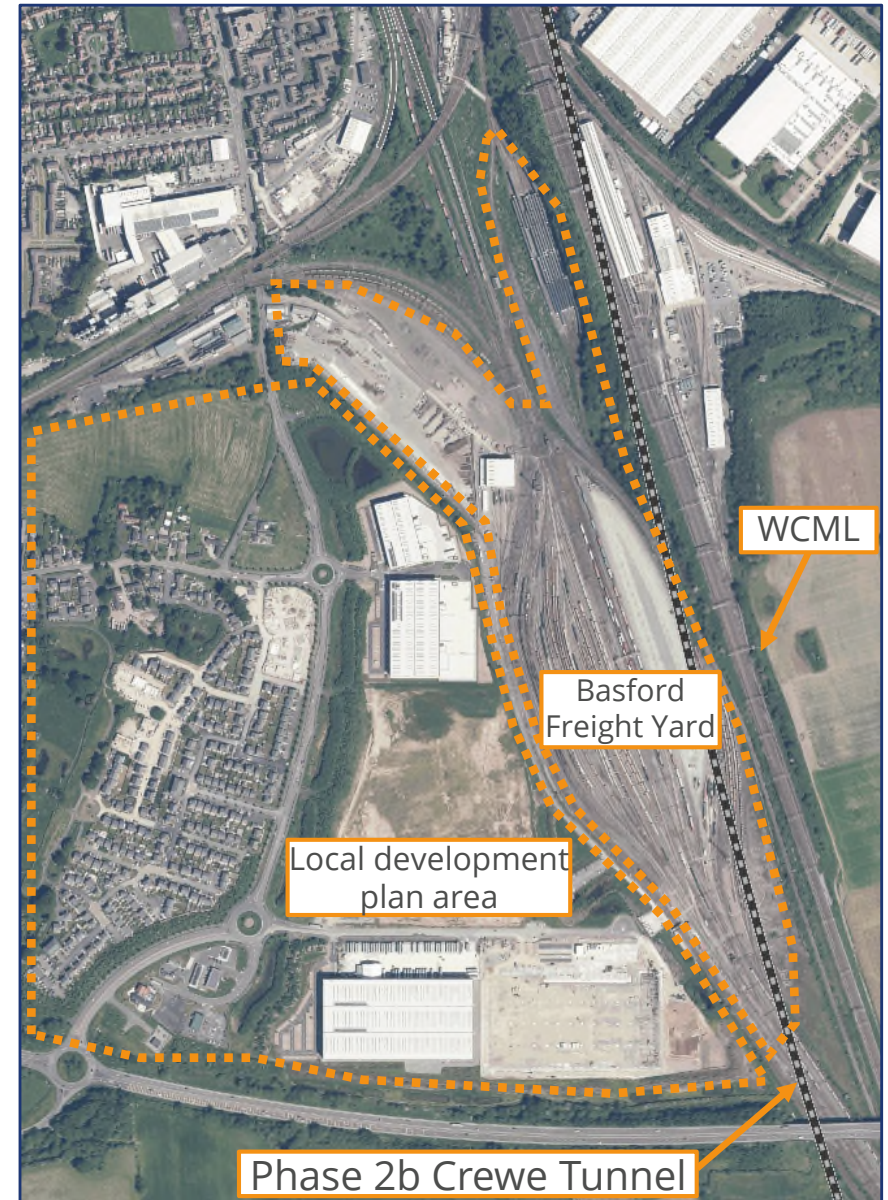
HS2 would be required to re-provide an equivalent freight yard elsewhere on the WCML.

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.

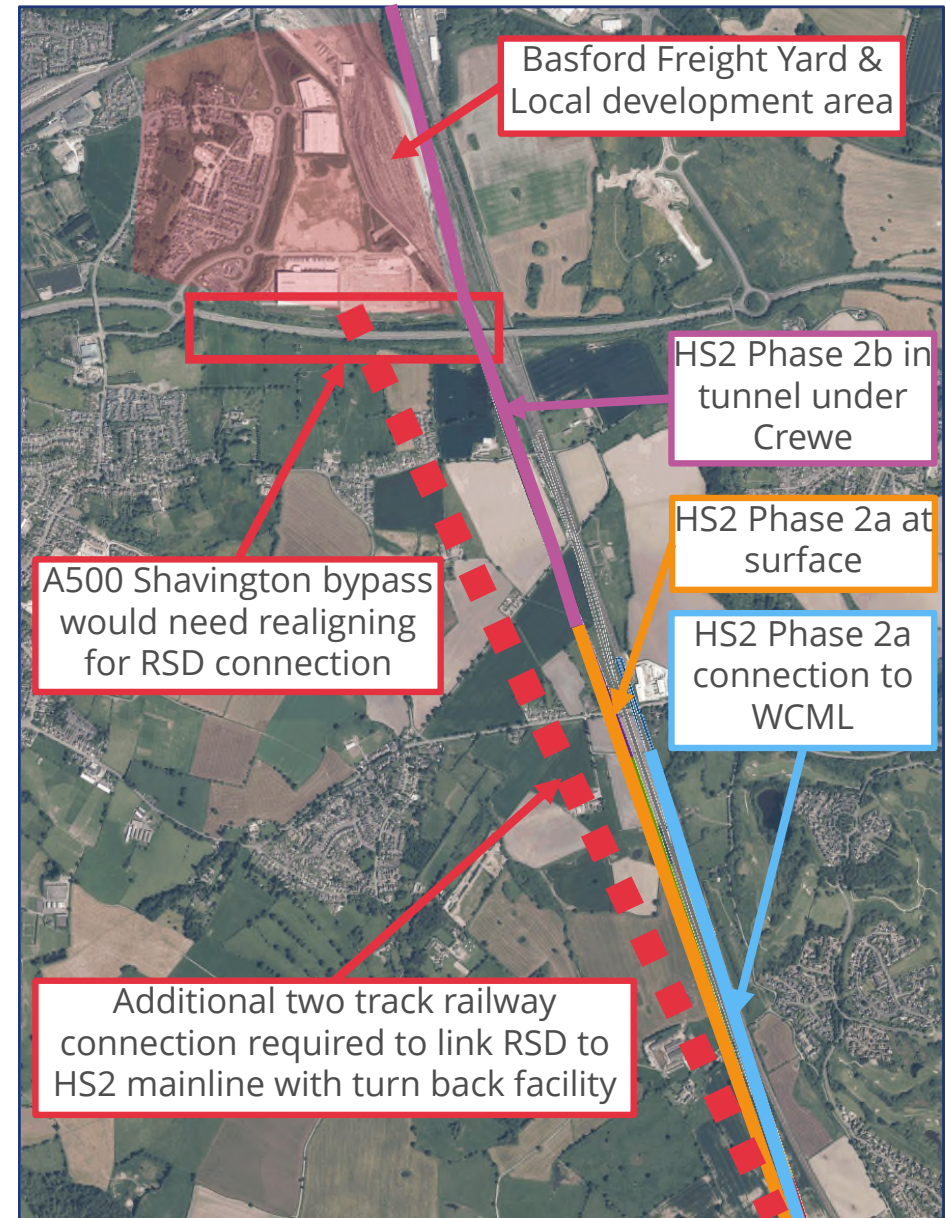
Approximately 3-4 miles of additional infrastructure and junction redesign to tie into HS2 and WCML south of Crewe.

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.

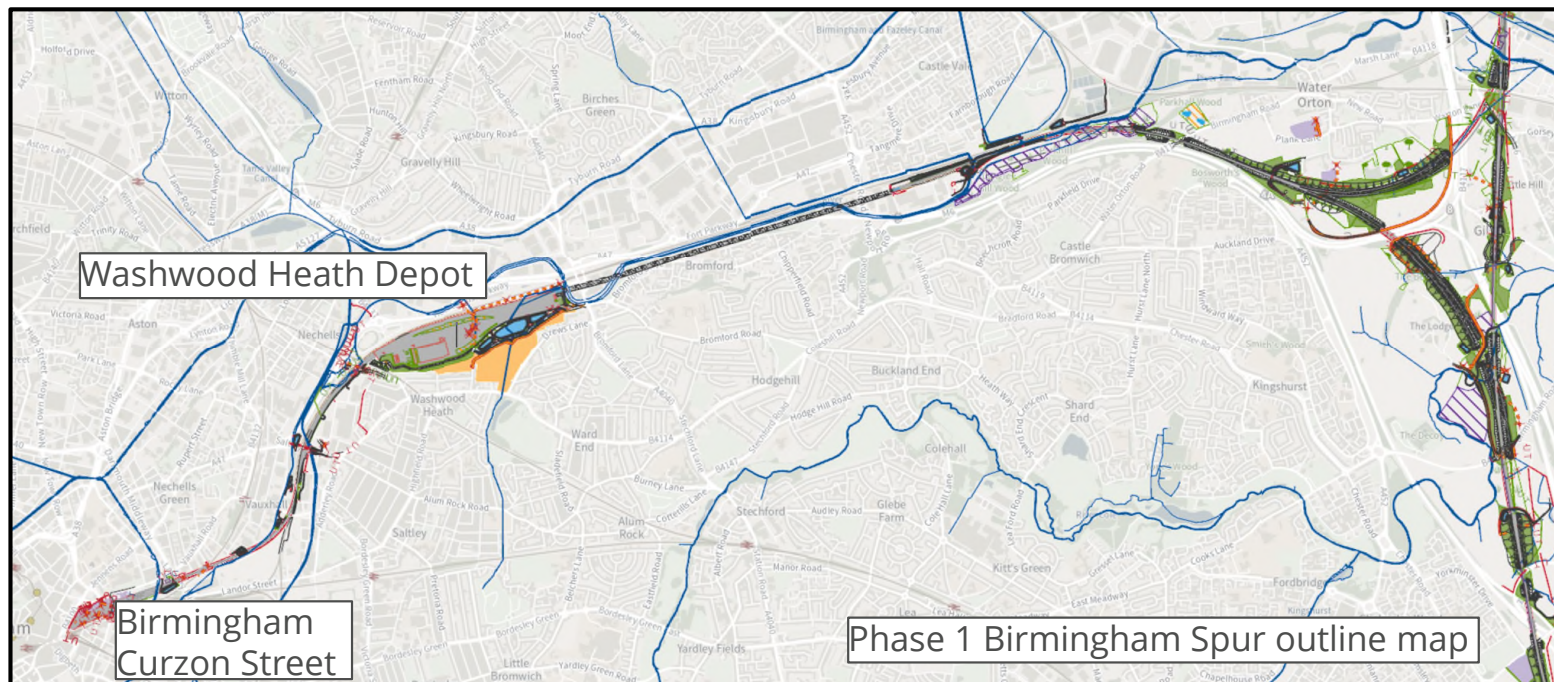
“The predicted growth for intermodal and aggregate traffic over the next 25 years (and beyond) will see Basford Hall increase its operational use and needs to serve the freight industry. The Intermodal sector is predicted to grow significantly in this period and Basford Hall will be a key part of this 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.

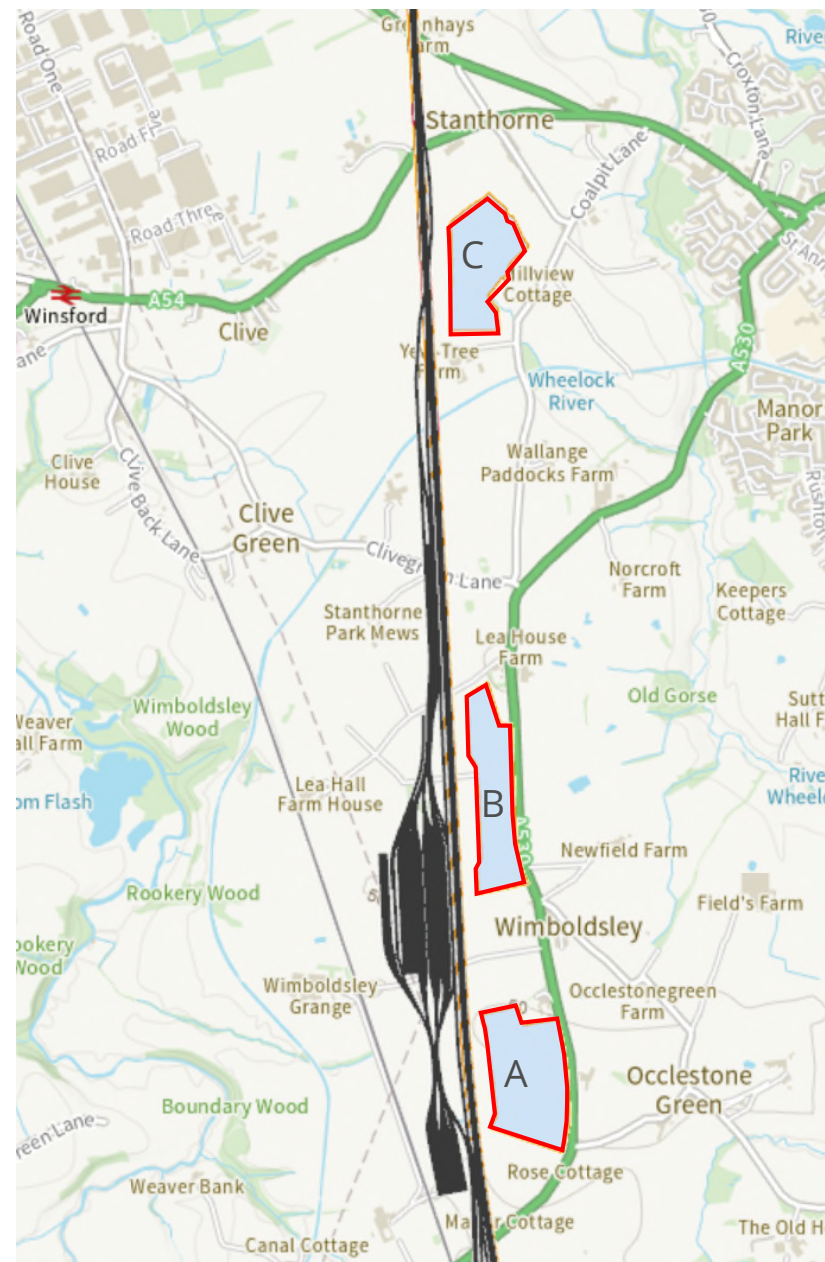
The AP1 Environmental Statement Borrow Pit Report (Section 5) identifies:

- 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.

