

CASE FILE LIST

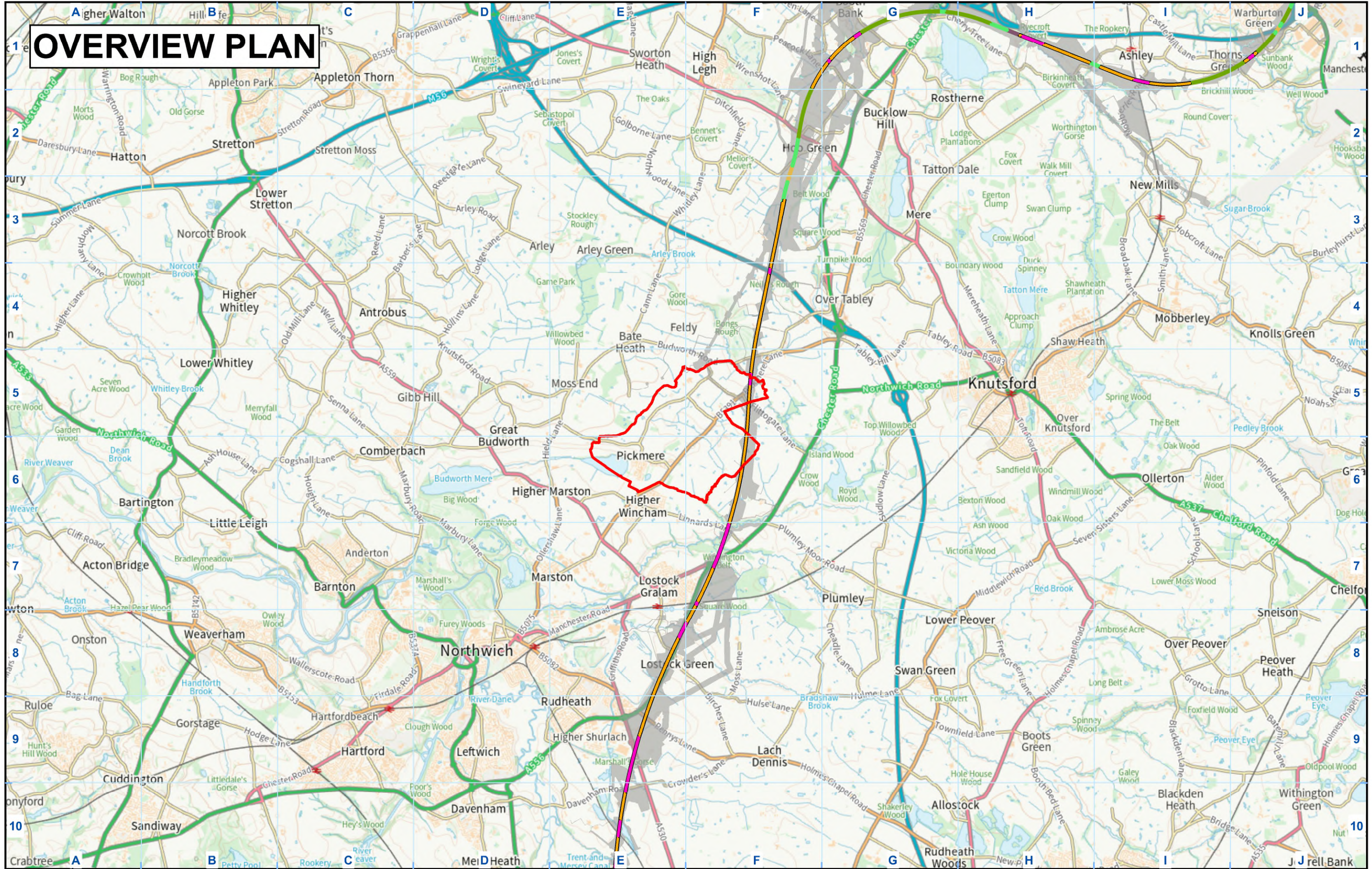
Case: HS2-061.

Title: HS2-061 Pickmere Parish Council - Promoter.

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OVERVIEW PLAN



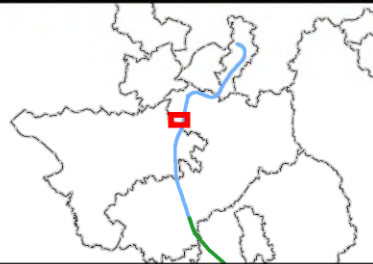
P433

Legend

Phase 2b Western Leg Bill alignment February 2022

- Embankment
- Viaduct

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



High Speed Two
Petitioner Location Plan
Reference Drawing

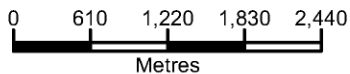
Petitioner
Pickmere Parish Council
Petition number
P2B-HS2-061

HS2

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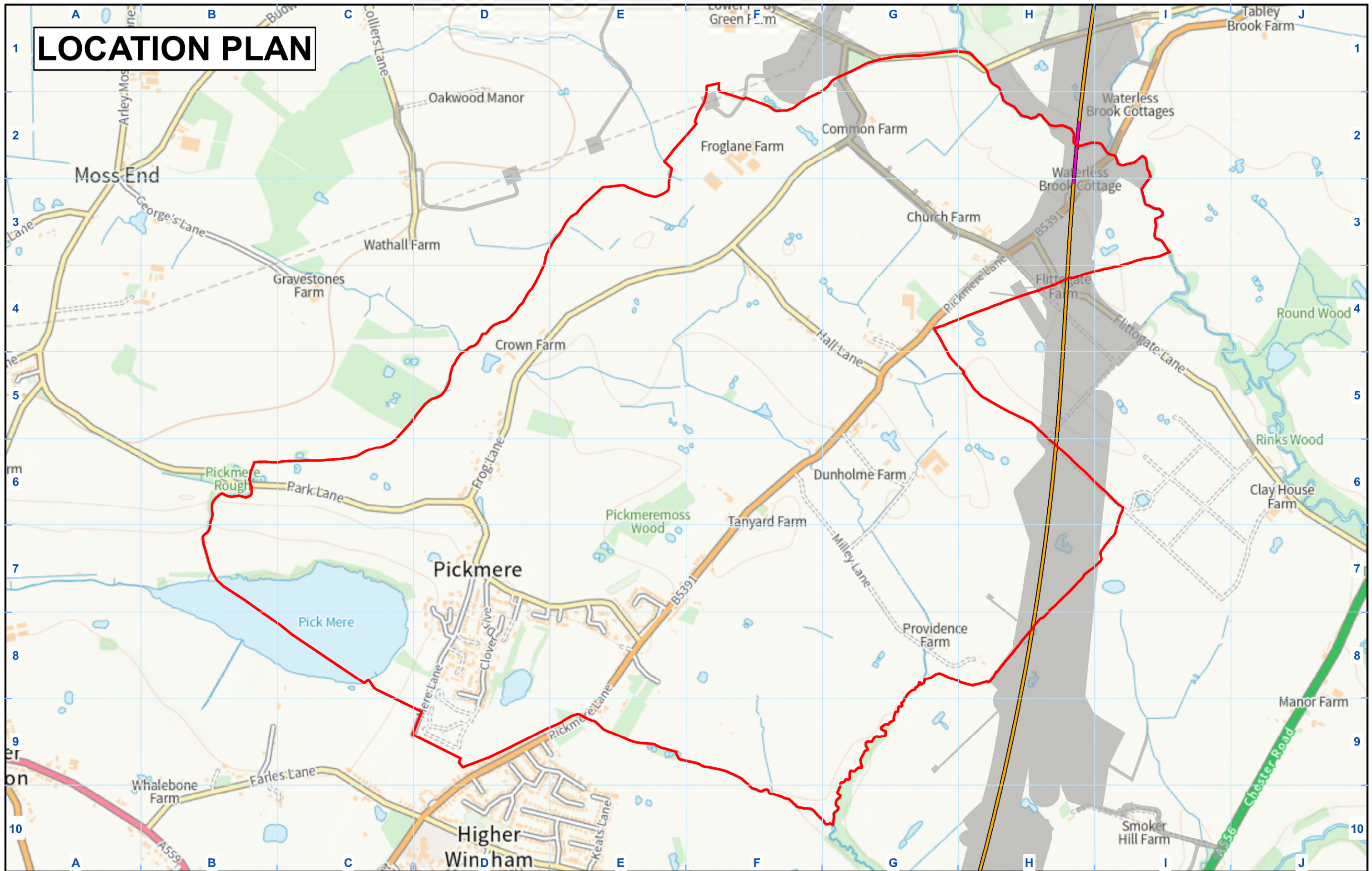
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Doc Number: P2B-HS2-HY-MAP-000-000077

Date: 23/11/22

LOCATION PLAN



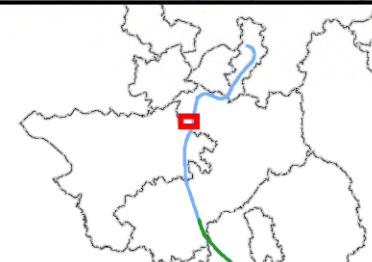
P434

Legend

Phase 2b Western Leg Bill alignment February 2022

- Embankment
- Viaduct

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



High Speed Two
Petitioner Location Plan
Reference Drawing

Petitioner
Pickmere Parish Council

Petition number
P2B-HS2-061

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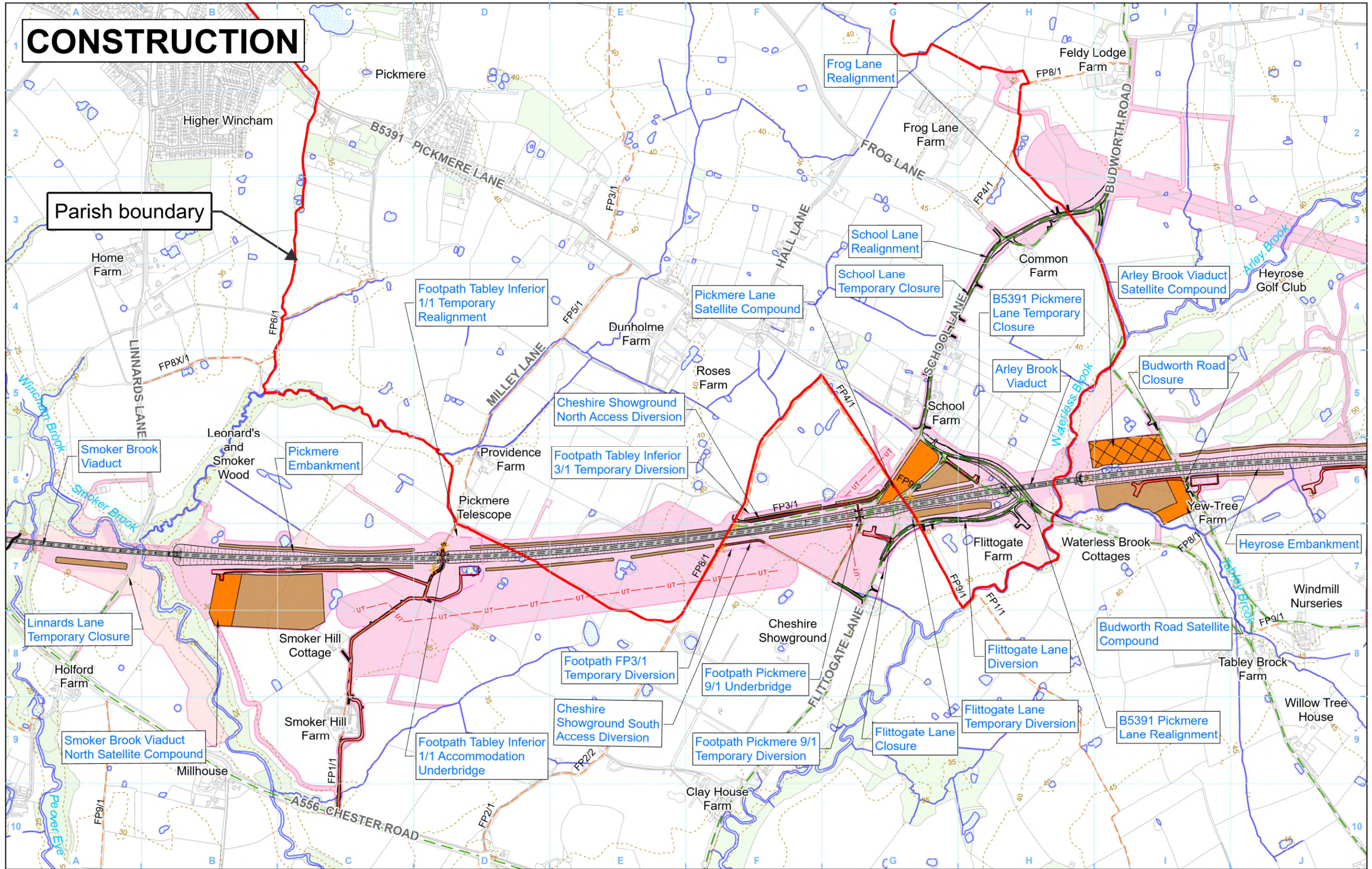


Scale at A3: 1:11,000

0 110 220 330 440
Metres

Date: 23/11/22

CONSTRUCTION



Legend

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

Petitioner
Pickmere Parish Council

Petition number
HS2-061

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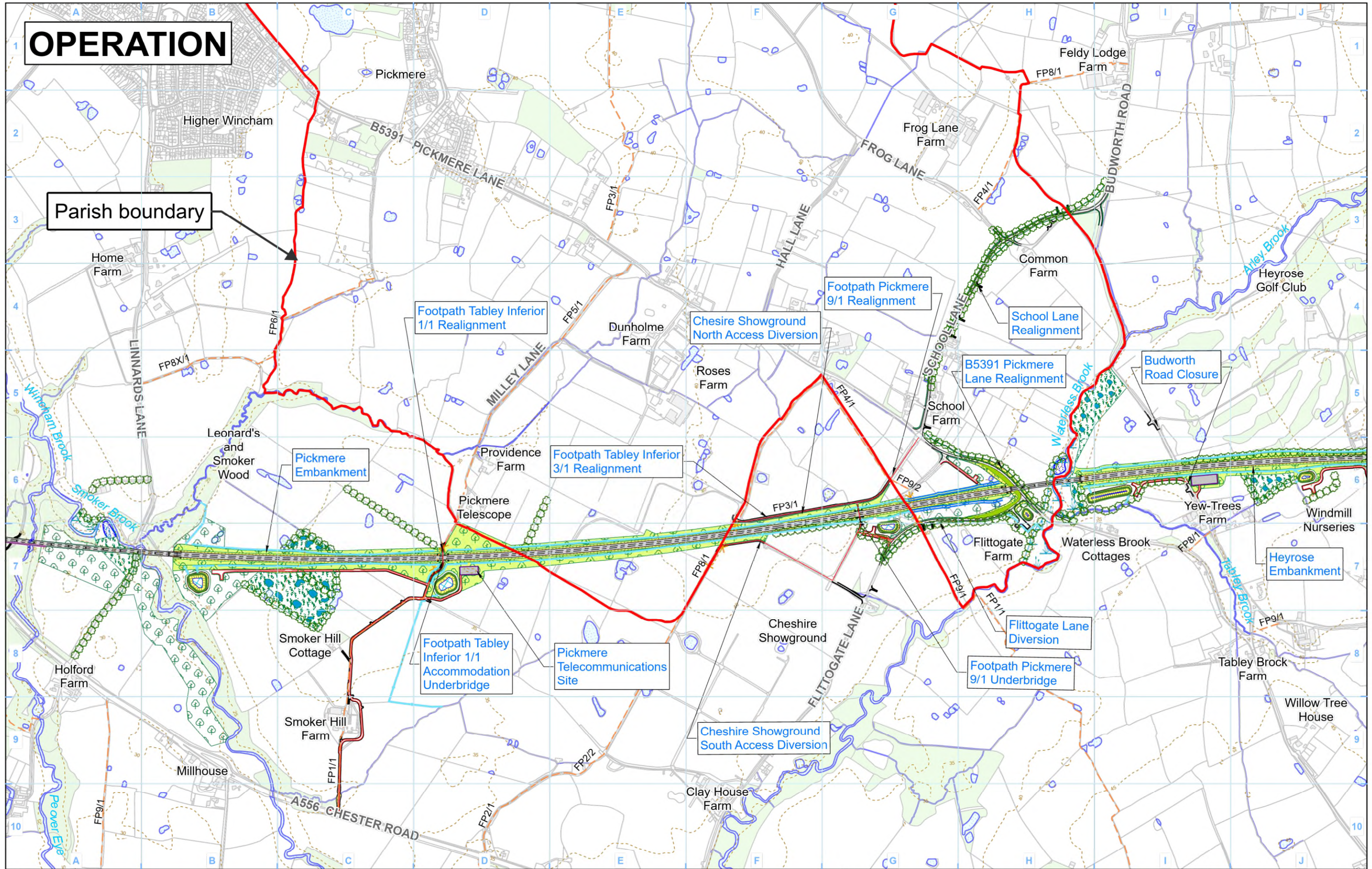
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P435