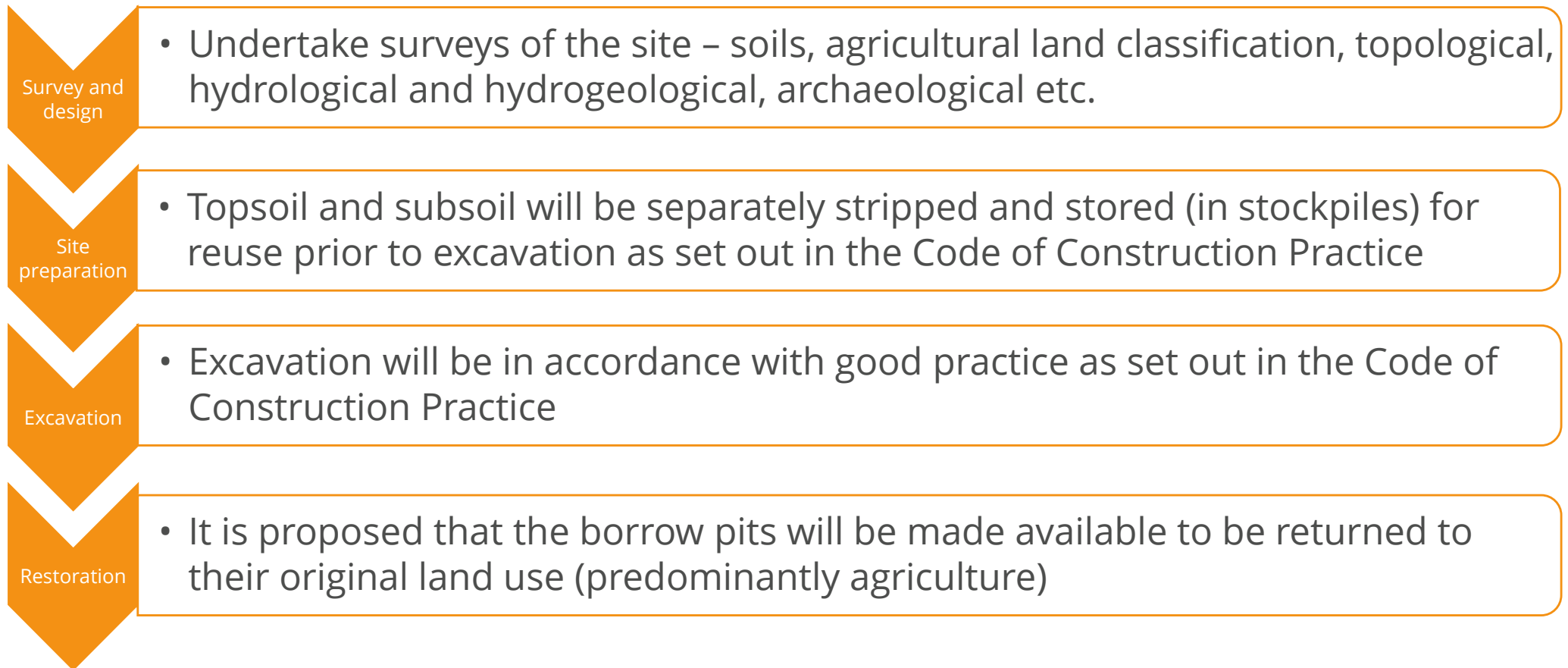
Protective provisions, included at Part 4 of Schedule 32 to the Bill, require approval for details of works likely to affect flood risk, water quality, or groundwater by the appropriate body, prior to undertaking works.

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.”

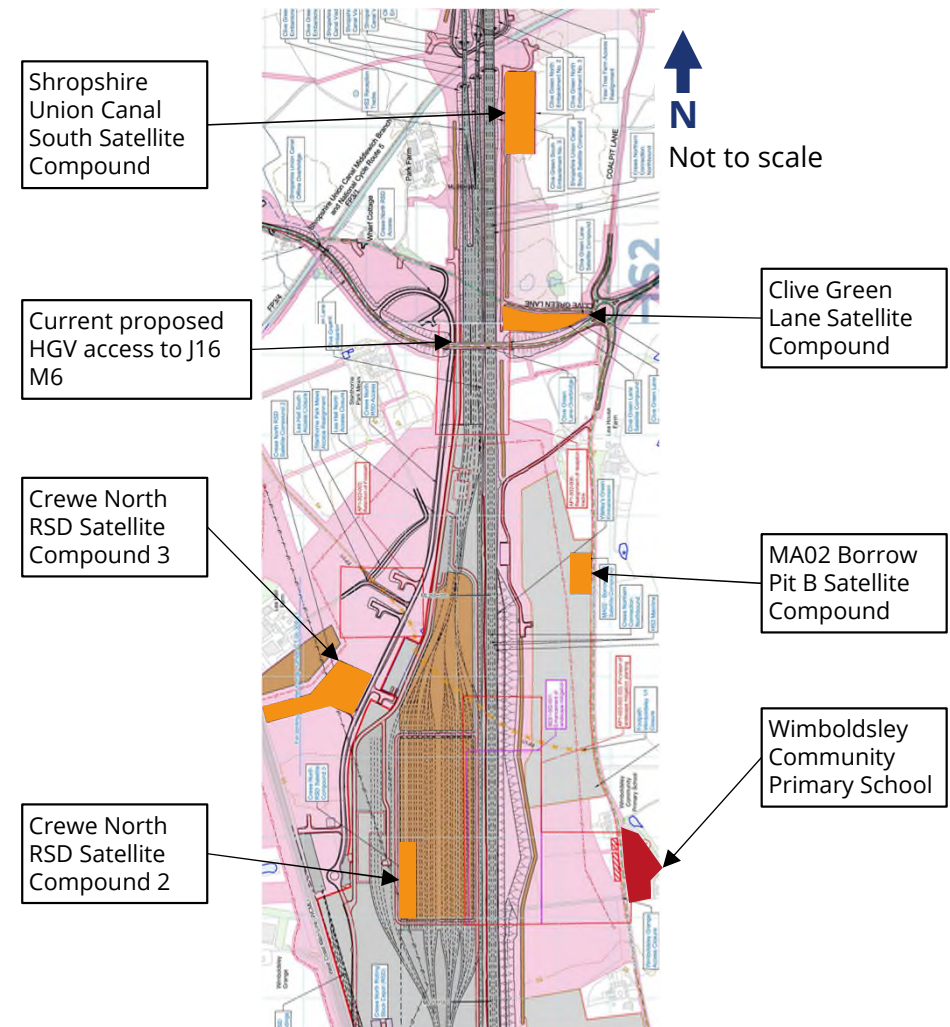
HS2 HGV construction traffic passing Wimboldsley Community Primary School

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.



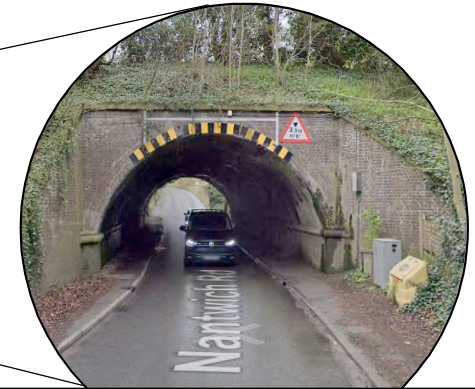
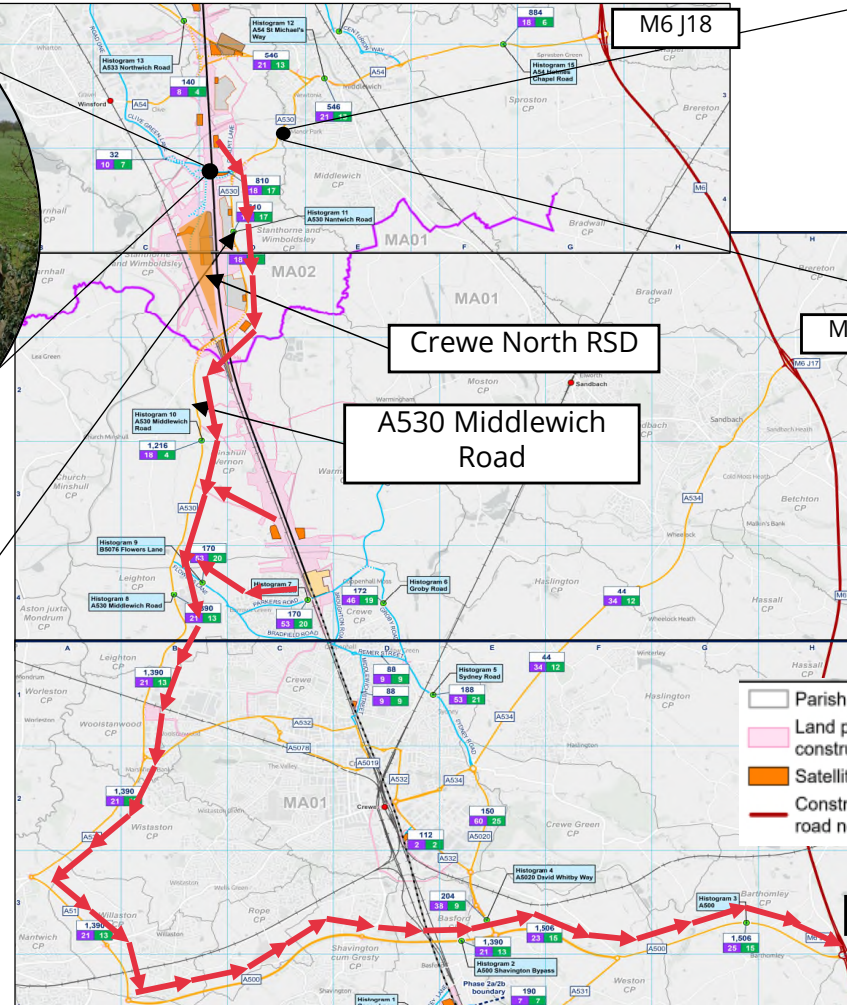
A530 Nantwich Road

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.

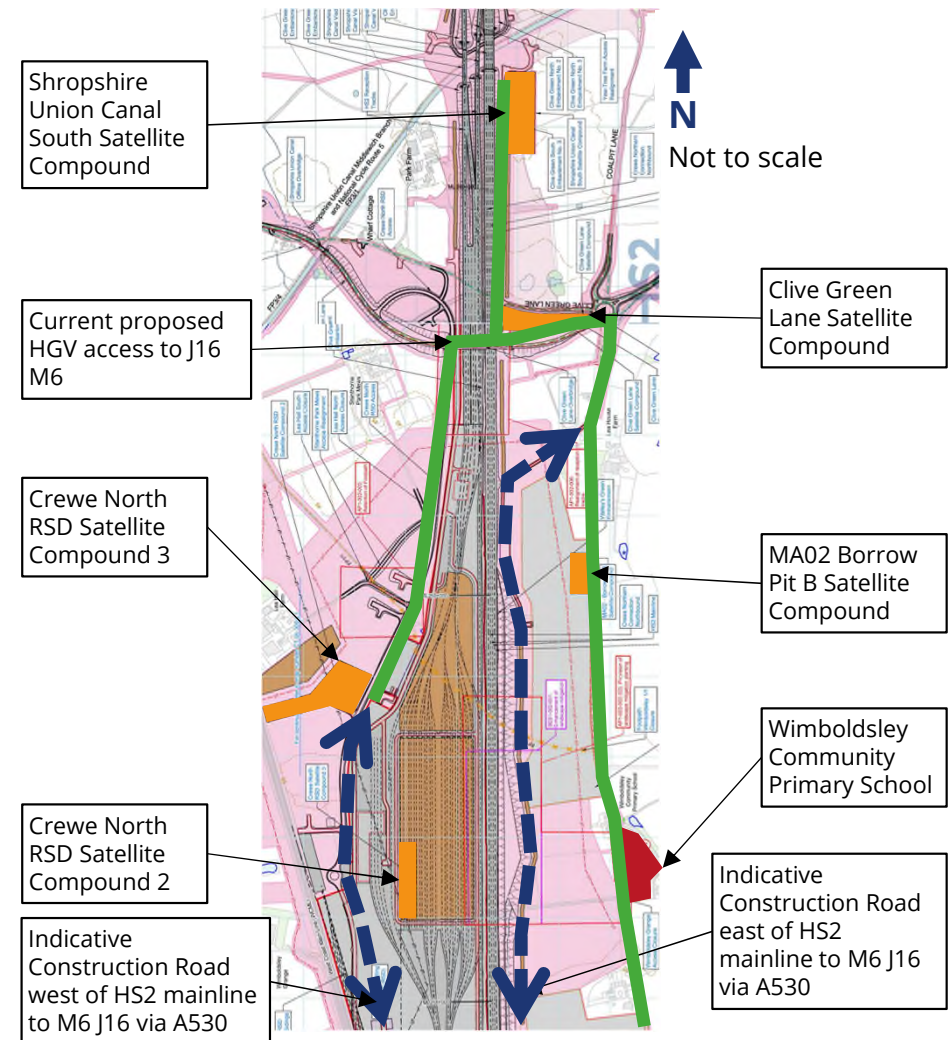
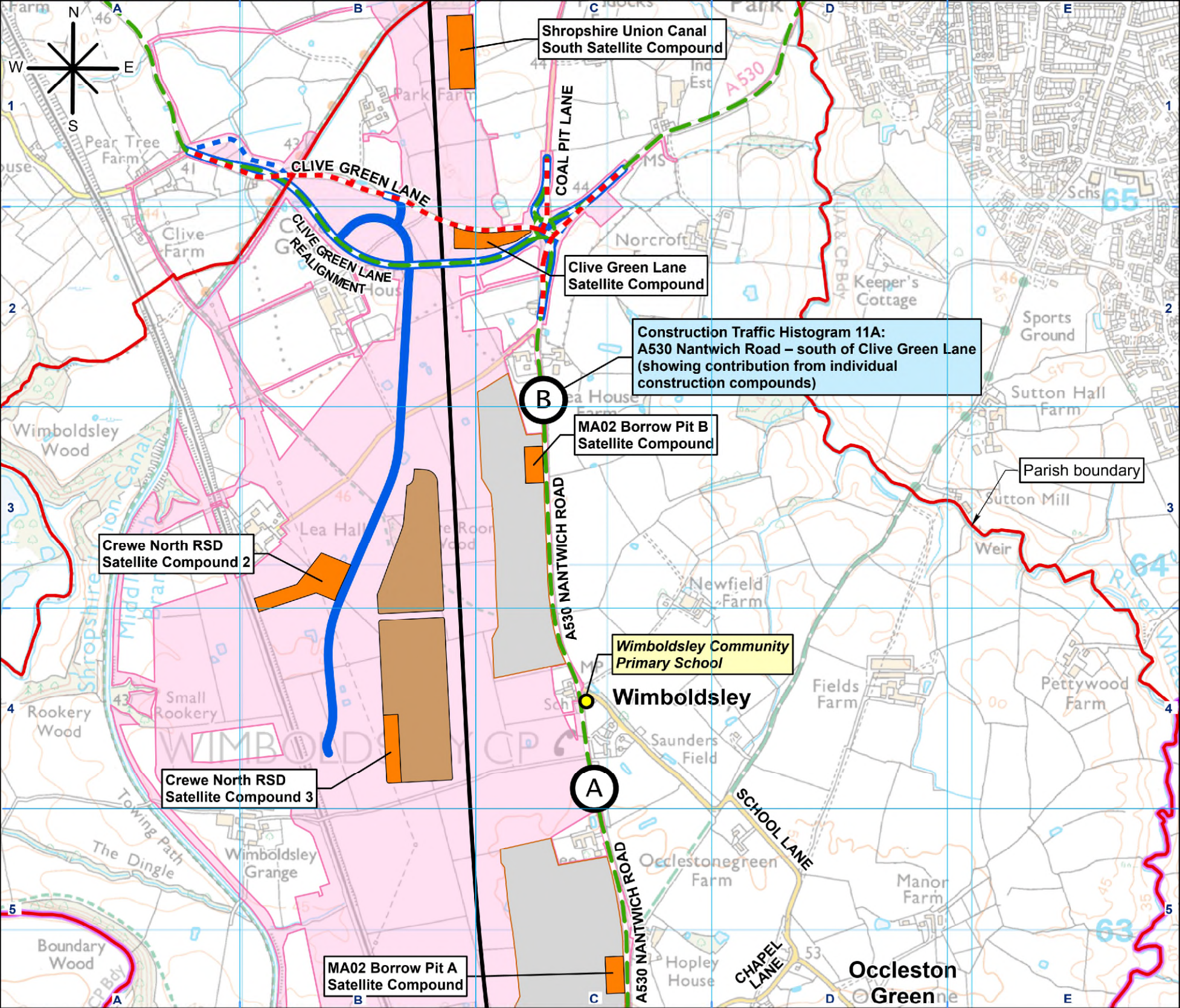


EXHIBIT TYPE:
Traffic and Transport Bespoke Exhibit - Average Daily Weekday Traffic Flows in Peak Month during each construction phase

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

P387

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

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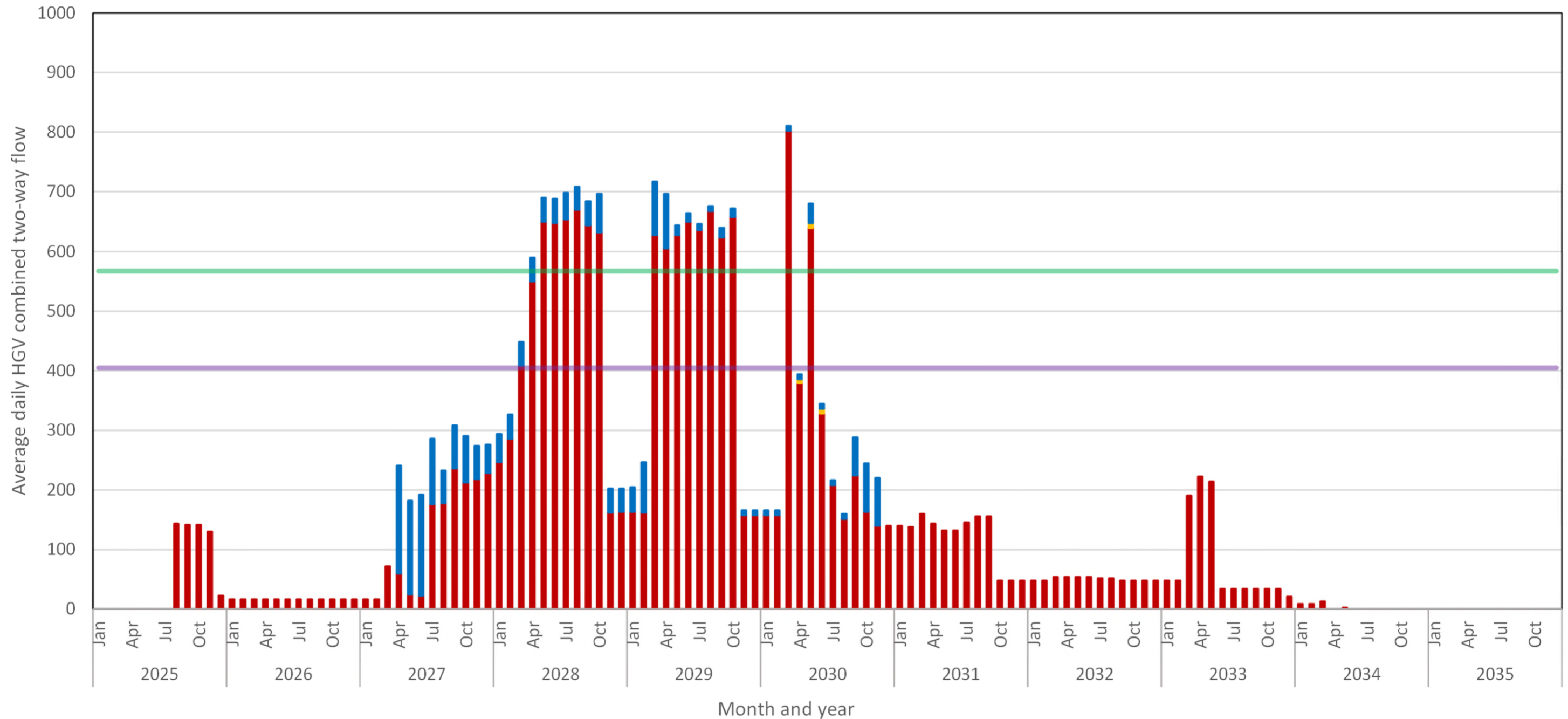
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Date: 30/05/23

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



- Rolling Stock Depot compounds:**
 - Crewe North RSD Satellite Compound 2
 - Crewe North RSD Satellite Compound 3
- Borrow Pits:**
 - Borrow Pit B Satellite Compound
- Other Compounds:**
 - Clive Green Lane Satellite Compound
 - Shropshire Union Canal South Satellite Compound
- Busy Period where HGV flows exceed 50% of the peak month**
- Peak Period where HGV flows exceed 70% of the peak month**

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.

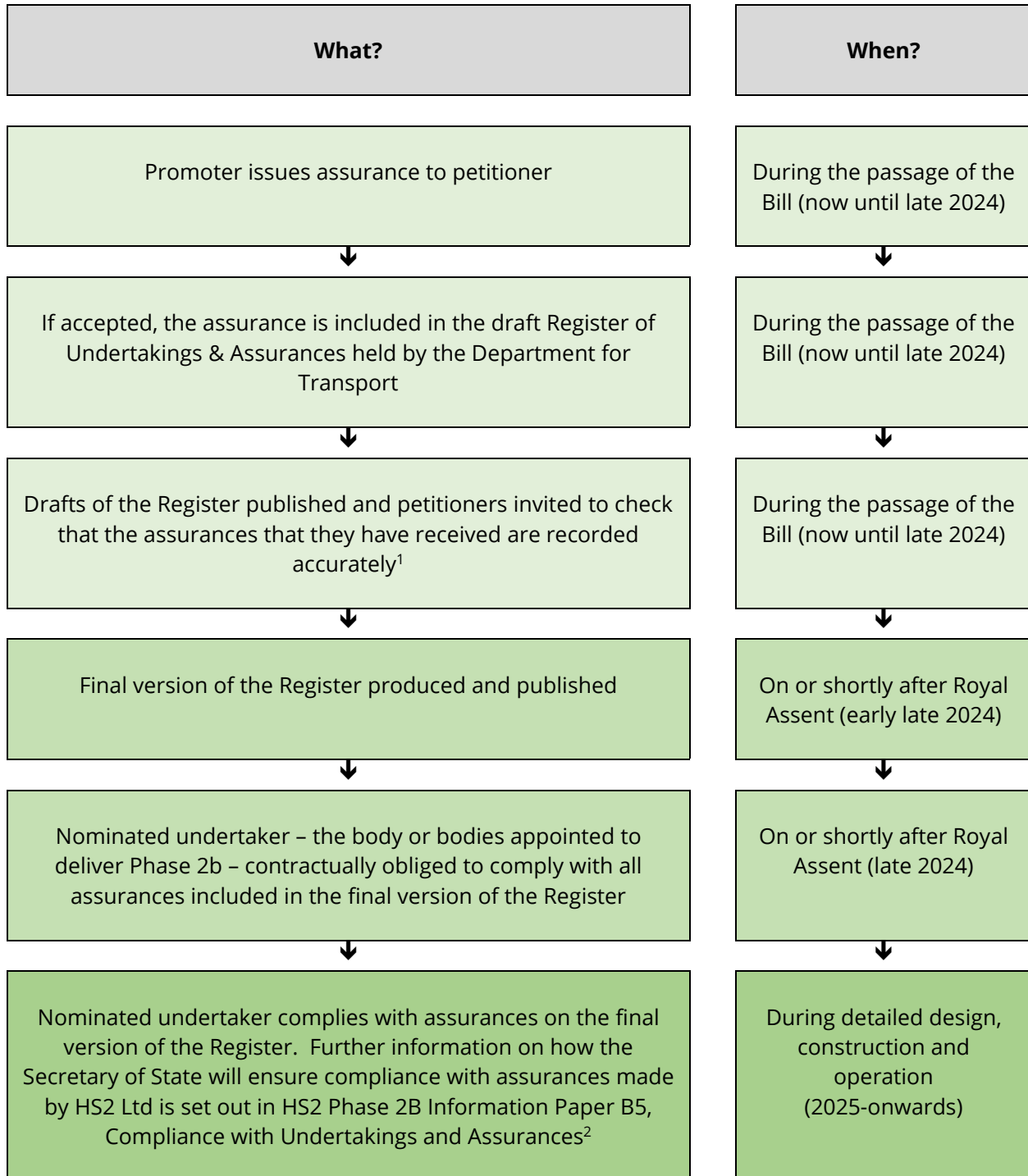
Yours sincerely



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

Mrs Karina Armstrong
Stanthorne & Wimboldsley Parish Meeting
Stanthorne Lodge Cottage
Coalpit Lane
Stanthorne
Cheshire
CW10 9JS

Sent by email to: karinaarmstrong@talktalk.net

25 May 2023

Dear Mrs Armstrong

HIGH SPEED RAIL (CREWE – MANCHESTER) BILL – HOUSE OF COMMONS SELECT COMMITTEE: PETITION HS2-114 - STANTHORNE & WIMBOLDSLEY PARISH MEETING

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 Stanthorne & Wimboldsley Parish Meeting 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 the Promoter met with members of the Parish Meeting on 2 March 2023 to discuss the issues raised in your petition. A Promoters Response Document was sent to you on the 14 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 petition issues before the Select Committee and our final position is set out below.

Ground Conditions

As you will be aware, further to the Promoter's response on ground conditions as set out in pages 4 - 9 of the Promoter's Response Document, a report was published on 3 March 2023 which provides a review of the ground conditions, the associated risks, and the mitigation

measures for the Crewe-Manchester Proposed Scheme. This report titled “Crewe to Manchester - Understanding the Ground Risk across the Cheshire Plain” can be viewed from the following link:

<https://www.gov.uk/government/publications/hs2-phase-2b-select-committee-crewe-to-manchester-understanding-the-ground-risk-across-the-cheshire-plain>

The concerns over ground conditions have been raised by other petitioners and debated during the House of Commons Select Committee hearings for petitioners on the 20 March, 27 March and 17 April 2023. The recordings of these hearing can be accessed on Parliament TV, here: <https://www.parliamentlive.tv/Commons>.

Crewe North Rolling Stock Depot

The Promoter’s response remains as set out in pages 10 – 17 of the Promoter’s Response Document regarding your petition against the Bill sent to you on 14 March 2023.

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

The Promoter's response remains as set out in pages 18 – 21 of the Promoter's Response Document regarding your petition against the Bill sent to you on 14 March 2023.

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

Borrow Pits

The Promoter's response remains as set out in pages 19 – 26 of the Promoter's Response Document regarding your petition against the Bill sent to you on 14 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.

Construction traffic

The Promoter's response remains as set out in pages 22 – 30 of the Promoter's Response Document regarding your petition against the Bill sent to you on 14 March 2023.

The Promoter is continuing to engage with relevant local highway authorities, such as Cheshire East Council and Cheshire West and Chester Council, to discuss the impacts of the Proposed Scheme on their highway networks and the approach to mitigating these impacts, where it is considered appropriate.

Impacts on local traffic during construction would be managed in accordance with Route-wide Traffic Management Plans (RTMPs), Local Traffic Management Plans (LTMPs) and Route Management Improvement and Safety Plans (ROMIS), which will be developed with the relevant highway authority and other key stakeholders.

Narrowboat Moorings

The Promoter's response remains as set out on page 40 of the Promoter's Response Document regarding your petition against the Bill sent to you on 14 March 2023.

Site Working Hours

The Promoter's response remains as set out in pages 41– 42 of the Promoter's Response Document regarding your petition against the Bill sent to you on 14 March 2023 which outlines the policy in the draft CoCP regarding working hours.

Environmental Impact

The Promoter's response remains as set out in pages 43 – 40 of the Promoter's Response Document regarding your petition against the Bill sent to you on 14 March 2023.

As set out in our response, the Community and Environment Fund and Business Funds will be available to local communities and businesses that are disrupted along the route of the Proposed Scheme. The Funds will be independently managed by a Grant Management Body, as for the Phase One and Phase 2a.

The Phase 2b funds will be available for application after Royal Assent of the Bill. Further information can be found at <https://hs2funds.org.uk> and in the HS2 Phase 2b Western Leg Information Paper C11: The Community and Environment Fund and Business and Local Economy Fund.

Footpath Winsford 3/1 / Shropshire Union Canal towpath

Additionally, during the meeting on 2 March 2023, representatives of the Parish Meeting expressed concern over a single period of closure of Footpath Winsford 3/1, which runs alongside the Shropshire Union Canal through the Parish, for more than four weeks. Accordingly, the following assurance has been provided to Cheshire West and Chester Council in this regard:

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.

I hope that the information set out above and through our earlier correspondence and discussion with you gives the Parish Meeting 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, if 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 be 'Lucy Lagerweij', with a stylized, flowing script.

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.

House of Commons

High Speed Rail (Crewe - Manchester) Bill

1. Petitioner information

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

Stanthorne & Wimboldsley Parish Meeting
c/o 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 Parish Meeting of Stanthorne & Wimboldsley made up of local residents.

2. 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.

HS2 Phase 2b - Hazardous Geological Conditions.

- 3.1 Stanthorne and Wimboldsley Parish Meeting objects to the proposals to construct the HS2 Phase 2b mainline and associated infrastructure across our parish.
- 3.2 Stanthorne & Wimboldsley Parish also objects to the construction of the HS2 Phase 2b the line with associated infrastructure from Wimboldsley to Pickmere.
- 3.3 Salt mining activities have taken place across the route of HS2 Phase 2b for centuries and the ground is at risk from sink holes, salt subsidence, erosion and ongoing brine run activity. The HS2 Phase 2b line and associated structures will be at risk from the local ground instability under construction and during its operational life.
- 3.4 The proposed HS2 Phase 2b line threatens former salt workings that are used for natural gas and hydrogen storage now and in the future. This puts at risk the UK's capacity to provide security of gas supply.
- 3.5 Safe and successful delivery of Phase 2b is at serious risk due to the underlying adverse geological conditions; as is parish resident's property due to the enormous scale of proposed construction on unstable ground across the parish.