OPERATION

Parish boundary



Legend

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

Petitioner
Pickmere Parish Council

Petition number
HS2-061

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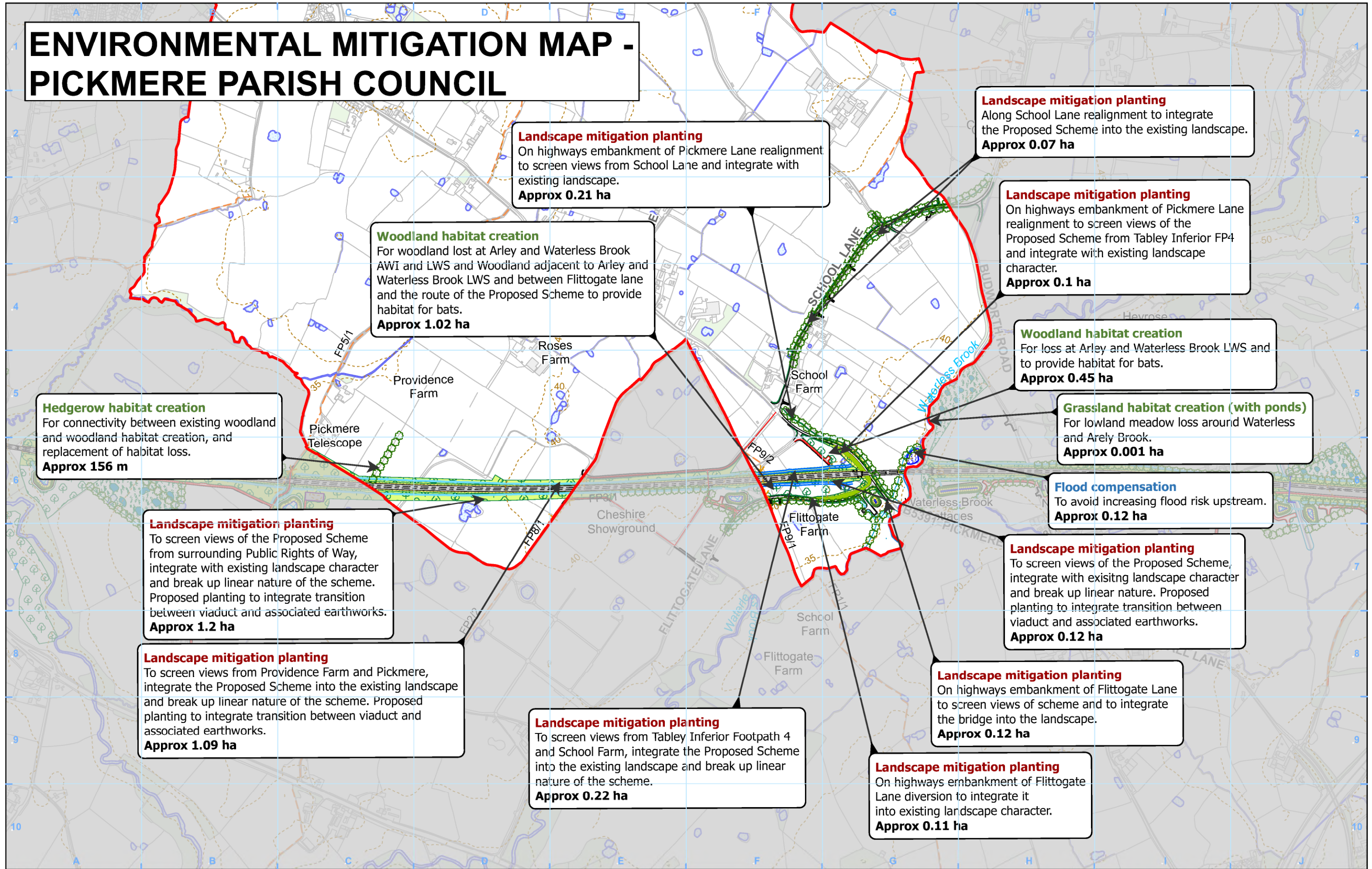
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Date: 13/10/2022

Scale at A3: 1:10,000

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ENVIRONMENTAL MITIGATION MAP - PICKMERE PARISH COUNCIL



Landscape mitigation planting
On highways embankment of Pickmere Lane realignment to screen views from School Lane and integrate with existing landscape.
Approx 0.21 ha

Woodland habitat creation
For woodland lost at Arley and Waterless Brook AWI and LWS and Woodland adjacent to Arley and Waterless Brook LWS and between Flittogate lane and the route of the Proposed Scheme to provide habitat for bats.
Approx 1.02 ha

Landscape mitigation planting
Along School Lane realignment to integrate the Proposed Scheme into the existing landscape.
Approx 0.07 ha

Landscape mitigation planting
On highways embankment of Pickmere Lane realignment to screen views of the Proposed Scheme from Tabley Inferior FP4 and integrate with existing landscape character.
Approx 0.1 ha

Woodland habitat creation
For loss at Arley and Waterless Brook LWS and to provide habitat for bats.
Approx 0.45 ha

Grassland habitat creation (with ponds)
For lowland meadow loss around Waterless and Arley Brook.
Approx 0.001 ha

Flood compensation
To avoid increasing flood risk upstream.
Approx 0.12 ha

Landscape mitigation planting
To screen views of the Proposed Scheme, integrate with existing landscape character and break up linear nature. Proposed planting to integrate transition between viaduct and associated earthworks.
Approx 0.12 ha

Landscape mitigation planting
On highways embankment of Flittogate Lane to screen views of scheme and to integrate the bridge into the landscape.
Approx 0.12 ha

Landscape mitigation planting
On highways embankment of Flittogate Lane diversion to integrate it into existing landscape character.
Approx 0.11 ha

Landscape mitigation planting
To screen views from Tabley Inferior Footpath 4 and School Farm, integrate the Proposed Scheme into the existing landscape and break up linear nature of the scheme.
Approx 0.22 ha

Landscape mitigation planting
To screen views of the Proposed Scheme from surrounding Public Rights of Way, integrate with existing landscape character and break up linear nature of the scheme. Proposed planting to integrate transition between viaduct and associated earthworks.
Approx 1.2 ha

Landscape mitigation planting
To screen views from Providence Farm and Pickmere, integrate the Proposed Scheme into the existing landscape and break up linear nature of the scheme. Proposed planting to integrate transition between viaduct and associated earthworks.
Approx 1.09 ha

Hedgerow habitat creation
For connectivity between existing woodland and woodland habitat creation, and replacement of habitat loss.
Approx 156 m

Legend

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

Petitioner
Pickmere Parish Council

Petition number
HS2-061

HS2

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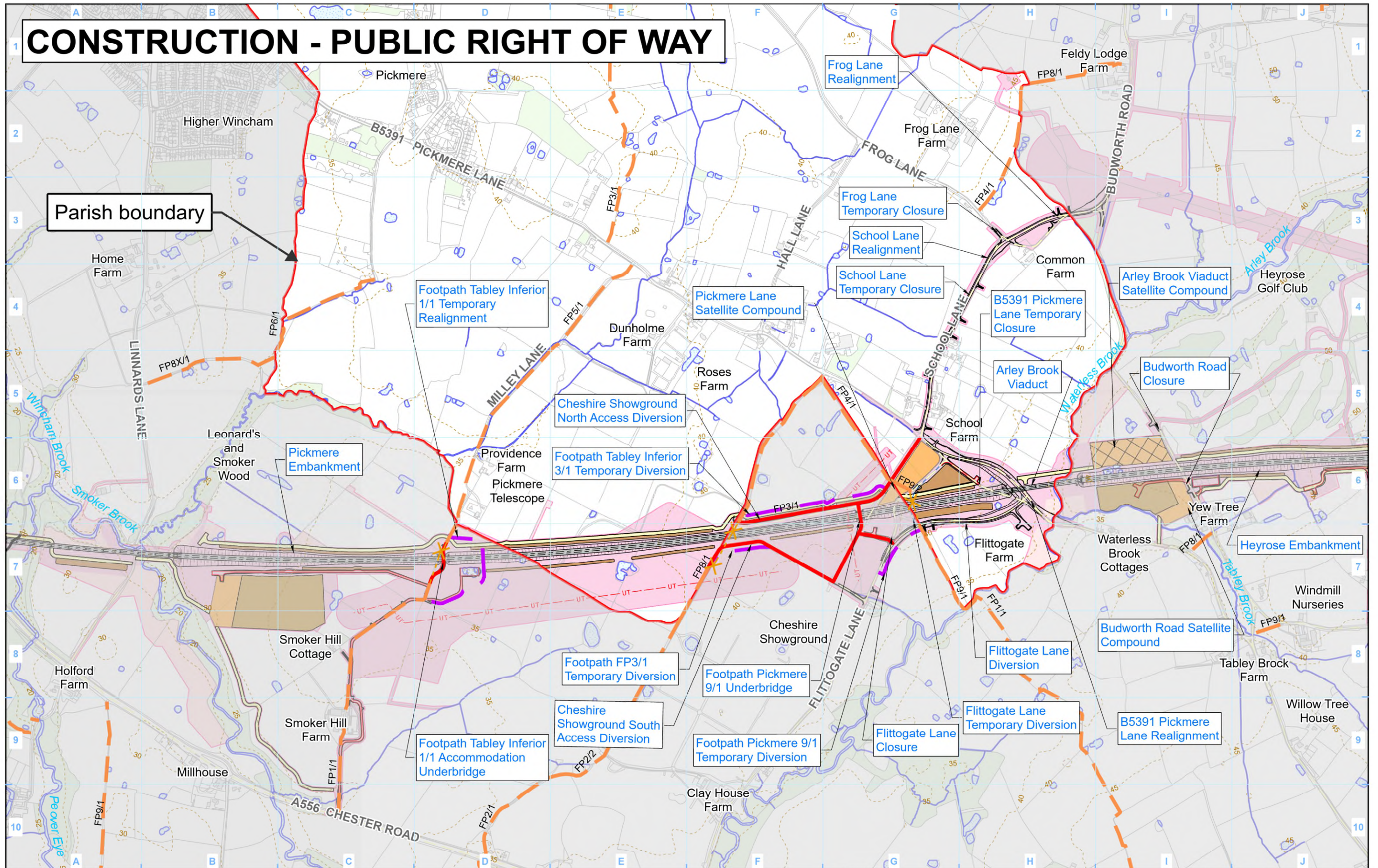
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CONSTRUCTION - PUBLIC RIGHT OF WAY



Legend

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

Pickmere Parish Council

Petition number

HS2-061

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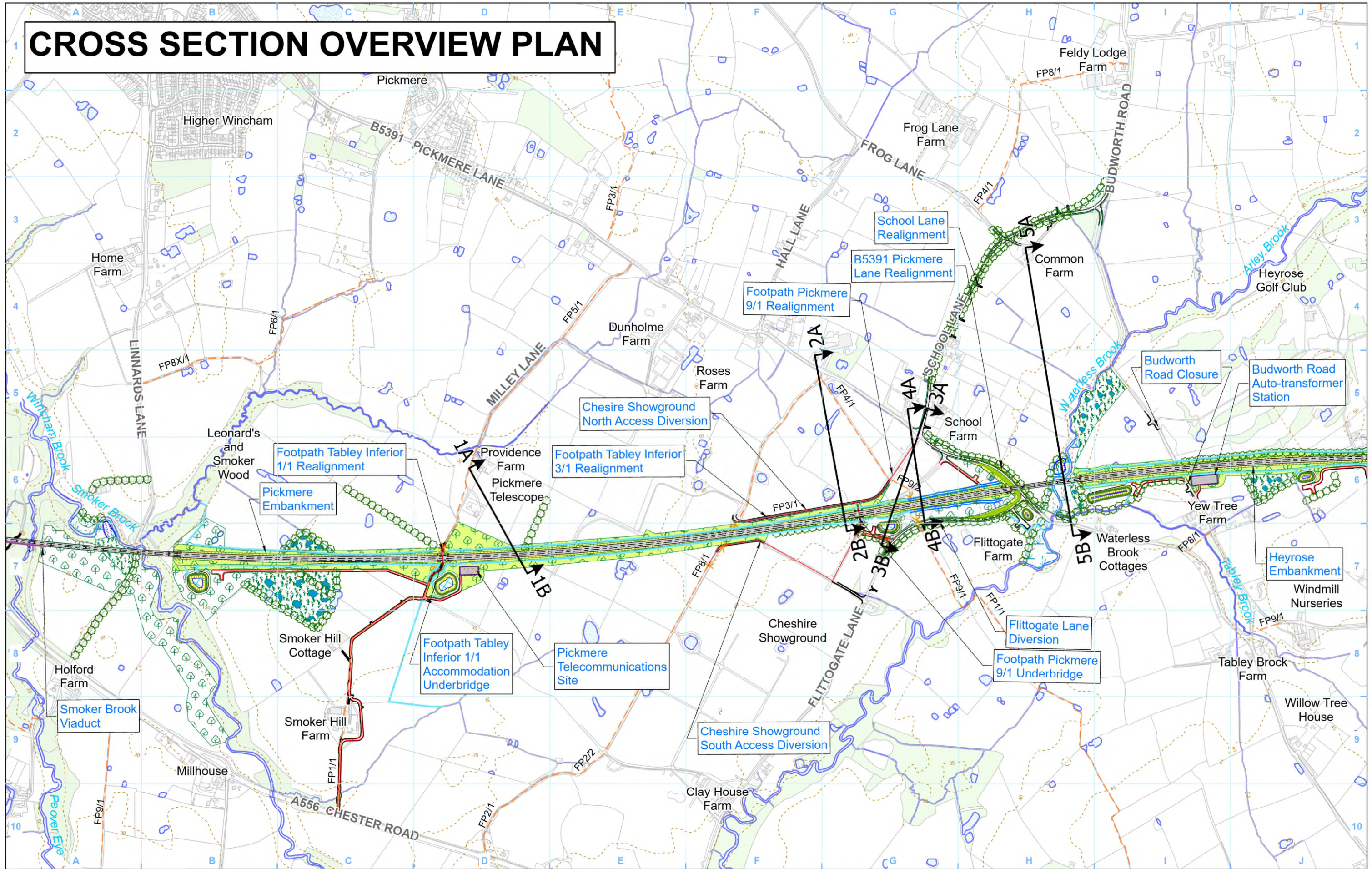
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Date: 11/05/2023

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0 100 200 300 400 Metres

CROSS SECTION OVERVIEW PLAN



Legend

- Railway Systems Site
- Ecological mitigation pond (Indicative only)
- Balancing pond
- Replacement floodplain storage area
- Grassland habitat creation
- Wetland 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

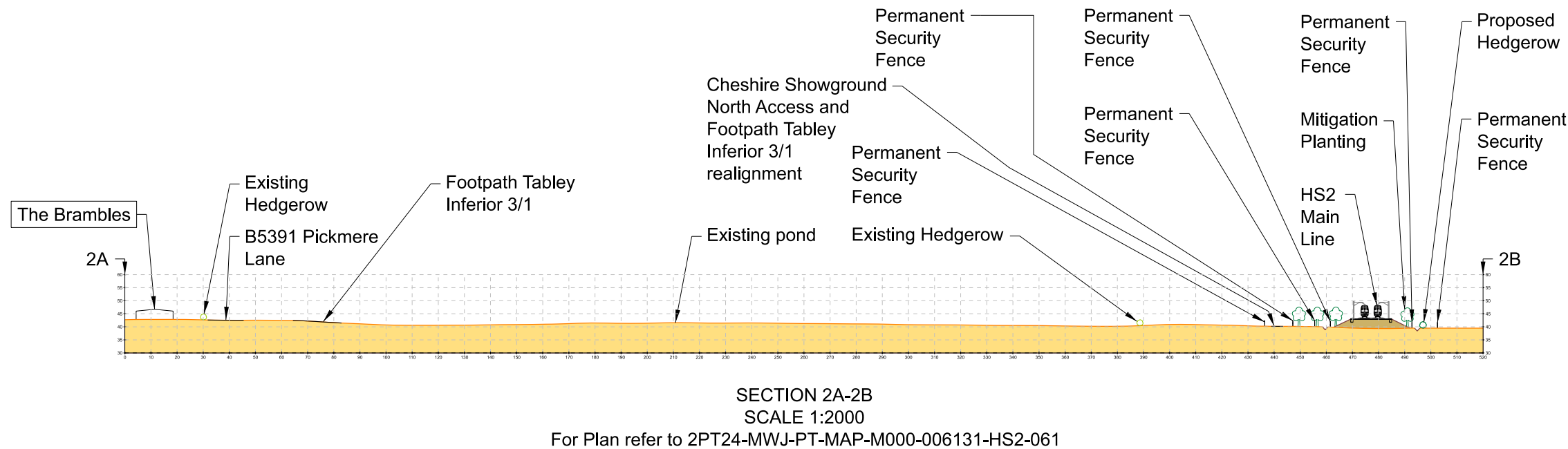
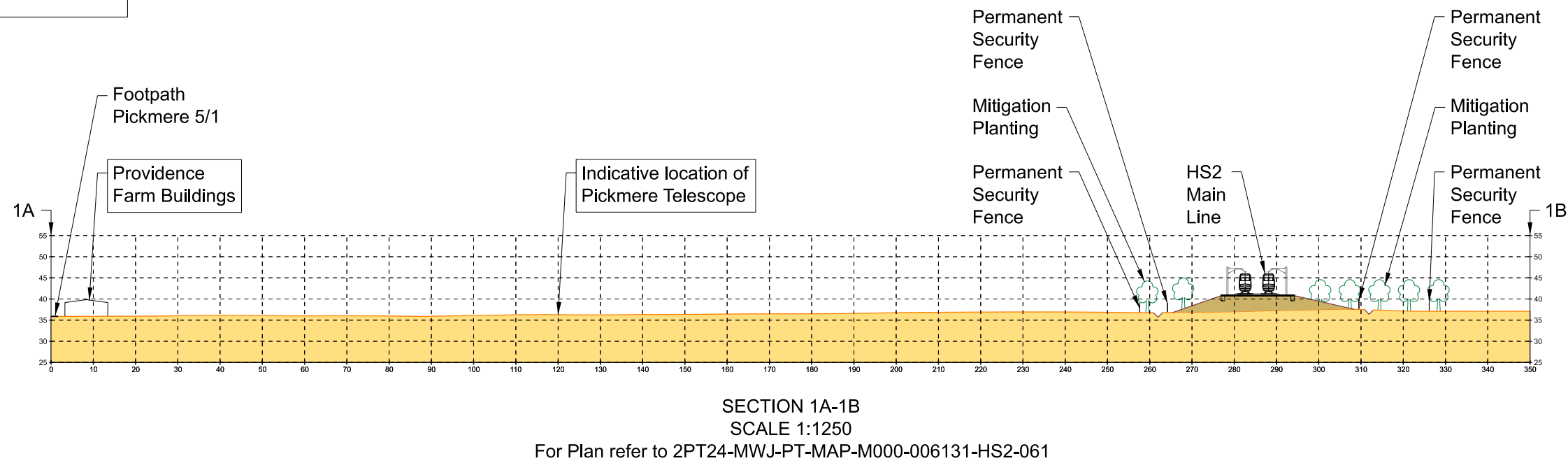
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Pickmere Parish Council
Petitioner
Petition number
HS2-061

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P441(1)