Crewe North Rolling Stock Depot - (Wimboldsley).

- 3.6 Stanthorne & Wimboldsley Parish Meeting object to the construction of the proposed HS2 Crewe North Rolling Stock Depot within our parish. The RSD will also be at risk from ground instability as it is partly situated over salt deposits resulting in a risk from ground movement under construction and operational life.

Stanthorne and Wimboldsley Parish Council object to the location of the Crewe RSD within a highly fertile green field site (productive farm land).
- 3.7 In HS2's own Information Paper '*F3: Rolling stock stabling facilities*', HS2 Ltd identify 5 criteria for selection of a suitable RSD site. The Crewe North site identified within the parish of Stanthorne & Wimboldsley fails to satisfy 3 of the criteria:
 - 1) a brown field site rather than greenfield,
 - 2) as close as feasible to where HS2 services will terminate or begin to minimise empty train movements and
 - 3) be accessible to workforce and the local transport network.

- 3.8 Rolling Stock Depot Waste Water Treatment – There are no proposals supplied by HS2 for site drainage or for how waste water will be managed from daily operations within the RSD itself and the daily servicing of trains. There is minimum ‘mains drainage’ within the area of the RSD and the lack of waste water proposals leaves our parish and the river Weaver at risk from pollutants.
- 3.9 Stanthorne and Wimboldsley Parish Meeting considers there to be no significant justifiable engineering requirement for the RSD to be constructed within an area of valuable and highly fertile agricultural farmland. Trains based such a considerable distance from the terminus will consume unnecessary volumes of extra energy.
- 3.10 Stanthorne & Wimboldsley Parish consider that the siting of the RSD within our rural parish will pose considerable threat to the pupils of Wimboldsley Community Primary School. The school provides a calming environment for pupils with special educational needs and is a unique setting within Cheshire for them to develop and thrive. The school has achieved an ‘Outstanding’ Ofsted rating.
- 3.11 The safety of our residents, school pupils as well as parents and teachers will come under further threat from the likely increased traffic along the already dangerous A530 during construction and operation of the RSD. During construction of the RSD it is likely that the A530 will operate at over capacity.

Borrow Pits.

- 3.12 Stanthorne and Wimboldsley Parish Meeting objects to Borrow Pits A, B and C within our small parish due to the considerable damage that will be caused, unprecedented traffic movements and disproportionate impacts on our residents, community school and environment.
- 3.13 HS2 propose that the borrow pits will produce cohesive material from relatively shallow excavations, which would be used for the outer parts of mainline embankment, before being backfilled with arisings from the Crewe Tunnel.
- 3.14 Borrow pits A, B and C are situated close to residential properties. These properties will be under threat from considerable dust soiling, light and noise pollution as well as potential vibrations. There is a considerable threat to health and safety due to their close proximity.
- 3.15 Stanthorne & Wimboldsley Parish Meeting considers that the excavation of the borrow pits (under the current HS2 plans) has the potential to cause flooding to properties in the parish if nearby land drains are cut.
- 3.16 HS2’s Information Paper ‘No E16 – Land Drainage’ states ‘land drains affected by the works, will, where reasonably practicable, be intercepted in a manner which maintains their efficiency’. This provides property owners with no assurance that properties will not be subject to damage by HS2.
- 3.17 HS2 will NOT give any assurances that mitigation will be put in place.

- 3.18 HS2 plan to refill the borrow pits with spoil from the Crewe tunnel. However, it will take years for the infill to settle to enable effective land drains to be installed. This leaves adjacent properties at risk for decades.

Effects on Local Roads from HS2 construction traffic

- 3.19 Stanthorne and Wimboldsley Parish meeting objects to the unprecedented volume of HS2 construction traffic on the local road network through the parish and specifically the use of the A530 and several unclassified lanes that are unsuitable for construction HGVs, including Clive Green Lane and Chapel Lane

Loss of Residential Narrowboat Moorings

- 3.20 Stanthorne & Wimboldsley Parish note that HS2 have made no provision for the loss of permanent 'live aboard' narrow boat moorings situated along the canal bank at Park Farm, Clive Green Lane, Stanthorne.
- 3.21 These permanent residential moorings will be lost during construction of the canal rail bridges. The permanent 'live aboard' narrow boat residents based in our Parish are members of the community and pay council tax to our local authority of Cheshire West and Chester.
- 3.22 Narrowboat residents need to reside in the local area for work and family connectivity.

Site Working Hours (HS2 and Sub-contractor)

- 3.23 Stanthorne & Wimboldsley Parish Meeting objects to the current working hours over a six day period as set out by HS2. The lengthy working hours causing constant construction pollutants such as noise, vibration and dust will have a detrimental effect on the health and mental wellbeing of parish residents for years.

Environmental Impact and Responsibility within the Parish

- 3.24 Stanthorne & Wimboldsley Parish consider that construction of the HS2 Phase 2b line and the Rolling Stock Depot will have a considerable detrimental affect on the environment and local wildlife within the parish. HS2 have not fully considered this impact and the loss of habitat for many species within the parish e.g Barn Owls, Otters, Badgers, Bats Water Voles, and Great Crested Newts. No provisions have been provided for wildlife corridors from local woodland and the Weaver Valley to the east of the HS2 line.
- 3.25 Stanthorne & Wimboldsley Parish note that no plans for sustainable green energy resources within the parish have as yet been evidenced by HS2 (area MA02).

3. What do you want to be done in response?

In the box below, tell us what you think should be done in response to your objections to the Bill. You do not have to complete this box if you do not want to.

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

HS2 Phase 2b – Hazardous Geological Conditions

- 4.1 Stanthorne & Wimboldsley Parish Meeting consider that the HS2 Phase 2b route was selected with insufficient knowledge and evidence of the underlying adverse geological conditions. HS2 have consistently failed to take note of evidence presented to them by experienced geologists with extensive knowledge of the geology and complexity of ground condition constraints in this area.
- 4.2 Stanthorne and Wimboldsley Parish Meeting requires that an independent, robust and impartial study be carried out to fully assess the risks posed along the full route and associated infrastructure of HS2 Phase 2b. The study to also include costings.
- 4.3 The study to be carried out **before** the Phase 2b Select Committee hearings and to consider options to appropriately mitigate the construction and operational health and safety, environmental and economic risks.
- 4.4 The options to include the following:
- i) Re-routing the Phase 2b railway away from the hazardous geological Cheshire Salt District.
 - ii) Relocation of the Rolling Stock Depot - no requirement to be sited within the Cheshire Salt District.
 - iii) Detailed evaluation of engineering mitigation measures to assess the considerable risks posed by the underlying geology.
 - iv) Upgrading of current rail infrastructure between Crewe and Manchester.

Crewe North Rolling Stock Depot (Wimboldsley)

- 4.5 Stanthorne Wimboldsley Parish Meeting considers there is no need for the Crewe North Rolling Stock Depot to be sited in the Parish. Only facilities that are unable to be provided more cost effectively and sustainably elsewhere; to be sited within the parish.
- 4.6 Consideration should be given to overnight stabling and servicing of the Classic Compatible trains in the existing locations of Edge Hill in Liverpool, Longsight in Manchester, and Polmadie in Glasgow. These facilities should be prioritised over the proposed construction of new facilities and the loss of prime fertile farming land at Crewe North (Wimboldsley). Cost and energy savings could also be made from a reduction in empty train movements.

- 4.7 Stanthorne and Wimboldsley Parish Meeting considers that the heavy maintenance requirements of the HS2 Captive train and the Classic Compatible should be carried out at the Washwood Heath depot in Birmingham as an alternative to the Crewe North RSD (Wimboldsley).

Borrow Pits

- 4.8 It is noted that HS2 Ltd has downgraded the design specification for embankments on Phase 2b compared to those of Phase 1 and Phase 2a. This change raises concerns for embankments constructed along the adverse geological conditions of Stanthorne & Wimboldsley Parish and for the remainder of the route running through the salt district.
- 4.9 Noted also is that HS2 have not produced any information on the assessment of the geotechnical and chemical properties of the materials to be excavated from the proposed borrow pits. Nor has any information been produced on the material to be used for back filling from the Crewe Tunnel.
- 4.10 Stanthorne and Wimboldsley Parish Meeting requires that a detailed independent assessment be carried out of the proposed usage of all excavated materials both from and to be backfilled into the borrow pits. This assessment should be undertaken prior to the Phase 2b Select Committee hearings. Consideration should then be given to sourcing more suitable material for embankment construction over unstable ground if required.
- 4.11 Stanthorne and Wimboldsley Parish Meeting also considers that alternative options for the disposal of the Crewe Tunnel arisings should be looked at. The Crewe tunnel could be constructed from south to north bearing in mind that the southern portal will form part of Phase 2a. All spoil from the tunnel could then be removed southbound via rail.

Effects on Local Roads from HS2 construction traffic.p

- 4.12 Stanthorne and Wimboldsley Parish Meeting notes that nine HS2 satellite compounds would be supplied from the A530, with three of these located at the Crewe North RSD.
- 4.13 The main means of accessing the A530 would be from the south via the A500 and A51 from Nantwich. The alternative being through Middlewich and the A54 while also using Clive Green Lane.
- 4.14 Stanthorne & Middlewich Parish Meeting consider the number of heavy goods vehicle movements proposed by HS2 Ltd as TOTALLY UNACCEPTABLE. These movements could be greatly reduced by using the west coast main line slow lines to the Crewe North RSD (Wimboldsley).
- 4.15 Stanthorne and Wimboldsley Parish Meeting is aware of access from the west coast main line. This access should be developed to enable egress and access of materials.

Loss of Residential Narrowboat Moorings

- 4.16 Stanthorne & Wimboldsley Parish Meeting require local HS2 Ltd Community Engagement Officers to liaise with narrow boat residents at Park Farm, Clive Green Lane, Stanthorne to establish how many 'permanent live aboard' moorings will be required to replace those lost under construction of the canal rail bridges.
- 4.17 HS2 representatives need to liaise with the Canal and River Trust and local land owners to provide like for like moorings with water provision and waste water discharge facilities.
- 4.18 Agreement on a site within a suitable radius for narrow boat owners to maintain connectivity to work and family will need to be reached.

Site Working Hours (HS2 and Sub-Contractors).

- 4.19 Stanthorne & Wimboldsley Parish Meeting require HS2 Ltd and their sub-contractors to reduce the current site working hours to 5 days a week. Saturday working hours of 8 am – 1pm should be removed to protect the health and wellbeing of residents under such an unprecedented period of construction (estimated to be 10+ years).

Environmental Impact and Responsibility within the Parish.

- 4.20 Stanthorne & Wimboldsley Parish Meeting considers that HS2 Ltd must engage robustly with local wildlife organisations with responsibilities for the species named in 3.24 (as a minimum) that are under threat from the extensive construction period. They must ensure each habitat is appropriately protected and new habitats created. HS2 must at all times take into account the data and evidence provided by each individual organisation. Correctly designed wildlife corridors need to be created as well as plans to minimise wildlife destruction under construction, operation and maintenance of the railway line. These plans to be shared with the local authority and the Parish for resident involvement as well as Wimboldsley Community Primary school to enable 'hands on' pupil involvement and learning.
- 4.21 Due to the extensive environmental damage that the HS2 project will cause during the construction period; our parish seeks assurances from HS2 Ltd that they will look to undertake sustainable benefits at every opportunity. An independent body should be employed to ensure that HS2 are held to account to manage the impacts of construction as set out by HS2 within the Parish and wider community. The same independent body to be tasked with monitoring HS2's commitment to their 'Environmental Sustainability Vision' and 'Net Zero Carbon Plan' as well as any future environmental commitments that are undertaken by HS2. To also ensure that HS2 Ltd undertake a commitment to Green Energy generation within the parish.
-

March 2023

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

**HOUSE OF COMMONS
SELECT COMMITTEE**

**Petition No. HS2-P2B-114:
Stanthorne & Wimboldsley Parish
Meeting**

Promoter's Response Document

INTRODUCTION

This Promoter's Response Document (PRD) forms the Promoter's response to Petition No. HS2-P2B-114, from Stanthorne & Wimboldsley Parish Meeting.

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

Stanthorne & Wimboldsley Parish Meeting represents residents of Stanthorne and Wimboldsley in the administrative area of Cheshire West and Chester.

PETITION NO. HS2-P2B-114

STANTHORNE & WIMBOLDSLEY PARISH MEETING

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HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Stanthorne & Wimboldsley Parish Meeting

PETITION NO: HS2-P2B-114

PARAGRAPH NO: 3.3 – 3.5, 4.1 – 4.4

ISSUE RAISED: Ground Conditions

PETITION PARAGRAPH: 3.3. Salt mining activities have taken place across the route of HS2 Phase 2b for centuries and the ground is at risk from sink holes, salt subsidence, erosion and ongoing brine run activity. The HS2 Phase 2b line and associated structures will be at risk from the local ground instability under construction and during its operational life.

3.4. The proposed HS2 Phase 2b line threatens former salt workings that are used for natural gas and hydrogen storage now and in the future. This puts at risk the UK's capacity to provide security of gas supply.

3.5. Safe and successful delivery of Phase 2b is at serious risk due to the underlying adverse geological conditions; as is parish resident's property due to the enormous scale of proposed construction on unstable ground across the parish.

Requests

4.1. Stanthorne & Wimboldsley Parish Meeting consider that the HS2 Phase 2b route was selected with insufficient knowledge and evidence of the underlying adverse geological conditions. HS2 have consistently failed to take note of evidence presented to them by experienced geologists with extensive knowledge of the geology and complexity of ground condition constraints in this area.

4.2. Stanthorne and Wimboldsley Parish Meeting requires that an independent, robust and impartial study be carried out to fully assess the risks posed along the full route and associated infrastructure of HS2 Phase 2b. The study to also include costings.

4.3. The study to be carried out before the Phase 2b Select Committee hearings and to consider options to appropriately mitigate the construction and operational health and safety, environmental and economic risks.

4.4. The options to include the following:

- i) Re-routing the Phase 2b railway away from the hazardous geological Cheshire Salt District.
- ii) Relocation of the Rolling Stock Depot - no requirement to be sited within the Cheshire Salt District.
- iii) Detailed evaluation of engineering mitigation measures to assess the considerable risks posed by the underlying geology.
- iv) Upgrading of current rail infrastructure between Crewe and Manchester.

PROMOTER'S RESPONSE:

Ground conditions

1. HS2 is in consultation with the operators of the Salt Industry infrastructure and discussions are ongoing with the business owners/operators to ensure public safety and their safe continued business operations during the construction and operation of the Proposed Scheme.

2. HS2 has undertaken a significant amount of data gathering to inform the design with specific reference to the geology and ground conditions. HS2 has held discussions with relevant agencies that have significant knowledge and information on existing infrastructure assets within the area and captured data on the interaction between their activities and the ground conditions. These agencies include Network Rail, The Canal and Rivers Trust, the relevant Salt Industry companies and the Cheshire Brine Subsidence Compensation Board. In addition, HS2 has listened to local communities who have knowledge of the local geology and taken note of their observations and opinions.