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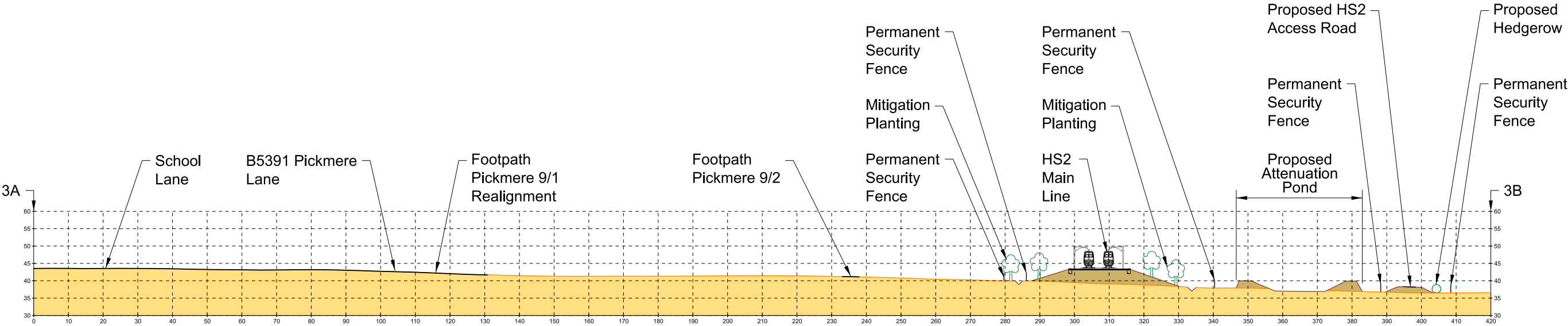
- Legends/Notes:
- Existing ground
 - Proposed HS2 earthworks
 - Existing surface
 - Designed surface level
 - Mitigation planting (Assumed Height at Year 15 of Operation)
 - Proposed Hedgerow Planting
 - Existing Hedgerow

HS2

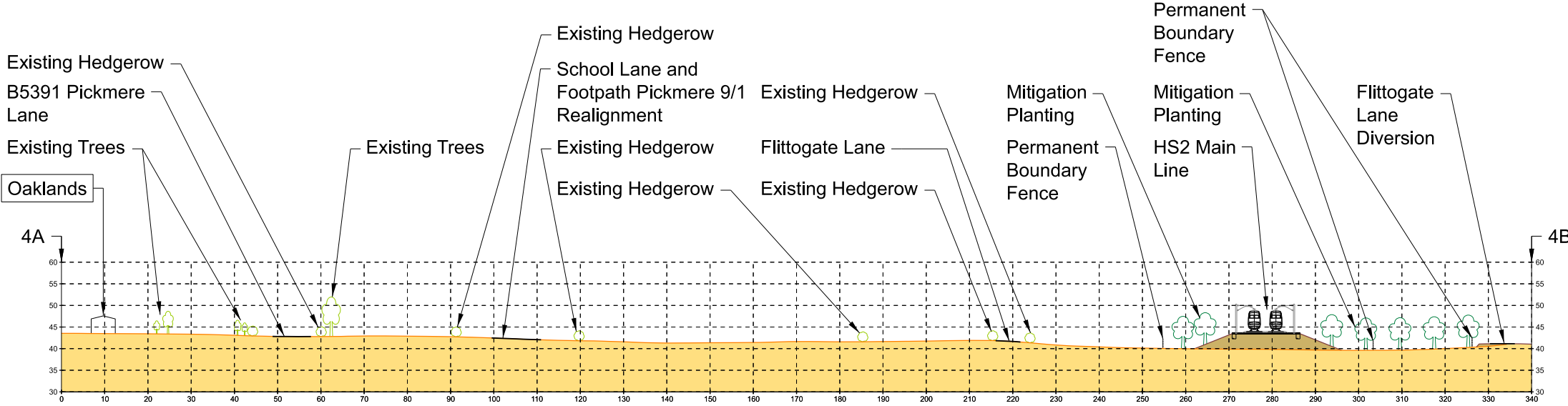
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Zone	Manchester Leg Whole		Project/Contract	
			2DE01 Hybrid Bill Additional Provision 1 AP1	
Design Stage	Designs for Petition		Discipline/Function	
			Petitions	
Drawing Title	Pickmere Parish Council		Creator/Originator	
			MW JV (Mott MacDonald and WSP Joint Venture)	
	HS2-061		Date	Scale
			2022/11/11	AS SHOWN
	Sh.01 (SECTION 1A-1B & 2A-2B)		Size	A3
			Drawing No.	Rev.
			2PT24-MWJ-PT-DSE-M000-006131-HS2-061	P01

CROSS SECTION/S



SECTION 3A-3B
SCALE 1:1250
For Plan refer to 2PT24-MWJ-PT-MAP-M000-006131-HS2-061



SECTION 4A-4B
SCALE 1:1250
For Plan refer to 2PT24-MWJ-PT-MAP-M000-006131-HS2-061

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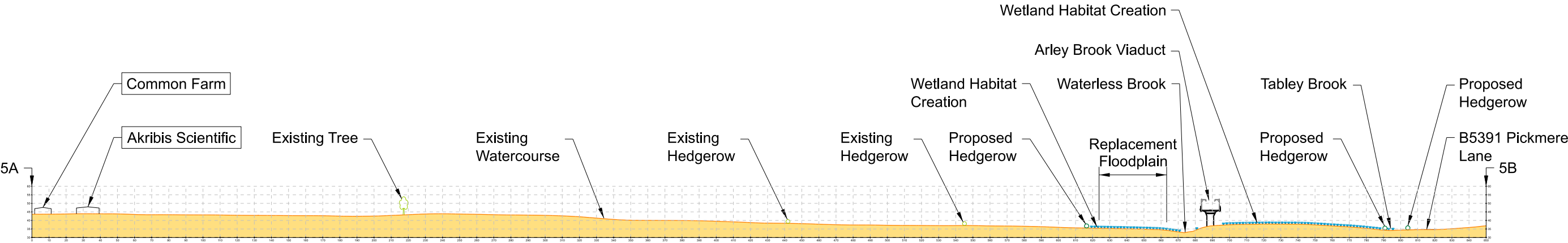
- Legends/Notes:
- Existing ground
 - Proposed HS2 earthworks
 - Existing surface
 - Designed surface level
 - Mitigation planting (Assumed Height at Year 15 of Operation)
 - Proposed Hedgerow Planting
 - Existing Hedgerow
 - Existing Trees

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Zone	Manchester Leg Whole		Project/Contract	
			2DE01 Hybrid Bill Additional Provision 1 AP1	
Design Stage	Designs for Petition		Discipline/Function	
			Petitions	
Drawing Title	Pickmere Parish Council		Creator/Originator	
			MW JV (Mott MacDonald and WSP Joint Venture)	
HS2-061			Date	Scale
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			Size	
			A3	
Sh.02 (SECTION 3A-3B & 4A-4B)			Drawing No.	
			2PT24-MWJ-PT-DSE-M000-006132-HS2-061	
			Rev.	
			P01	

CROSS SECTION/S



SECTION 5A-5B
SCALE 1:2500
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441(3)

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Legends/Notes:

Existing ground

Wetland Habitat Creation

Existing surface

Proposed Hedgerow Planting

Existing Hedgerow

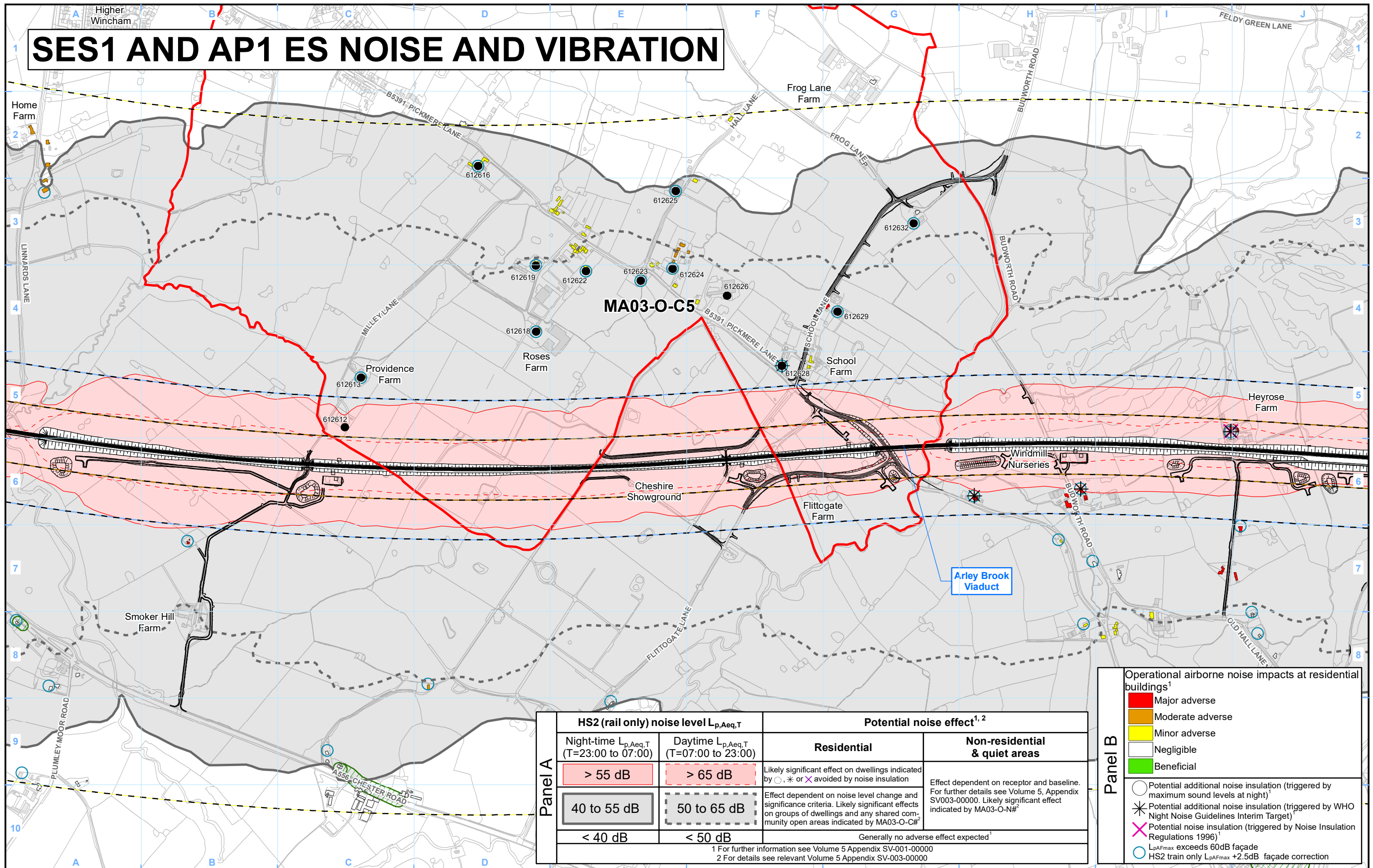
Existing Trees

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Zone	Manchester Leg Whole		Project/Contract		2DE01 Hybrid Bill Additional Provision 1 AP1	
Design Stage	Designs for Petition		Discipline/Function		Petitions	
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	HS2-061		MW JV (Mott MacDonald and WSP Joint Venture)			
	Sh.03 (SECTION 5A-5B)		Date	Scale	Size	
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			Drawing No.			Rev.
		2PT24-MWJ-PT-DSE-M000-006133-HS2-061			P01	

SES1 AND AP1 ES 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 MA03-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 MA03-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_{pAmax} exceeds 60dB façade
- HS2 train only $L_{pAmax} +2.5dB$ 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

Engineering earthworks:

- Embankment
- Cutting

Non engineering earthworks:

- Embankment
- Cutting

Legend - Noise related features

Envisaged mitigation to avoid / reduce significant noise effects:

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

Envisaged features further reducing noise effects:

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

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

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

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

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

Map Number: SV-02

Map Name: Operational Airborne Noise and Vibration Impacts and Likely Significant Effects
Petition HS2-061
Pickmere Parish Council

Community Area MA03:
Pickmere to Agden and Hulseheath

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Date: 15/06/23

P442(1)

Noise Levels

HS2

Detailed Noise and Vibration Tables: Results from AP1 revised scheme

Note: Results not presented in the SES1 and AP1 ES.

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}
612616	Tanyard Farm, Pickmere Lane, Pickmere	50	46	44	49	44	49	54
612618	Roses Farm, Pickmere Lane, Pickmere	52	49	48	52	48	51	84
612619	Dunholme Farm, Pickmere Lane, Pickmere	52	49	48	52	48	51	84
612622	Pickmere Lane, Pickmere	52	49	48	52	48	51	84
612623	Pickmere Lane, Pickmere	54	50	48	53	48	53	58
612624	Pickmere Lane, Pickmere	51	47	45	50	45	50	55
612625	Pickmere Hall Farm, Pickmere Lane, Pickmere	47	41	41	46	41	46	51
612628	Pickmere Lane, Pickmere	59	56	54	58	53	58	63
612629	Churches Farm, School Lane, Pickmere	43	40	37	43	37	42	47
612632	Frog Lane, Pickmere	52	50	49	52	49	52	80

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							
612628	Pickmere Lane, Pickmere	62/68[A]	-/-[C]	-/-[C]	Day: Highway works	A	2	H	D2	-	MA03-C-C4
612629	Churches Farm, School Lane, Pickmere	60/67[A]	-/-[A]	-/-[A]	Day: Highway works	A	1	-	D1	-	MA03-C-C4
612632	Frog Lane, Pickmere	66/69[A]	-/-[B]	-/-[C]	Day: Highway works	A	2	-	D10	-	MA03-C-C4

¹ A – adverse effect, H – high existing ambient noise levels, D# – duration of impact during the day

² MA0#-C-C# - significant residential community effect as a result of construction noise

Noise Levels

HS2

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

Assessment location		Impact criteria										Significance criteria ³					Significant effect ⁴
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						
612616	Tanyard Farm, Pickmere Lane, Pickmere	48	42	61/--	49	44	49	52	46	3	3	A	1	R	-	-	MA03-O-C5
612618	Roses Farm, Pickmere Lane, Pickmere	56	50	70/--	52	48	51	57	52	5	4	A	1	R	-	-	MA03-O-C5
612619	Dunholme Farm, Pickmere Lane, Pickmere	52	47	65/--	52	48	51	55	50	3	2	A	1	R	-	-	MA03-O-C5
612622	Pickmere Lane, Pickmere	53	47	66/--	52	48	51	55	51	3	3	A	7	R	-	-	MA03-O-C5
612623	Pickmere Lane, Pickmere	53	48	67/--	53	48	53	56	51	4	3	A	4	R	-	-	MA03-O-C5
612624	Pickmere Lane, Pickmere	52	47	67/--	50	45	50	55	49	5	5	A	5	R	-	-	MA03-O-C5
612625	Pickmere Hall Farm, Pickmere Lane, Pickmere	49	43	63/--	46	41	46	51	45	4	4	A	1	R	-	-	MA03-O-C5
612628	Pickmere Lane, Pickmere	60	55	75/--	58	53	58	62	57	4	4	S	2	R	-	NI	MA03-O-C5
612629	Churches Farm, School Lane, Pickmere	54	49	70/--	43	37	42	55	49	12	12	A	1	R	-	-	MA03-O-C5

³ S – significant adverse effect, R – residential receptor, NI – qualifies for noise insulation

⁴ MA0#-O-C# - significant residential community effect as a result of operational noise

Ground conditions

Promoter's response

On 3rd March 2023 the Promoter published a report entitled "Crewe to Manchester - Understanding the Ground Risk across the Cheshire Plain".

The March Report can be viewed at the following link: [HS2 Phase 2b Select Committee: Crewe to Manchester - Understanding the Ground Risk across the Cheshire Plain - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/114444/HS2_Phase_2b_Select_Committee_Crewe_to_Manchester_-_Understanding_the_Ground_Risk_across_the_Cheshire_Plain.pdf)

The March Report provides a review of the ground conditions, the associated risks, and the mitigation measures for the Crewe to Manchester Proposed Scheme.

HS2

Crewe to Manchester

Understanding the Ground Risk across the Cheshire Plain

3rd March 2023

Overview of the March Report

Ground conditions

The alignment of the Proposed Scheme passes across the Cheshire Plain in areas of former salt mining and other areas where salt mining is ongoing. The March Report addresses geological concerns in this area and sets out:

- HS2 Ltd's understanding and interpretation of the existing ground conditions;
- How the route alignment and developed design has taken account of those ground conditions; and
- How HS2 Ltd plans to gather further information, develop the design, construct, and operate the Proposed Scheme.

Based on interpretation of information obtained to date and the derived engineering approach, HS2 Ltd, in conjunction with its designers and technical advisors, considers that the route alignment is appropriate for the intended purpose, and that geological challenges can be both managed and mitigated during detailed design and construction so as to provide a safe operational railway.

Conclusion of the March Report

Ground conditions

The scale of the ground related challenges and their solutions are commensurate with the purpose of the Proposed Scheme as key national infrastructure, and comparable to the scale of other ground related challenges that can be encountered in the operation of other high-speed railways.

The Proposed Scheme has been designed with sufficient inbuilt resilience, along with practical measures for routine maintenance and adaptive design, which can be put in place in achievable timeframes, to mitigate against climate change during operation.

Route Alignment

Ground conditions

The Proposed Scheme was selected to minimise the risks posed by ground conditions in the Cheshire plain. In particular, the route selected:

- Avoids major areas of former high subsidence as marked by flashes, with the one exception of Billinge Flash;
- Avoids a line of Meres that broadly align southeast of Rostherne Mere;
- Avoids areas of ground subsidence such as those which the Cheshire Brine Compensation Board defines as requiring statutory consultation in relation to any new development;
- Does not pass within 2 km of any known former locations of historical wild brine well pumping sites, with one possible exception, a suspected brine well in the vicinity of Clive Green Lane;
- Avoids clusters of subsidence features as historically mapped by BGS;
- Avoids historical and controlled salt mines, whether remediated or not, with the exception of Winsford Rock Salt mine; and
- Avoids existing brining extraction and gas storage caverns, passing just west and northwest of Warmingham and Holford brinefields respectively.

It is not possible to select a route which avoids entirely all possible sources of risk posed by the ground conditions.

Design response

General risk mitigation by design

The Proposed Scheme has been designed to account for the risks posed by ground conditions in the Cheshire plain as outlined below.

Adapted precautionary mitigation measures are proposed against the risk of subsidence, which are typical for the construction of infrastructure in these types of ground condition, or for high-speed rail systems in general including:

- The viaducts will be supported by piers on piled foundations because of the potentially relatively low strength of the near-surface soils. The piles can be lengthened into more stable ground.
- Surface rainwater run-off from embankments, and viaducts to be collected by lined drainage systems and held temporarily in lined balancing ponds, before discharge to river courses. Rainwater not concentrated and not percolating through the ground to give rise to the risk of salt dissolution.
- The track forms can have built in design features to allow for corrections of vertical rail geometry in operation.
- Differential settlements arising from the ground can be addressed through the design and routine maintenance aspects of the track form.

Design response

General risk mitigation by design of vertical horizontal and vertical alignment

The selection of structural infrastructure including viaducts and bridges is driven by the need to cross over existing natural features such as rivers and existing major infrastructure. The viaducts are sufficiently high so as to provide necessary headroom. This infrastructure will be designed to account for the risks posed by ground conditions.

Where the Proposed Scheme continues north and has passed beyond the area of wet rockhead, long cuttings can be incorporated without risk of salt dissolution. At Hoo Green Lane and Rostherne the design has lowered the alignment to pass under the A556 and M56.

Design response

Site Specific Risk Mitigation Design

Solutions are proposed at Clive Green Lane and Billinge Flash. The final choice of mitigation solution will be based on interpretation of further ground investigation.

Winsford Rock Salt mine - viaduct structures and embankment are proposed. The piles of the viaduct structures will not reach the wet rockhead level, nor any of the salt layers. The mine is not materially impacted by the Proposed Scheme.

Construction Stage Response

The draft CoCP references measures to be implemented which include undertaking ground investigation, risk assessments, monitoring of ground movement, groundwater and ground gas.

Ground movement will be monitored using a master network of positional and level datums which would be tied into national level bedrock datums. INSAR and LiDAR surveys would be used during the construction stage to monitor ground movements in direct response to construction stage activities.

Operational Stage Response

Risk mitigating measures by adaptive interventions

Operation and maintenance of the railway will make use of digital information and monitoring techniques to detect:

- ground movements from the legacy effects of former salt brining activity
- salt dissolution from climate change impacts.

Due to the transient nature of ground surface settlements, the operational safety of the railway will need solutions which are able to make corrections for settlements which are outside of expectation.

Adaptive measures can include provisions for track raising, OCS raising, bridge deck raising, and interventions to the foundations, and future 'new technology' that will occur during the 120 year lifetime of the railway.

The monitoring data will allow early decisions on the application of the adaptive design elements accommodated for, or built into the infrastructure, and hence avoid unnecessary interruptions to operations.

Ground investigation works

Ground conditions

Under the process of desktop study, a significant amount of data gathering has been undertaken to inform the Proposed Scheme design with specific reference to the geology, hydrogeology and ground conditions.

HS2 Ltd has carried out detailed reviews of published data sources and a series of consultations with mining companies operational within the area so as to establish the ground conditions in the area.

Subsequently, advanced ground investigations were undertaken at targeted locations in 2020 and 2021. The data from these investigations has been used to reinforce the understanding from the desktop study, refine risk assessments, and will contribute to informing the detailed design development.

Further ground investigations will be carried out as the Proposed Scheme is taken forward.

Alternative alignment following the M6

Ground conditions

The proposed route via Crewe with a connection with the WCML near Crewe provides greater strategic benefit including connectivity to northwest England (including Chester, Liverpool and Warrington) and north Wales. This route also performs more favourably from a sustainability perspective compared with the other alternative routes including the M6 corridor, as it will require fewer demolitions and will be further away from a number of settlements across the Cheshire plain.

Routes following the M6 corridor would have similar impacts and geological challenges associated with passing over the Cheshire plain but would require a less favourable location for the junction of the HS2 WCML connection and the HS2 Manchester spur.

The decision to serve Crewe was confirmed by the Secretary of State in 2015. Neither of the alternative corridors (via the M6 or Airport) would serve Crewe.

Community relations

Information Paper G2

Explains the approach to community engagement, identifying the relevant documents, standards and controls that will apply during construction of the Proposed Scheme. Includes details of:

Community engagement strategy - how we will respect people and places as we build HS2.

Community engagement framework - how proactive and reactive engagement activity will be delivered during construction.

Residents' commissioner - The independent Residents' Commissioner oversees and monitors HS2's commitments to the public

Construction commissioner - An independent role to mediate and monitor the way in which the nominated undertaker manages and responds to construction complaints.

HS2

Phase 2b Western Leg Information Paper G2: Community relations

This paper outlines the approach to community engagement to be taken by the nominated undertaker during construction of the Proposed Scheme.

It will be of particular interest to those potentially affected by the Government's proposals for high speed rail.

This paper was prepared in relation to the promotion of the High Speed Rail (Crewe - Manchester) Bill. Content will be maintained and updated as considered appropriate during the passage of the Bill.

If you have any queries about this paper or about how it might apply to you, please contact the HS2 Helpdesk in the first instance.

The Helpdesk can be contacted:

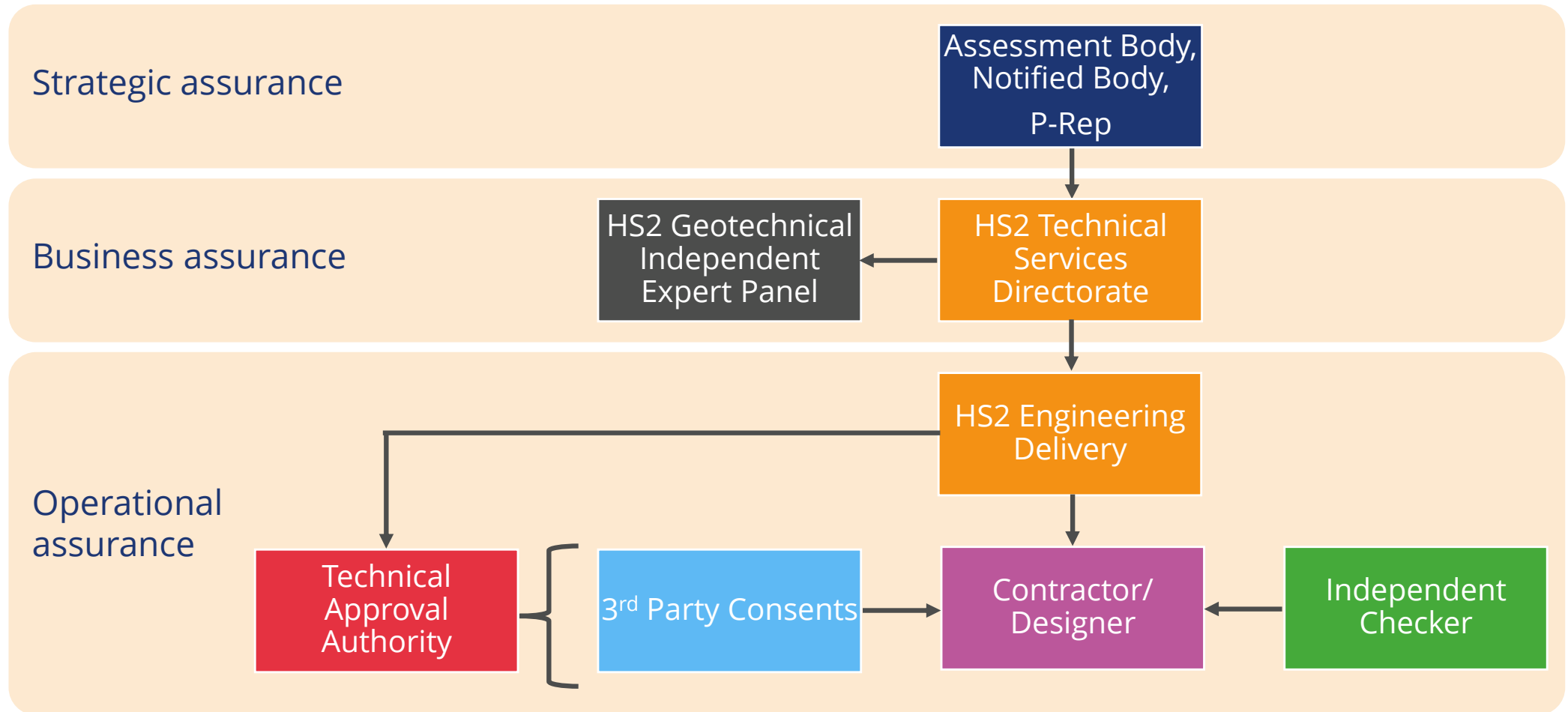
by email: HS2enquiries@hs2.org.uk

by phone (24hrs): 08081 434 434
08081 456 472 (minicom)

or by post: High Speed Two (HS2) Limited
2 Snowhill, Queensway
Birmingham
B4 6GA

Version 2
Last updated: 6 July 2022

Technical Assurance



Each colour represents a different organisation. Not all components of assurance shown, for clarity.