3. A comprehensive desk study has been compiled for the Phase 2B Western Leg route. Following a review of desk study information, two phases of ground investigations have already been carried out.

4. It is industry practice to undertake Ground Investigation in a phased manner, with each phase building on the next. HS2 has planned a routewide Ground Investigation activity which is proposed to start in 2023. This proposed routewide Ground Investigation would involve closely spaced exploratory sampling points along the full route from Crewe to Manchester, with more frequent and site-specific exploration at specific locations, where the ground risk may be greater due to the local geological conditions. Future contractors would normally also deploy additional ground investigations in the later stages of design and the early stages of construction to finalise design elements that could be sensitive to ground conditions along the HS2

corridor. This ensures the engineering solutions proposed are verified and the safety of the Proposed Scheme is validated and assured.

5. The Promoter has previously given commitments on the design of the Proposed Scheme in HS2 Phase 2b Western Leg Information Paper D1: Design, in particular the Promoter would highlight Sections 3.1 of this publication, which states:

“The Promoter and the nominated undertaker will seek to ensure that:

- the design is safe, efficient, and meets with the requirements of whole life operation and maintenance alongside initial buildability and will integrate with the local setting;
- the design is developed through engagement to seek peoples' views and including integration with setting design of the visible buildings and permanent structures”

6. HS2 continues to work with its design partners to optimise the Proposed Scheme with respect to engineering design and cost as more information relating to the ground conditions emerges.

7. A report has been published by HS2 Ltd which provides a review of the ground conditions, the associated risks, and the mitigation measures for the HS2 Crewe-Manchester Proposed Scheme. This report titled “Crewe to Manchester - Understanding the Ground Risk across the Cheshire Plain” can be viewed from the following link:

HS2 Phase 2b Select Committee: Crewe to Manchester - Understanding the Ground Risk across the Cheshire Plain - GOV.UK (www.gov.uk)

Sterilisation of salt reserves - Minerals: Mineral rights

8. Construction of the Proposed Scheme has the potential to impact existing mineral resources and proposed areas of mineral exploitation. This could occur by sterilisation of the resource, direct excavation during construction of the Proposed Scheme or through temporary and/or permanent severance that may occur during the construction phase of the Proposed Scheme, possibly continuing through to the operation.

9. The main ES recognises the various policies that define Mineral Safeguarding Areas and relate to land resources and their protection during development namely the Cheshire Replacement Minerals Plan 8.

10. The main ES has considered the sterilisation of minerals and an assessment has been carried out, the results of which can be found in the ES Volume 5, Land quality report (Environmental reports by community area).

11. The Promoter is in discussion with landowners regarding minerals extraction, and the Compensation Code addresses matters of compensation, i.e. where loss of mineral rights has been established by the landowner(s).

Salt and brine safeguarding areas

12. The land quality assessment for salt resources has been undertaken in accordance with the methodology and significance criteria identified in the SMR, which has previously been consulted upon. The assessment undertaken in the ES also aligns with the assessment undertaken in the working draft ES which has also previously been consulted on.

13. The assessment takes into account the current baseline and future baseline. The latter considers consented planning applications and allocations.

Route corridor alternatives

14. The route corridor of the Proposed Scheme has developed through a refinement process referred to as sifting. The sifting process consisted of a sequentially more detailed appraisal of route options. At the end of each appraisal stage or sift sustainability performance was considered alongside cost, operational and engineering considerations. Preferred options were identified to progress to the next level of sift for a more detailed appraisal.

15. The following environmental factors were considered as part of the appraisal of sustainability performance: climatic factors and adaptability; greenhouse gases; landscape; townscape and cultural heritage; biodiversity and geodiversity; water resources; flood risk; air quality; noise and vibration; community integrity; accessibility; health and well-being; security and safety; economic prosperity; economic welfare; soil and land resources; waste generation; and resource use.

16. The sequence of sifts were aimed at considering a progressively smaller number of options at increasing levels of detail (e.g., by avoiding centres of population and/or key environmental features). In the later sifts, the predicted impacts of the remaining options were further mitigated by refining the vertical and/or horizontal alignments and by introducing certain structures such as viaducts or cuttings with retained walls, where appropriate. In this way, the route development process has ensured that mitigation, so far as reasonably practicable, is inherent within the design from the outset.

Route selection

17. Following the period of public consultation on the 2013 Proposed Scheme, route refinement work was undertaken. One area covered was approximately 26km of the route from the tunnel portal south of Crewe to the M6 crossing north of Pickmere. The refinement considered the risks associated with the large expanse of salt fields and salt mining north of Crewe and gas storage in the area. Further information on alternatives can be found in the Volume 5: Appendix CT-003-00000 (Alternatives report).

18. As reported in paragraph 5.2.17 of the Alternatives Report, a further review of alternative route corridors from Crewe heading north-east towards Manchester Airport via Mobberley was undertaken.

19. As reported in paragraph 5.2.20 of the Alternatives Report the following three options were taken forward to the full sift appraisal:

- Option 00: the route refinement baseline (RRB) would run in a bored tunnel under Crewe, surfacing to the north near Coppenhall alongside the WCML. It would continue northwards in a mix of shallow cutting and at ground level, moving away from the WCML near Wimboldsley and would continue north between Winsford and Middlewich. The route would cross the River Dane and the Trent and Mersey Canal on an approximately 10m high viaduct, before rising onto embankment. The route would turn north-east towards Lostock Gralam, passing to the east of Lostock Green and continue to the west of Pickmere Telescope before entering cutting and then onto embankment approaching the M6;
- Option 03: would be in bored tunnel under Crewe before surfacing near Coppenhall, after which the route section would continue at a minimum height of 1m above ground level. North of Crewe, the route would initially follow a similar route to Option 00 and would head north to the west of Wimboldsley on embankment between Middlewich and Winsford. The route would then continue north and would cross the River Dane on an approximately 26m high viaduct, with three crossings of the Trent and Mersey Canal. Approaching Rudheath, the route would start to head north-east alongside the A556 to the west of Lostock Green and would continue north to the east of Lostock Gralam and Pickmere Telescope. It would continue on embankment over the M6; and
- Option 08: would follow a similar route to Option 00 but upon surfacing north of Crewe would be elevated throughout the length of this section to a minimum height of 1m above ground level. The route would head north of Crewe on low embankment, before on an approximately 26m high viaduct crossing of the River Dane and would continue on a mix of embankment and viaduct towards Lostock Gralam. This route would include an approximately 60m shift eastwards (compared to the RRB) and would pass Lostock Green and continue north towards and across the M6 on embankment.

20. Options 03 and 08 were taken forward as viable alternatives, pending further investigation into the salt/brine and gas storage risks. Option 03 was subsequently confirmed as the preferred option due to the lower geological risk associated with avoiding salt mining and gas storage areas.

Post 2016/2017 consultation route refinements

21. As reported in paragraph 5.2.179 of the Alternatives Report in response to feedback from the 2016/2017 consultation, HS2 Ltd undertook a strategic review of all

previous route options in this area, including the previous route refinement options considered following the 2013/2014 consultation.

22. In addition, consideration was given to alternatives suggested as part of consultation feedback, including a route closer to the M6 corridor, a tunnelled route under Sandbach, a route east of Middlewich and a route that followed the A556.

23. Previous work undertaken by HS2 Ltd indicated that routes following the M6 corridor would have similar impacts associated with passing over an area of salt and would require a less favourable location for the junction of the HS2 WCML connection and the HS2 Manchester spur. These options would also have community and environmental impacts, including demolitions and impacts on SSSI and heritage assets.

24. As reported in paragraph 5.2.187 of the Alternatives Report it was decided that the route between Middlewich and Pickmere would remain as per the 2016 preferred route to Manchester. This route would avoid brining and gas storage infrastructure, such as caverns, wellheads and surface infrastructure and would have lower risk of subsidence from ground movement. The route would be raised in this area to allow for the management of drainage and geological risk and to provide more flexibility for future ground stability mitigation options.

Crewe North Rolling Stock Depot (RSD) Location

25. Please see Promoter's Response to paragraphs 3.6 – 3.9 and 4.5 – 4.7 of the regarding the Crewe North Rolling Stock Depot in the next section of this document.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Stanthorne & Wimboldsley Parish Meeting

PETITION NO: HS2-P2B-114

PARAGRAPH NO: 3.6 – 3.9, 4.5 – 4.7

ISSUE RAISED: Crewe North Rolling Stock Depot

PETITION PARAGRAPH: 3.6. Stanthorne & Wimboldsley Parish Meeting object to the construction of the proposed HS2 Crewe North Rolling Stock Depot within our parish. The RSD will also be at risk from ground instability as it is partly situated over salt deposits resulting in a risk from ground movement under construction and operational life. Stanthorne and Wimboldsley Parish Council object to the location of the Crewe RSD within a highly fertile green field site (productive farm land).

3.7. In HS2's own Information Paper 'F3: Rolling stock stabling facilities', HS2 Ltd identify 5 criteria for selection of a suitable RSD site. The Crewe North site identified within the parish of Stanthorne & Wimboldsley fails to satisfy 3 of the criteria: 1) a brown field site rather than greenfield, 2) as close as feasible to where HS2 services will terminate or begin to minimise empty train movements and 3) be accessible to workforce and the local transport network.

3.8. Rolling Stock Depot Waste Water Treatment – There are no proposals supplied by HS2 for site drainage or for how waste water will be managed from daily operations within the RSD itself and the daily servicing of trains. There is minimum 'mains drainage' within the area of the RSD and the lack of waste water proposals leaves our parish and the river Weaver at risk from pollutants.

3.9. Stanthorne and Wimboldsley Parish Meeting considers there to be no significant justifiable engineering requirement for the RSD to be constructed within an area of valuable and highly fertile agricultural farmland. Trains based such a considerable distance from the terminus will consume unnecessary volumes of extra energy.

Requests

4.5. Stanthorne Wimboldsley Parish Meeting considers there is no need for the Crewe North Rolling Stock Depot to be sited in the Parish. Only facilities that are unable to be provided more cost effectively and sustainably elsewhere; to be sited within the parish.

4.6. Consideration should be given to overnight stabling and servicing of the Classic Compatible trains in the existing locations of Edge Hill in Liverpool, Longsight in Manchester, and Polmadie in Glasgow. These facilities should be prioritised over the proposed construction of new facilities and the loss of prime fertile farming land at Crewe North (Wimboldsley). Cost and energy savings could also be made from a reduction in empty train movements.

4.7. Stanthorne and Wimboldsley Parish Meeting considers that the heavy maintenance requirements of the HS2 Captive train and the Classic Compatible should be carried out at the Washwood Heath depot in Birmingham as an alternative to the Crewe North RSD (Wimboldsley).

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.

Petitioners' proposal to relocate Crewe North Rolling Stock Depot to site at Basford

18. During a meeting on 2 March 2023 between the Petitioner and representatives of HS2 Ltd, the Petitioner raised a site at Basford for the relocation of the Crewe North Rolling Stock Depot. The government's response to the HS2 Phase 2b Western Leg Design Refinement Consultation (January 2022) set out that Basford Hall Rail Yard had previously been considered as a location for the Crewe North Rolling Stock Depot and had been discounted as being unsuitable. This is because of their location, size, or lack of connections to the existing rail network. The site at Basford Hall Rail Yard is currently an operational freight yard. Locating an HS2 depot at Basford Hall Rail Yard would mean moving the existing freight operation elsewhere and therefore would not remove the issue of land take. Basford Hall Rail Yard is further away from the line of route than the site at Crewe. Using this site would lead to increased empty train movements with sound, noise, and vibration impacts. It would affect existing railway operations and affect planned development in the area.

19. In addition to the existing freight depot, the land adjacent to the existing Basford depot is currently under development. Notwithstanding, due to the location of Phase 2a, the Proposed Scheme and the associated connections with the WCML, a depot in a location to the south of Crewe would be operationally challenging to meet the requirements of the TSS and would perform worse than the proposed location of the Crewe North RSD.

20. 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/attachment_data/file/1049091/dft-hs2-phase-2b-western-leg-design-refinement-consultation-web-version.pdf#page=22&zoom=100,0,0

Crewe North RSD – mitigation

21. 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.

22. 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.

23. As stated within paragraph 7.5.6 of the MA2 Community Area Report, Volume 2, of the main Environmental Statement (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.

24. 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.

Engagement on detailed design

25. 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.

26. 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.

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

28. 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.

Wastewater from the RSD

29. 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

30. 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).

31. 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."

32. 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.

33. 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).

Access to Crewe North Rolling Stock Depot via A530

34. 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.

35. 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.

36. 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.

37. The Promoter has also considered the Petitioner's comments about the potential impacts of increased traffic on the A530 Nantwich Road during construction and operation of the Crewe North RSD. Further information about forecast traffic flows on the A530 are provided in the Promoter's response to paragraphs 3.19 and 4.12 – 4.15 of the petition.

38. The Promoter would discuss any substantive concerns related to access and highways safety with the relevant highway authorities.

39. Paragraphs 14.1.1 and 14.1.2. of the draft Code of Construction Practice (CoCP) detail provisions with regards to traffic management during construction:

"During construction works, the nominated undertaker will require that the impacts from construction traffic on the local community (including all local residents and businesses and their customers, visitors to the area, and users of the surrounding transport network) are minimised by its contractors where reasonably practicable.

The nominated undertaker will require that public access is maintained, where reasonably practicable, and appropriate measures will be implemented to ensure the local community, economy and transport networks can continue to operate effectively. Where this is not reasonably practicable, alternative measures shall be identified to maintain continual public access, especially for pedestrians and cyclists, to routes in the vicinity of the construction sites. The impact of road based construction traffic will be reduced by implementing and monitoring clear controls on vehicle types, hours of site operation, parking and routes for large goods vehicles."

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Stanthorne & Wimboldsley Parish Meeting

PETITION NO: HS2-P2B-114

PARAGRAPH NO: 3.10 – 3.11

ISSUE RAISED: Wimboldsley Community Primary School

PETITION PARAGRAPH: 3.10. Stanthorne & Wimboldsley Parish consider that the siting of the RSD within our rural parish will pose considerable threat to the pupils of Wimboldsley Community Primary School. The school provides a calming environment for pupils with special educational needs and is a unique setting within Cheshire for them to develop and thrive. The school has achieved an 'Outstanding' Ofsted rating.

3.11. The safety of our residents, school pupils as well as parents and teachers will come under further threat from the likely increased traffic along the already dangerous A530 during construction and operation of the RSD. During construction of the RSD it is likely that the A530 will operate at over capacity.

PROMOTER'S RESPONSE:

Wimboldsley Community Primary School

1. 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.

2. 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.

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

Wimboldsley Community Primary School - Construction traffic

4. The A530 Nantwich Road is identified as a construction traffic route in the main ES and in then SES1 and AP1 ES. Table 14-4 in the Transport Assessment Part 3 for Wimboldsley to Lostock Gralam (MA02) in Volume 5, Appendix: TR-003-00002 of the main ES indicates that it would carry construction traffic associated with the following compounds:

- A530 Nantwich Road satellite compound
- Crewe North RSD satellite compound 1
- Crewe North RSD satellite compound 2
- Crewe North RSD satellite compound 3
- Minshull Vernon satellite compound
- MA02 Borrow Pit A
- MA02 Borrow Pit B
- Clive Green Lane satellite compound
- Shropshire Union Canal South satellite compound

5. Table 14-5 in the Transport Assessment Part 3 for Wimboldsley to Lostock Gralam (MA02) in Volume 5, Appendix: TR-003-00002 of the SES1 and AP1 ES indicates that the section of the A530 Nantwich Road between Brookhouse Lane and Clive Green Lane, which passes Wimboldsley Community Primary School, is forecast to carry up to 2416 car/LGV trips and 810 HS2 construction HGVs trips per day during the peak month of construction activity. The busy period is expected to be of 18 months duration.

6. The section of the A530 Nantwich Road between Brookhouse Lane and Clive Green Lane would carry 1,626 vehicles per hour in the AM peak hour and 1,750 vehicles per hour in the PM peak hour during the 2030 future baseline without HS2 construction.

7. During construction of the AP1 revised scheme, traffic on the section of the section of the A530 Nantwich Road between Brookhouse Lane and Clive Green Lane is forecast to increase to a maximum of 1,893 vehicles per hour in the AM peak hour, an increase of 267 vehicles (16%) compared with the 2030 future baseline without HS2. In the PM peak hour, traffic flows will increase to a maximum of 1,976 vehicles per hour, an increase of 226 vehicles (13%) compared with the 2030 future baseline without HS2.

8. Given the nature of the road and its current usage, the Promoter considers that the A530 Nantwich Road is capable of accommodating the forecast traffic flows during construction of the AP1 revised scheme in the vicinity of Wimboldsley School. As such, the Promoter does not consider that the additional construction traffic associated with the AP1 revised scheme would materially impact the operation of the A530 Nantwich Road.

9. Construction workforce travel plans will be produced that will include a range of potential measures to mitigate the impacts of workers' traffic and transport movements associated with construction of the Proposed Scheme. The travel plans will promote the use of sustainable transport modes as appropriate to the location and types of trip. They would include measures such as: provision of information on and promotion of public transport services; provision of good cycle and pedestrian facilities; liaison with public transport operators; promotion of car sharing; and the appointment of a travel plan coordinator to ensure suitable measures are in place and are effective.

10. Sections 14.2.4 and 14.2.5 of the draft CoCP would require the nominated undertaker to ensure that Local Traffic Management Plans (LTMP) are prepared by Contractors in liaison with the relevant highway and traffic authorities and the emergency services. It states:

"Prior to the commencement of the works, the nominated undertaker will require that local traffic management plans (LTMP) will be produced in consultation with the highway and traffic authorities, the emergency services and other relevant key stakeholders. The LTMP will include, as appropriate:

- permitted access routes and accesses for construction traffic;
- site boundaries and the main access/egress points for worksites and compounds;
- temporary and permanent closures and diversions of highways and other PRow;
- a list of roads which may be used by construction traffic in the vicinity of the site, including any restrictions to construction traffic on these routes, such as the avoidance of large goods vehicles operating adjacent to schools during drop-off and pick-up periods and any commitments set out in the HS2 Register of Phase 2 Undertakings and Assurances;
- phasing of works;
- the proposed traffic management strategy;
- other measures which will affect the highway, such as lorry holding areas;
- regular operation of traffic liaison groups with key stakeholders to ensure that programmes of HS2 works are shared and which will assist the highway authorities to carry out their network management duties, traffic liaison groups will consider appropriate engagement with local communities directly affected by site specific traffic management plans on a case-by-case basis; and
- a register of applications for consents associated with temporary traffic management measures.

11. In relation to lorry management, LTMP will include details of the following, where appropriate:

- timing of site operations and timing of traffic movements;
- local routes to be used by lorries generated by construction activity;
- lorry holding areas;

- lorry holding areas on- or off-highway, how they will be laid out and operated; and
- weighbridge(s) at a suitable location(s) on site to monitor compliance with vehicle weight restrictions.

12. 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 assume that access would be maintained to Wimboldsley Community Primary School during construction and no significant increase in journey length is expected, as such the Promoter does not agree that a contribution to 'before and after' school clubs is justified in respect to this matter.

Wimboldsley Community Primary School - Road safety

13. A baseline analysis of accidents and safety has been carried out in SES1 and AP1 Transport Assessment. There has been no accident cluster identified in the vicinity of Wimboldsley School over the three-year period from July 2016 to June 2019.

14. School Lane is not identified as a construction traffic route and as such no HS2 construction HGVs are expected to use School Lane. School Lane may be used by some HS2 construction workers travelling to and from nearby construction compounds. However, the number of worker vehicle movements is expected to be small and would mostly occur outside of school hours, as such would not contribute to an increased risk of road safety of School Lane.

15. Construction vehicles and their impact on road safety would be managed, monitored and controlled throughout the construction programme.

16. The Promoter would continue to engage with the Chester West and Chester Council as the relevant Highways Authority through Traffic Liaison Group meetings for the duration of construction of the Proposed Scheme. This would include monitoring the impacts of construction traffic on congestion and road safety on the A530 Nantwich Road and School Lane.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Stanthorne & Wimboldsley Parish Meeting

PETITION NO: HS2-P2B-114

PARAGRAPH NO: 3.12 – 3.18, 4.8 – 4.11

ISSUE RAISED: Borrow Pits

PETITION PARAGRAPH: 3.12. Stanthorne and Wimboldsley Parish Meeting objects to Borrow Pits A, B and C within our small parish due to the considerable damage that will be caused, unprecedented traffic movements and disproportionate impacts on our residents, community school and environment.

3.13. HS2 propose that the borrow pits will produce cohesive material from relatively shallow excavations, which would be used for the outer parts of mainline embankment, before being backfilled with arisings from the Crewe Tunnel.

3.14. Borrow pits A, B and C are situated close to residential properties. These properties will be under threat from considerable dust soiling, light and noise pollution as well as potential vibrations. There is a considerable threat to health and safety due to their close proximity.

3.15. Stanthorne & Wimboldsley Parish Meeting considers that the excavation of the borrow pits (under the current HS2 plans) has the potential to cause flooding to properties in the parish if nearby land drains are cut.

3.16. HS2's Information Paper 'No E16 – Land Drainage' states 'land drains affected by the works, will, where reasonably practicable, be intercepted in a manner which maintains their efficiency'. This provides property owners with no assurance that properties will not be subject to damage by HS2.

3.17. HS2 will NOT give any assurances that mitigation will be put in place.

3.18. HS2 plan to refill the borrow pits with spoil from the Crewe tunnel. However, it will take years for the infill to settle

to enable effective land drains to be installed. This leaves adjacent properties at risk for decades.

4.8. It is noted that HS2 Ltd has downgraded the design specification for embankments on Phase 2b compared to those of Phase 1 and Phase 2a. This change raises concerns for embankments constructed along the adverse geological conditions of Stanthorne & Wimboldsley Parish and for the remainder of the route running through the salt district.

4.9. Noted also is that HS2 have not produced any information on the assessment of the geotechnical and chemical properties of the materials to be excavated from the proposed borrow pits. Nor has any information been produced on the material to be used for back filling from the Crewe Tunnel.

4.10. Stanthorne and Wimboldsley Parish Meeting requires that a detailed independent assessment be carried out of the proposed usage of all excavated materials both from and to be backfilled into the borrow pits. This assessment should be undertaken prior to the Phase 2b Select Committee hearings. Consideration should then be given to sourcing more suitable material for embankment construction over unstable ground if required.

4.11. Stanthorne and Wimboldsley Parish Meeting also considers that alternative options for the disposal of the Crewe Tunnel arisings should be looked at. The Crewe tunnel could be constructed from south to north bearing in mind that the southern portal will form part of Phase 2a. All spoil from the tunnel could then be removed southbound via rail.

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 Warmingham 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 location has 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

Borrow pits - restoration and mitigation

12. As set out in Section 9, Volume 5 Borrow pit report of the 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.

13. 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.

14. 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.

15. 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.

16. 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.

17. 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.

18. 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.

19. 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.

20. 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.

21. 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.

22. 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

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

Flood risk assessment

24. HS2 Phase 2b Western Leg Information Paper E15: Water Resources, Flood Risk and Authorisation of Related Works, describes how it is the design aim of the Proposed Scheme, 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.

25. 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).

26. 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.

27. Volume 5, Water Resources Flood Risk Assessment of the Environmental Statement (ES) explains that the Borrow pit restoration will 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 will be placed as necessary during backfilling.

28. 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.

29. 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.

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

31. 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

32. 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. There will be three borrow pits in the Wimboldsley area: MA02 Borrow Pit A; MA02 Borrow Pit B; and MA02 Borrow Pit C.

33. Table 19 in Volume 2: Community Area report MA02 Wimboldsley to Lostock Gralam provides a summary of dust soiling impacts at receptors within 250m of the borrow pits prior to the implementation of the mitigation measures contained within the draft CoCP. The magnitude of dust impacts are dependent on the location and sensitivity of receptors, the frequency of wind direction and speed, and the scale of the source emissions. As there are several parameters taken into account for defining the magnitude of dust impacts, a range of impacts is shown in the table for each borrow pit. The impacts range from slight to substantial adverse. There are no sensitive ecological receptors located within 250m of any of the borrow pits.

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.

Construction noise and vibration

35. 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

36. 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.

37. 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.

Ground surveys

38. Please see Promoter's response to Paragraphs 3.3 – 3.5 and 4.1 – 4.4 regarding ground conditions.

Construction of Crewe Tunnel

39. As reported in the Volume 2 MA01 community area report of the main ES the route of the Proposed Scheme would enter Crewe tunnel 350m north of the existing Newcastle Road and continue north underneath Crewe. In the AP1 SES Volume 2 MA01 Community Area report the tunnel was lengthened by 620m to the north where it emerges from Crewe tunnel north portal, 60m to the north of Parkers Road.

40. Two tunnel boring machines would be used to construct the Crewe twin bore tunnel beginning from the Crewe tunnel north main compound and boring south to the Crewe tunnel south portal satellite compound where the tunnel boring machines would be dismantled and removed by road on HGVs. As reported in the AP1 SES MA01 Volume 2 Community Area report, Crewe tunnel would be 6.8km in length and up to 43m in depth, when passing under Crewe. Both excavated bores would be approximately 10m in diameter. There would be cross passages up to every 500m providing access between the two bores.

41. Excavated tunnel material would be transported via a conveyor from the tunnel boring machines to the Crewe North Rolling Stock Depot area. The proposed Crewe tunnel north main compound location would allow surplus excavated material to be transported to the Crewe North Rolling Stock Depot area, via a temporary conveyor within the Bill Limits. The conveyor would be used to help restore the borrow pits and thus reduce the extent of surplus material to be removed from the proposed scheme and HS2 associated vehicles on the local road network. The conveyor would be enclosed where necessary, to reduce noise, dust and emissions, and generally be located at low level. There is currently estimated to be more excavated tunnel material than backfill material the borrow pits. The remaining surplus tunnel material is therefore proposed to be removed by rail via temporary construction sidings connected to the WCML (adjacent to the Crewe North Rolling Stock Depot) after being transported via conveyor from the Crewe tunnel north portal main compound.

42. The Promotor considered several options for constructing the Crewe tunnel, including the alternative of constructing the tunnel from south to north. The preferred

construction strategy would be to construct tunnels from the most suitable location or locations, based on:

- sufficient space to establish a main construction compound at the starting location. The site that a TBM is launched from requires a much larger construction compound than a TBM retrieval site;
- distance from sensitive locations;
- ease of access for logistics by road and rail;
- impact on overall construction programme; and
- economic use of plant and machinery.

43. There is no suitable connection to the WCML for a temporary construction siding at the Crewe tunnel south portal satellite compound location. Construction of temporary sidings in the vicinity of the south portal would lead to major disruption to the operation of the WCML, requiring complex infrastructure and signalling modifications. The connection at this location would also potentially impact the Phase 2a works associated with the Phase 2a (West Midlands to Crewe) Act 2021 to connect the high speed line to the existing WCML. Any temporary sidings at the south portal would require complicated track, signalling and train path interfaces with several existing sidings at the Basford Hall Sorting Sidings and Crewe Railway Station, immediately to the north. This would have a detrimental impact to the existing operations on the WCML during construction.

44. All surplus excavated material generated at the Crewe tunnel south satellite compound would likely have to be removed from site via road. This would result in increased construction traffic on the A500 and A530.

45. Phase 2a is the section of Phase Two between the West Midlands and Crewe, comprising approximately 36 miles (58km) of HS2 main line (including the section which would connect with and form the first part of the Phase 2b) and two spurs (approximately 4 miles (6km)) south of Crewe that would allow trains to transfer between the HS2 main line and the West Coast Main Line. This would enable high speed trains to call at Crewe Station and to provide onward services beyond the HS2 network, to the Northwest of England and to Scotland.

46. The Crewe Tunnel south portal satellite compound, which would be used to manage civil and railway systems works during the construction of HS2 Phase 2a, would continue to be used during the construction of the Proposed Scheme. The installation of track and railways systems to connect Phase 2a and the south end of Crewe tunnel would be carried out as part of the Proposed Scheme which would take nine months to complete. For the Proposed Scheme this compound would be used to support the construction of Crewe tunnel south portal, key railway systems works and to manage the removal of the two tunnel boring machines.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Stanthorne & Wimboldsley Parish Meeting

PETITION NO: HS2-P2B-114

PARAGRAPH NO: 3.19, 4.12 – 4.15

ISSUE RAISED: Construction traffic

PETITION PARAGRAPH: 3.19. Stanthorne and Wimboldsley Parish meeting objects to the unprecedented volume of HS2 construction traffic on the local road network through the parish and specifically the use of the A530 and several unclassified lanes that are unsuitable for construction HGVs, including Clive Green Lane and Chapel Lane.

4.12. Stanthorne and Wimboldsley Parish Meeting notes that nine HS2 satellite compounds would be supplied from the A530, with three of these located at the Crewe North RSD.

4.13. The main means of accessing the A530 would be from the south via the A500 and A51 from Nantwich. The alternative being through Middlewich and the A54 while also using Clive Green Lane.

4.14. Stanthorne & Middlewich Parish Meeting consider the number of heavy goods vehicle movements proposed by HS2 Ltd as TOTALLY UNACCEPTABLE. These movements could be greatly reduced by using the west coast main line slow lines to the Crewe North RSD (Wimboldsley).

4.15. Stanthorne and Wimboldsley Parish Meeting is aware of access from the west coast main line. This access should be developed to enable egress and access of materials.

PROMOTER'S RESPONSE:

Construction traffic routes – generally

1. The Promoter recognises that the impact of construction traffic on local roads is likely to be a particular concern for residents who live or work near the line of route. The draft Phase 2b Code of Construction Practice (CoCP) has been produced with the aim of ensuring that the likely significant, adverse effects of impacts reported in the ES are reduced, as far as reasonably practicable. More information on the draft CoCP can be found in HS2 Phase 2b Western Leg Information Paper D3: Code of Construction Practice.

2. Under the planning regime established under the Bill the nominated undertaker would be required to seek approval from the relevant qualifying authority for the use by large goods vehicles of any routes to and from a working or storage site, a site where material would be re-used, or a waste disposal site (this does not apply to routes that only provide access to a site that generates less than 24 large goods vehicle movements per day, nor to motorways and trunk roads or any part of the route beyond a motorway or trunk road). This is explained further in HS2 Phase 2b Western Leg Information Paper B2: The Main Provisions of the Planning Regime.

3. The draft CoCP will also require the nominated undertaker to ensure that Local Traffic Management Plans (LTMP) are prepared by contractors in liaison with the relevant high-way and traffic authorities and the emergency services. These plans will include, as appropriate: the contractors' construction traffic flow assumptions; the local routes to be used by large goods vehicles (approved by the relevant planning authority where applicable), including any lorry holding areas required for construction of the Proposed Scheme; and significant works affecting roads and public rights of way, including temporary and permanent closures and diversions.

4. The draft CoCP explains that the LTMP will include, as appropriate: permitted access routes and accesses for construction traffic; site boundaries and the main access/egress points for worksites and compounds; temporary and permanent closures and diversions of highways and other PRow; a list of roads which may be used by construction traffic in the vicinity of the site, including any restrictions to construction traffic on these routes, such as the avoidance of large goods vehicles operating adjacent to schools during drop-off and pick-up periods and any commitments set out in the HS2 Phase 2b (Crewe-Manchester) Register of Undertakings and Assurances; phasing of works; the proposed traffic management strategy; other measures which would affect the highway, such as lorry holding areas; regular operation of traffic liaison groups with key stake-holders to ensure that programmes of HS2 works are shared and which would assist the highway authorities to carry out their network management duties, traffic liaison groups will consider appropriate engagement with local communities directly affected by site specific traffic management plans on a case-by-case basis; and a register of applications for consents associated with temporary traffic management measures.

5. The Bill provides for a process to approve lorry routes and the draft CoCP and the RTMPs would include the necessary detailed controls for lorry routes and traffic management. Paragraphs 5.1-5.3 of HS2 Phase 2b Western Leg Information Paper E3: Management of Traffic During Construction explains the mechanisms in Schedules 4 and 16 to the Bill and in the draft Environmental Minimum Requirements (EMRs) for ensuring that construction traffic is controlled:

“5.1 The Bill includes powers for the control of construction traffic by qualifying planning authorities (see HS2 Phase 2b Western Leg Information Papers B2: The Main Provisions of the Planning Regime and E4: Highways and Traffic during Construction – Legislative Provisions).

5.2 This means that the routes to be used by large goods vehicles (i.e. those over 7.5t) must be approved by qualifying planning authorities when the number of large goods vehicles exceeds 24 one-way trips per day, to or from a site.

5.3 The consent of the relevant highway authority is also required for the provision of any new or altered worksite access to and from a highway, if this is not shown on the plans deposited with the Bill. The highway authority must be consulted before works affecting highways or traffic can be undertaken and consent must be sought before interfering with any property of the highway authority or, in some cases, for construction under the surface of a highway (see HS2 Phase 2b Western Leg Information Paper E4: Highways and Traffic During Construction – Legislative Provisions).”

6. Any decision by a relevant qualifying authority to refuse an application or apply conditions must be consistent with the requirements of paragraph 6(5) of Schedule 17 which sets out the conditions attached to the deemed planning permission granted under the Bill which specify limited grounds for refusal and require the nominated undertaker’s agreement to conditions. In addition Part 1 of Schedule 5 to the Bill provides the high-way authority with power to object to formation of a new means of access or improve an existing access, within the Bill limits and to approve plans and specifications of the works. This is explained in section 3 of HS2 Phase 2b Western Leg Information Paper E4: Highways and Traffic During Construction – Legislative Provisions.

7. Paragraphs 14.1.1 and 14.1.2. of the draft CoCP detail provisions with regards to traffic management during construction:

“During construction works, the nominated undertaker will require that the impacts from construction traffic on the local community (including all local residents and businesses and their customers, visitors to the area, and users of the surrounding transport network) are minimised by its contractors where reasonably practicable.”

8. The nominated undertaker would require that public access is maintained, where reasonably practicable, and appropriate measures would be implemented to ensure the local community, economy and transport networks can continue to operate effectively. Where this is not reasonably practicable, alternative measures shall be identified to maintain continual public access, especially for pedestrians and cyclists, to routes in the vicinity of the construction sites. The impact of road based construction traffic would be reduced by implementing and monitoring clear controls on vehicle types, hours of site operation, parking and routes for large goods vehicles."

9. HS2 Phase 2b Western Leg Information Paper E3: Management of Traffic During Construction, describes the consultation which is proposed in relation to the management of traffic during construction in the following sections:

"7.3 During construction, regular local traffic liaison meetings will be arranged with highway authorities, bus operators, taxi and trade representation (as appropriate), and the police – other emergency services will be included, as appropriate. These meetings will provide an opportunity for contractors to present proposals for future works affecting the highway, including methods of construction and proposed pro-gramme, and for a review of the associated traffic management requirements. This will allow the highway authorities to carry out their network co-ordination duties.

7.5 The nominated undertaker, as part of the requisite community liaison arrangements, will require contractors to communicate regularly with parties affected by the works. Local residents and businesses will be informed – appropriately and in advance – of the dates and durations of any closures of roads or public right of way, and will be provided with details of diversion routes at least two weeks in advance or when final details are available. Advance warning signs of road closures will be provided for users of roads and public of rights of way." Structure Capacity (Para. 47)."

10. If any highway structures do require remediation these repairs would typically be addressed by the nominated undertaker as necessary before those routes come into use.

11. If any route is not suitable or the highway authority feels that a part of that route re-quires upgrade or renewal, the highway authority could offer a reasonable alternative along which to route construction traffic.

Construction traffic utilising the A530

12. The Promotor recognises that the impacts of construction traffic are likely to be a particular concern for residents who live or work near the line of route. The impacts of construction traffic are outlined in the HS2 Phase 2b hybrid Bill Environmental Statement (ES) Volume 2, Community Area Reports, Traffic and transport Section. A detailed report on traffic and transport impacts within each community area is contained in the Transport Assessment (see Volume 5: Appendices TR-002 and TR-003). The draft CoCP has been prepared with the aim of ensuring that the significant adverse effects of impacts identified in the ES are reduced, as far as reasonably practicable.

13. Within the parish of Stanthorne and Wimboldsley, the A530 Nantwich Road is designated as a construction traffic route for the Proposed Scheme. Clive Green Lane extends between the A530 Nantwich Road and Clive Lane and is also designated as a construction traffic route for the Proposed Scheme (as stated in Table 14-5 of the Transport Assessment Part 3 Addendum for Wimboldsley to Lostock Gralam (MA02) in Volume 5, Appendix TR-003-00002 of the main ES). Chapel Lane is not identified as a HS2 HGV construction traffic route.

A530 Nantwich Road

14. The Promoter notes the Petitioner's comments in relation to this section of the A530 Nantwich Road, which is a single carriageway road south of Middlewich. This section of road runs in an approximate north-south orientation between Clive Green Lane and Brookhouse Lane.

15. The A530 Nantwich Road between Brookhouse Lane and Clive Green Lane is designated as a HS2 construction route. Table 14-5 in the Transport Assessment Part 3 for Wimboldsley to Lostock Gralam (MA02) in Volume 5, Appendix: TR-003-00002 of the SES1 and AP1 ES summarises the peak daily construction traffic flows associated with the AP1 revised scheme. This indicates that the section of the A530 Nantwich Road between Clive Green Lane and Brookhouse Lane would carry a peak daily two-way combined flow of 810 HGVs over an assumed 10-hour working day, which equates to less than two HGVs every minute on average. The busy period is expected to be of 18 months duration.

16. There was forecast to be no effect on traffic-related severance due to changes in HGVs on the section of the A530 Nantwich Road between Brookhouse Lane and Clive Green Lane during construction.

17. The assessment of this section of road has been updated for the AP1 revised scheme, and is reported in Table 23 of Volume 2, Community Area report: Wimboldsley to Lostock Gralam (MA02) of the SES1 and AP1. The no effect on traffic-related severance on the section of the A530 Nantwich Road between Clive Green Lane and Brookhouse Lane during construction as reported in the main ES has been changed to a major adverse effect in the SES1 and AP1 ES due to changes in daily HGV movements.

18. 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.

19. This indicates that this section of road would carry 1,626 vehicles per hour in the AM peak hour and 1,750 vehicles per hour in the PM peak hour during the 2030 future baseline.

20. During construction of the AP1 revised scheme, traffic flows on the section of the A530 Nantwich Road between Clive Green Lane and Brookhouse Lane are forecast to increase to a maximum of 1,893 vehicles per hour in the AM peak hour, an increase of 267 vehicles (16%) compared with the 2030 future baseline. In the PM peak hour, traffic flows would increase to a maximum of 1,976 vehicles per hour, an increase of 226 vehicles (13%) compared with the 2030 future baseline.

21. The Promoter considers that the A530 Nantwich Road is 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 would materially impact the operation of the A530 Nantwich Road.

Clive Green Lane / Clive Green Lane realignment

22. Clive Green Lane and the Clive Green Lane realignment are designated as HS2 construction routes. Table 14-5 in the Transport Assessment Part 3 for Wimboldsley to Lostock Gralam (MA02) in Volume 5, Appendix: TR-003-00002 of the SES1 and AP1 ES summarises the peak daily construction traffic flows associated with the AP1 revised scheme. This indicates that:

- the section of Clive Green Lane / Clive Green Lane realignment to the east of the Crewe North Rolling Stock Depot (RSD) access (referred to as Clive Green Lane between A54 Middlewich Road and Coalpit Lane in the main ES and the SES1 and AP1 ES) would carry a peak daily two-way combined flow of 810 HGVs over an assumed 10-hour working day, which equates to just over one HGV every minute on average. The busy period is expected to be of 18 months duration.
- the section of the Clive Green Lane / Clive Green Lane realignment / Clive Lane to the west of the Crewe North RSD access (referred to as Clive Green Lane realignment/Clive Lane between A530 Nantwich Road and A54 Middlewich Road in the main ES and the SES1 and AP1 ES) would carry a peak daily two-way combined flow of 32 HGVs over an assumed 10-hour working day, which equates to less than one HGV every 20 minutes on average. The busy period is expected to be of 12 months duration.

23. There are forecast to be moderate adverse effects on traffic-related severance due to changes in total vehicles and total HGVs on the Clive Green Lane realignment / Clive

Lane during construction, as set out in Table 50 and Table 51 in Volume 2, Community Area report: Wimboldsley to Lostock Gralam (MA02) of the main ES.

24. The assessment of these sections of road has been updated for the AP1 revised scheme and is reported in Table 22 and Table 23 of Volume 2, Community Area report: Wimboldsley to Lostock Gralam (MA02) of the SES1 and AP1 ES. The moderate adverse effects on traffic-related severance due to changes in total vehicles on the section of Clive Green Lane realignment/Clive Lane to the west of the Crewe North RSD access during construction of the Proposed Scheme, as reported in the main ES, remains unchanged during construction of the AP1 revised scheme. The moderate adverse effects on traffic-related severance due to changes in total HGVs on the section of Clive Green Lane realignment/Clive Lane to the west of the Crewe North RSD access during construction of the Proposed Scheme, as reported in the main ES, is changed to a major adverse effect during construction of the AP1 revised scheme. There is a new major adverse effect on traffic-related severance due to changes in total HGVs on the section of Clive Green Lane realignment to the east of the Crewe North RSD access during construction of the AP1 revised scheme.

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

26. This indicates that the section of the Clive Green Lane realignment to the east of the Crewe North RSD access would carry 699 vehicles per hour in the AM peak hour and 820 vehicles per hour in the PM peak hour during the 2030 future baseline.

27. During construction of the AP1 revised scheme, traffic flows on the section of the Clive Green Lane realignment to the east of the Crewe North RSD access are forecast to increase to a maximum of 938 vehicles per hour in the AM peak hour, an increase of 239 vehicles (34%) compared with the 2030 future baseline. In the PM peak hour, traffic flows would increase to a maximum of 961 vehicles per hour, an increase of 141 vehicles (17%) compared with the 2030 future baseline.

28. The section of the Clive Green Lane realignment/Clive Lane to the west of the Crewe North RSD access would carry 678 vehicles per hour in the AM peak hour and 817 vehicles per hour in the PM peak hour during the 2030 future baseline.

29. During construction of the AP1 revised scheme, traffic flows on the section of Clive Green Lane realignment/Clive Lane to the west of the Crewe North RSD access is forecast to increase to a maximum of 977 vehicles per hour in the AM peak hour, an increase of 299 vehicles (44%) compared with the 2030 future baseline. In the PM peak hour, traffic flows would increase to a maximum of 959 vehicles per hour, an increase of 142 vehicles (17%) compared with the 2030 future baseline.

30. The Promoter considers that Clive Green Lane and the Clive Green Lane realignment 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 would materially impact the operation of Clive Green Lane within the Parish boundary. Where reasonably practicable, site haul routes would be created adjacent to the route of the Proposed Scheme to transport construction materials and equipment to reduce heavy goods vehicle (HGV) movements on the A530.

31. In order to reduce disruption to the local road network, three borrow pits have been included in the Proposed Scheme close to the Wimboldsley area to reduce long distance road haulage.

32. 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, further reducing traffic impacts on the local road network.

33. The Proposed Scheme includes the Crewe North RSD construction sidings, which would connect with the existing railway network for the movement of excavated materials by rail. This would reduce the volume of construction vehicles using the public road network.

34. The temporary construction sidings would be operational for approximately six years. The sidings would be capable of receiving and dispatching trains to/from existing conventional lines via purpose-built sidings adjacent to the West Coast Main Line (WCML). The removal of excavated materials from the construction sidings would be undertaken during day and night-time hours and at weekends, though loading would typically be undertaken during a standard 10 hour working day, where reasonably practicable.

35. Excavated material from the Crewe tunnel (in the Hough to Walley's Green area, (MA01)) would be transported along the route of the Proposed Scheme to the construction sidings by a 6km covered conveyor.

36. During installation of the rail systems, railheads would be used as a delivery location for the bulk rail-borne materials, such as ballast, rails and sleepers.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Stanthorne & Wimboldsley Parish Meeting

PETITION NO: HS2-P2B-114

PARAGRAPH NO: 3.20 - 3.22, 4.16 - 4.18

ISSUE RAISED: Narrowboat Moorings

PETITION PARAGRAPH: 3.20. Stanthorne & Wimboldsley Parish note that HS2 have made no provision for the loss of permanent 'live aboard' narrow boat moorings situated along the canal bank at Park Farm, Clive Green Lane, Stanthorne.

3.21. These permanent residential moorings will be lost during construction of the canal rail bridges. The permanent 'live aboard' narrow boat residents based in our Parish are members of the community and pay council tax to our local authority of Cheshire West and Chester.

3.22. Narrowboat residents need to reside in the local area for work and family connectivity.

4.16. Stanthorne & Wimboldsley Parish Meeting require local HS2 Ltd Community Engagement Officers to liaise with narrow boat residents at Park Farm, Clive Green Lane, Stanthorne to establish how many 'permanent live aboard' moorings will be required to replace those lost under construction of the canal rail bridges.

4.17. HS2 representatives need to liaise with the Canal and River Trust and local land owners to provide like for like moorings with water provision and waste water discharge facilities.

4.18. Agreement on a site within a suitable radius for narrow boat owners to maintain connectivity to work and family will need to be reached.

PROMOTER'S RESPONSE:

1. It is understood by the Promoter that the moorings at Park Farm on the Shropshire Union Canal Middlewich Branch are non-residential. The landowner has a licence from the Canal and Rivers Trust for the provision of moorings which precludes 'the mooring of any houseboat or other craft used or intended for use as a permanent residence'.
2. Part of the moorings licence area does fall within the land identified as being required for the construction of the Proposed Scheme and should it be necessary to restrict the mooring of boats within this area then the boat owner may be entitled to claim compensation, but this would be dependent on the type of agreement in place at the time of any dispossession.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Stanthorne & Wimboldsley Parish Meeting

PETITION NO: HS2-P2B-114

PARAGRAPH NO: 3.23 and 4.19

ISSUE RAISED: Site Working Hours

PETITION PARAGRAPH: 3.23. Stanthorne & Wimboldsley Parish Meeting objects to the current working hours over a six-day period as set out by HS2. The lengthy working hours causing constant construction pollutants such as noise, vibration and dust will have a detrimental effect on the health and mental wellbeing of parish residents for years.

4.19. Stanthorne & Wimboldsley Parish Meeting require HS2 Ltd and their sub-contractors to reduce the current site working hours to 5 days a week. Saturday working hours of 8 am – 1pm should be removed to protect the health and wellbeing of residents under such an unprecedented period of construction (estimated to be 10+ years).

PROMOTER'S RESPONSE:

Working hours

1. 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

2. 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.

3. 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.

4. 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.

5. 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).

6. 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.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Stanthorne & Wimboldsley Parish Meeting

PETITION NO: HS2-P2B-114

PARAGRAPH NO: 3.24, 3.25, 4.20, 4.21

ISSUE RAISED: Environmental Impact

PETITION PARAGRAPH: 3.24. Stanthorne & Wimboldsley Parish consider that construction of the HS2 Phase 2b line and the Rolling Stock Depot will have a considerable detrimental affect on the environment and local wildlife within the parish. HS2 have not fully considered this impact and the loss of habitat for many species within the parish e.g Barn Owls, Otters, Badgers, Bats Water Voles, and Great Crested Newts. No provisions have been provided for wildlife corridors from local woodland and the Weaver Valley to the east of the HS2 line.

3.25. Stanthorne & Wimboldsley Parish note that no plans for sustainable green energy resources within the parish have as yet been evidenced by HS2 (area MA02).

4.20. Stanthorne & Wimboldsley Parish Meeting considers that HS2 Ltd must engage robustly with local wildlife organisations with responsibilities for the species named in 3.24 (as a minimum) that are under threat from the extensive construction period. They must ensure each habitat is appropriately protected and new habitats created. HS2 must at all times take into account the data and evidence provided by each individual organisation. Correctly designed wildlife corridors need to be created as well as plans to minimise wildlife destruction under construction, operation and maintenance of the railway line. These plans to be shared with the local authority and the Parish for resident involvement as well as Wimboldsley Community Primary school to enable 'hands on' pupil involvement and learning.

4.21. Due to the extensive environmental damage that the HS2 project will cause during the construction period; our parish seeks assurances from HS2 Ltd that they will look to undertake sustainable benefits at every opportunity. An independent

body should be employed to ensure that HS2 are held to account to manage the impacts of construction as set out by HS2 within the Parish and wider community. The same independent body to be tasked with monitoring HS2's commitment to their 'Environmental Sustainability Vision' and 'Net Zero Carbon Plan' as well as any future environmental commitments that are undertaken by HS2. To also ensure that HS2 Ltd undertake a commitment to Green Energy generation within the parish.

PROMOTER'S RESPONSE:

Environmental impact assessment

1. The Promoter does not agree that it has not adequately considered the impact on the environment in Stanthorne and Wimboldsley.
2. The Environmental Statement (ES) accompanying the Bill fully complies with all legal requirements and has been developed in accordance with the accepted best practice methodologies recommended by a range of UK institutional bodies. The document has satisfied the requirements for Parliamentary deposit and the Bill has secured its Second Reading. The Promoter is satisfied there are no fundamental deficiencies in the ES.

Ecological impact assessments

3. The ecological assessment for the Environmental Impact Assessment (EIA) of the Proposed Scheme has taken account of both desk based and field surveys. Existing biological data has been obtained from relevant Local Biological Records Centres and from national and local specialist data sources, such as wildlife trusts and ornithological groups. Local biodiversity action plans and ancient woodland inventories have also been consulted.
4. Baseline surveys have been carried out for populations and assemblages of mobile species that are potentially vulnerable to effect of habitat fragmentation. They include transect and activity surveys for bats, survey visits for barn owl and badger, and habitat suitability, environmental DNA and presence/absence surveys of ponds for great crested newt. Survey methods used are set out in the Scope and Methodology Report (SMR) (Ecological Field Survey Methods and Standards), Volume 5, of the ES.
5. The assessment of effects of fragmentation has been informed by the findings of these surveys, and consideration of connectivity in the wider landscape upon which bats and other highly mobile species depend. In addition, assessment for great crested newt is at the metapopulation level so that connectivity within groups of ponds can be considered in the design of compensation for this species.

6. Consideration of habitat connectivity at the local and landscape level means that the fragmentary impacts of the scheme overall are accounted for, particularly through identifying and seeking to protect and strengthen links in the habitat network formed by woodland and watercourses. Further information on the approach to assessing the effect of habitat fragmentation and mitigating significant effects on ecological receptors is provided in HS2 Phase 2b Western Leg Information Paper E2: Ecology. However, the location and design of compensatory habitat creation areas has sought to adhere to the key Lawton Review principles of 'more, bigger, better and joined'. These aim to result in areas of habitat creation which would also enhance and connect habitat parcels within the local area. These measures also support climate change requirements by increasing the resilience of ecological networks and allowing species to move more freely in response to changing climatic conditions.

Approach to ecological mitigation

7. The Promotor considers that once mitigation habitats, landscape planting and other mitigation measures are in place and established, it is unlikely that the Proposed Scheme would represent a significant barrier to the movement of species in response to changes in climatic and ecological conditions. The habitats that establish alongside the Proposed Scheme would provide areas suitable for a wide range of species, minimising potential barrier effects from the operational railway and maintaining a functionally connected landscape for wildlife.

Ecology: Biodiversity net gain

8. The Proposed Scheme is designed to ensure the impacts of the construction and operation of the Proposed Scheme are mitigated and compensated for.

9. The Promoter is seeking to achieve a 10% net gain in biodiversity for the Phase 2b (Crewe to Manchester) Bill and would provide a range of new habitats responding to the local impacts and create a new green corridor of connected habitats along the entire length of Proposed Scheme.

10. On Phase One, the newly created habitats would cover an area equivalent to 4,700 football pitches. The Government have committed to planting at least 7 million new trees as part of creating new habitats for protected species as well as providing visual screening and helping to integrate the railway into the landscape. Ecological under bridges and appropriately designed culverts would help to facilitate the movement of species across the route to help local wildlife cross over the line safely.

11. The nominated undertaker would also ensure that the habitats established are monitored and maintained into the future. To aid this, an independent Ecology Review Group would be established to review the outputs of monitoring for habitat creation sites and make recommendations for remedial action where appropriate.

12. The Promoter is looking to engage with local and national stakeholders to maximise the environmental outcomes for the project.

Ecology: Biodiversity Action Plan

13. The Promoter is developing a Biodiversity Action Plan - due to be published in 2023 - which will set out mechanisms for the project to achieve its ambition of securing biodiversity gains across all Phases of HS2.

Ensuring ecological outcomes

14. The nominated undertaker would be required to demonstrate that there is sufficient mitigation/compensation through the creation of new habitats and/or provision of special measures such as ecological underbridges to maintain the populations of protected and other notable species affected by the Proposed Scheme.

15. In order to satisfy protected species licencing requirements and achieve the Proposed Scheme's objective of seeking to achieve net gains in biodiversity in replaceable habitats, habitats created for mitigation and compensation would need to be managed appropriately. The draft Environmental Memorandum contains a commitment to ensuring appropriate management by the Promoter and the nominated undertaker.

16. For more information, see HS2 Phase 2b Western Leg Information Paper E2: Ecological Impacts

Local Wildlife Sites

17. Section 7 of the MA02 Area Report, Volume 2, of the main ES, reports significant adverse effects at the county/metropolitan level on Local Wildlife Sites (LWS) in Cheshire West and Cheshire.

18. Where a significant adverse effect on the integrity of a LWS has been assessed, sufficient compensation has been incorporated into the Proposed Scheme to address effects on the conservation status of the habitats and species for which that LWS was designated. As far as possible, and in accordance with the mitigation hierarchy, compensation is provided in locations that are close to and have connectivity with the affected LWS. For example, the loss of 0.8ha of woodland habitat from River Dane, Bostock LWS would be compensated by 3.6ha of woodland habitat creation adjacent to The Willowbeds LWS which is approximately 970m to the east of the line of route, as well as further planting to link intervening woodlands and grassland habitat creation along the River Dane. Similarly, 7.9ha of woodland planting in at five locations between the A556 Shurlach Road east of Lostock Gralam and Plumley Lime Beds SSSI would compensate for 2.4ha of woodland from Long Wood LWS (and other areas of undesignated woodland) to maintain the integrity and enhance ecological connectivity between the complex of existing nearby woodlands. Loss of wetland habitat at Whatcroft Lane Wetlands LWS is addressed through creation of reedbed habitat within 1.4ha of wetland habitat creation areas immediately to the east of the LWS along the Trent and Mersey Canal and to the south and south-west of the LWS.

19. It is not possible to directly compensate for the effect on designation status (as the responsibility for designating lies with external bodies). However, it is expected that when mature, the proposed compensatory habitats are likely to meet relevant LWS criteria. The Volume 2: MA02, Section 7.4, and the Ecological Principles of Mitigation, Scope and Methodology Report (SMR) (Part 2), Volume 5 in the main ES, confirms that the target condition for areas of ecological habitat creation as would be set in order for them to meet the criteria of the corresponding habitat of principal importance (such as lowland meadow and lowland mixed deciduous woodland), as defined under Section 41 of the Natural Environment and Rural Communities Act (2006). The target condition for each area of ecological habitat creation would be set out within an Ecological Site Management Plan. The Local Wildlife Site Selection Criteria for the Cheshire region also use habitats of principal importance as a basis for LWS selection, which provides further confidence that created habitats would be of a comparable standard to LWS.

20. In some instances, LWS in Cheshire West and Chester that are directly affected by the Proposed Scheme contain habitat that is considered irreplaceable such as ancient woodland, ancient and veteran trees, and orchards. Where these situations occur, proposed compensation measures are included within the scheme design in addition to the mitigation measures described above, to partially compensate significant residual adverse effect. The design and extent of these compensation measures are made on a site by site basis and based on professional judgement.

Sustainability

21. Section 2.1.1 of the draft Environmental Memorandum states that:

“The nominated undertaker and the representatives of the National Environmental Forum agree to the following environmental aims for the design and construction stage of Phase 2b (Crewe-Manchester) of HS2:

- to design and construct Phase 2b (Crewe-Manchester) such that significant environmental effects are eliminated, controlled or reduced where reasonably practicable;
- to prevent environmental risks and avoid or control the extent of environmental damage by developing mitigation measures to an appropriate *standard and monitoring and enforcing them effectively*; to address sustainability principles in ongoing design development, taking opportunities for environmental enhancement and compensation where practicable and reasonable; and
- in doing so, recognise that the nominated undertaker will take a responsible approach to balancing the achievement of environmental principles set out in Section 4 with the overall objectives of Phase 2b (Crewe-Manchester) of HS2.”

Commitment to environmental policy

22. HS2 Ltd's Environmental Policy provides a framework for environmental protection and management for HS2 Ltd and its operations. It acts to elaborate on the Sustainability Policy theme "respecting our surroundings: environmental protection and management" and HS2 Ltd's strategic goal of "creating an environmentally sustainable solution and being a good neighbour to local communities".

23. These policies identify that HS2 constitutes a major opportunity to help make the UK transport system more sustainable. A number of the aims of these policies relate to green infrastructure concepts included in the Green Corridor Prospectus are:

- growth and regeneration – support sustainable economic development and the localism agenda for regeneration;
- environmental change – seek to avoid significant adverse effects on communities, businesses, and the natural, historic and built environment. Minimise impacts where they occur, and enhance the environment where appropriate by aiming to deliver a net gain in biodiversity for replaceable habitats;
- resilience – build a well-connected green infrastructure network that is adaptive, resilient for the long term, and seek to minimise the combined effect of the Proposed Scheme and climate change;
- contribute to good design – well-designed green infrastructure helps create a sense of place by responding to, and where appropriate enhancing local landscape character; and
- promoting healthy communities – green infrastructure can help improve public health and community wellbeing by creating environmental quality and maintaining opportunities for recreation and exercise. Green infrastructure also helps reduce air pollution, noise and the impacts of extreme heat and extreme rainfall events.

24. The second goal is about HS2 seeking to do more for communities and the natural environment affected by the construction and operation of the scheme; by working in partnership with communities and stakeholders to fund a range of projects. These can vary in scope and scale. Phase One examples include:

- volunteering opportunities for local people to improve the watercourse and ecology of the river Pinn, in Greater London; and
- contributing towards the construction of a new visitor centre at Wendover Woods, Buckinghamshire.

HS2 funds

25. HS2 funds are available to support projects to deliver the benefits of the Green Corridor

26. The Community and Environment Fund (CEF) and Business and Local Economy Fund (BLEF) are provided to benefit communities and local economies disrupted by the construction of HS2. Currently £40 million allocated for Phase One and £5 million

for Phase 2a. These funds are able to support environmental based Green Corridor projects.

27. A Woodland Fund supports the creation of native woodland and the restoration of ancient woodland sites within a 25-mile zone surrounding the railway. £5 million has been allocated for Phase One and a further £2 million of funding for the Phase 2a route.

28. 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. In 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.

29. By joining up many projects through collaborative working, the Green Corridor has the potential to deliver greater environmental benefits than a series of separate initiatives could.