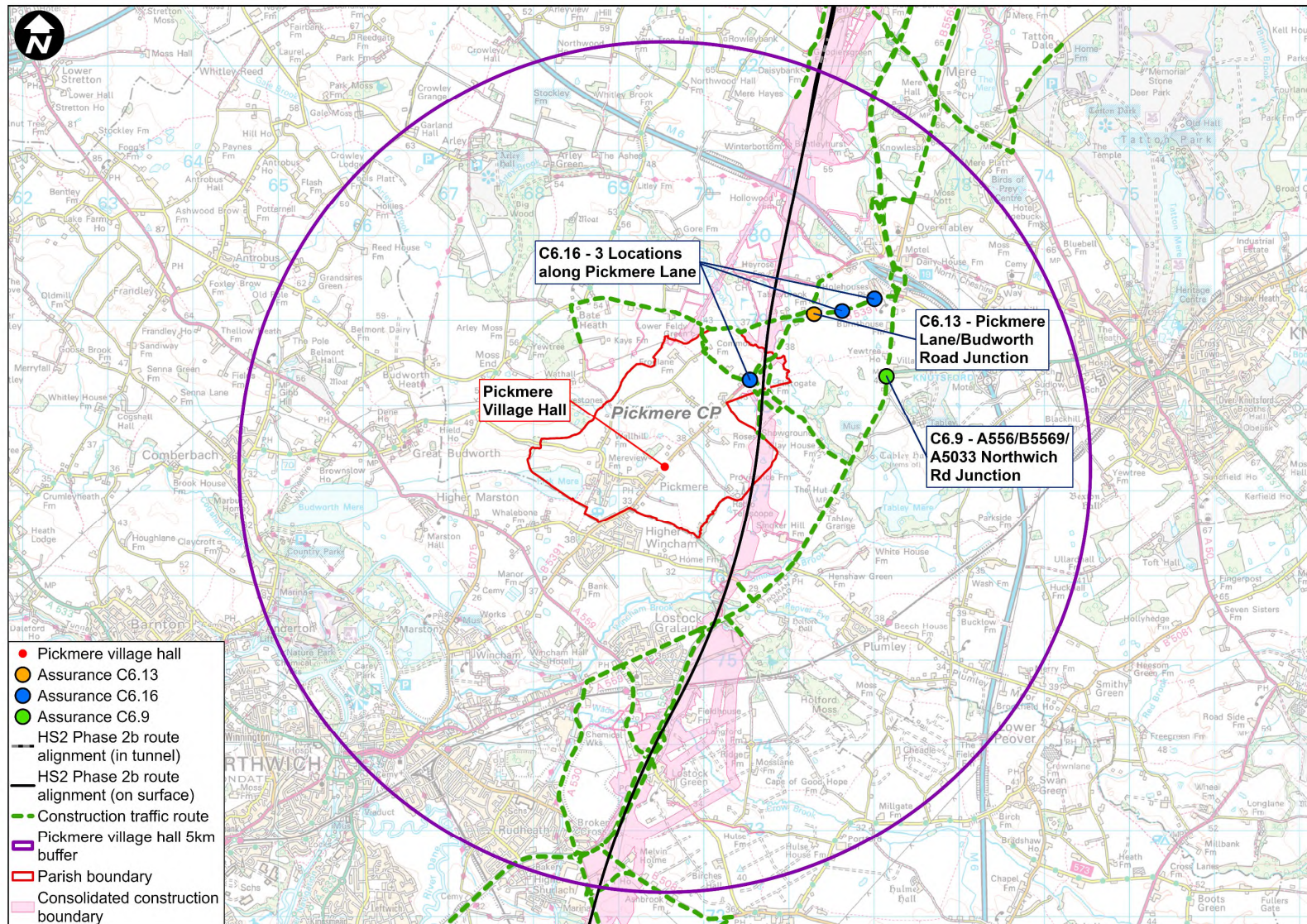
Pickmere Parish - Road safety

Cheshire East Council Road Safety Assurances

- The Promoter has offered 21 assurances to Cheshire East Council (CEC) in relation to roads and junctions which CEC felt may experience road safety issues during construction of the Proposed Scheme. These assurances are publicly accessible via the HS2 Phase 2b (Crewe – Manchester) Register of undertakings and assurances.
- Of the 21 assurances, 3 apply to locations within a 5km buffer of Pickmere Village Hall:
 - C6.9 - Assurance relating to A556/B5569/A5033 Northwich Road junction, Tabley
 - C6.13 - Assurance relating to Pickmere Lane/Budworth Road junction, Knutsford
 - C6.16 - Assurance relating to three locations on Pickmere Lane, Knutsford

Pickmere Parish - Road safety

Cheshire East Council Road Safety Assurances



This map shows the indicative location of road safety assurances made to CEC for locations on HS2 construction traffic routes in the Pickmere area.

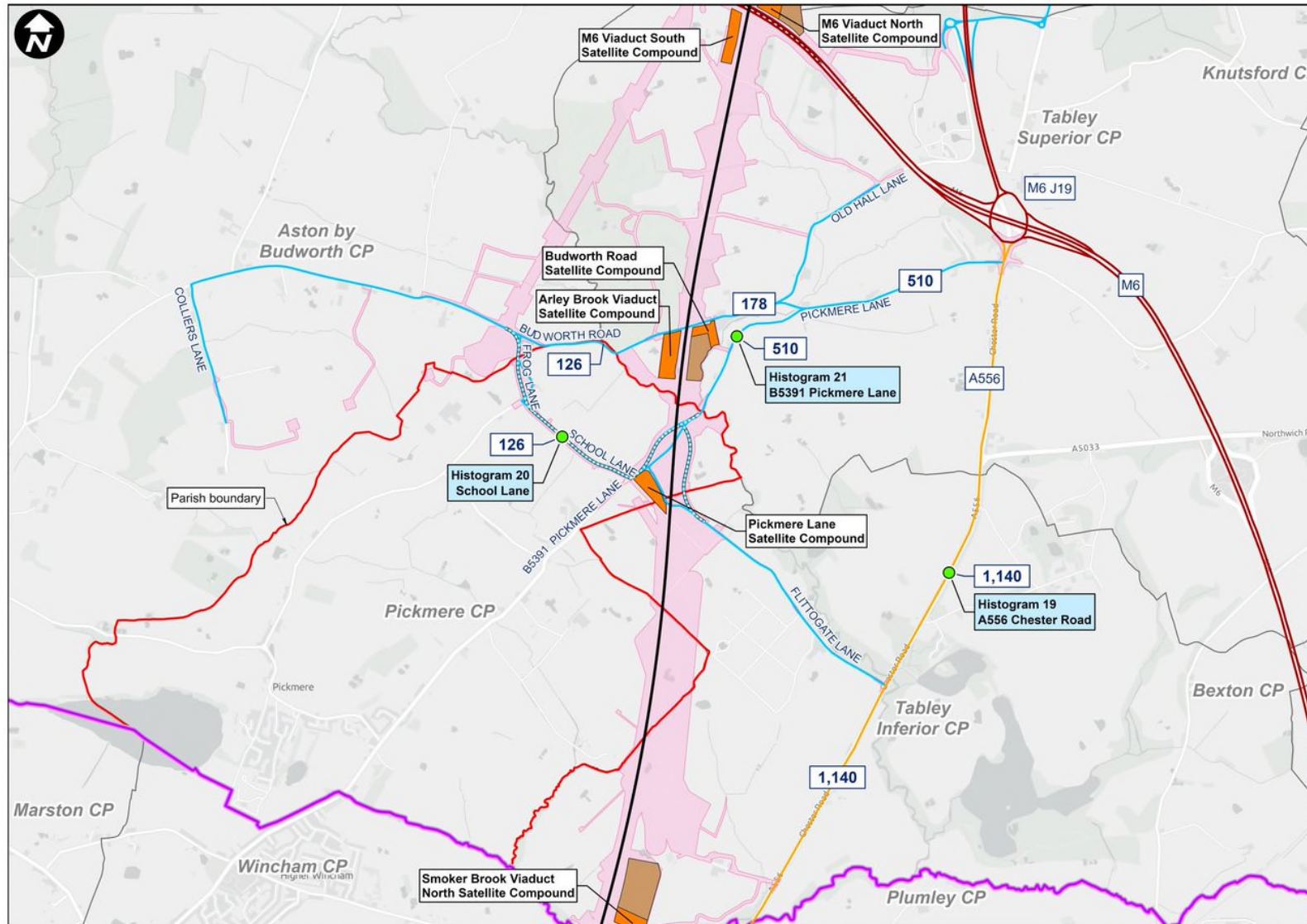
Request to reinstate Budworth Road

Overview

- An assurance has been offered to Cheshire East Council (CEC) to bring forward an Additional Provision to remove the permanent closure of Budworth Road.
- The introduction of a new permanent underbridge at Budworth Road and the temporary realignment of Budworth Road, to facilitate the construction of the underbridge, would ensure that access along Budworth Road is maintained throughout construction and operation.
- This would remove the need to permanently realign (widen) School Lane and Frog Lane as it would no longer be necessary for background traffic, currently using Budworth Road, to be diverted via Frog Lane and School Lane, as required by the AP1 revised scheme.
- The proposed amendment would also allow construction traffic routes within the Pickmere area to be reconfigured.
- As this change has not yet been fully assessed, it is not yet possible to give a quantitative assessment of the potential traffic and transport impacts at this early stage of development, however it is possible to give an indication of changes to HS2 HGV flows were this change to be applied to AP1.

Request to reinstate Budworth Road

Construction traffic routes as proposed in AP1 (with Budworth Road closure)

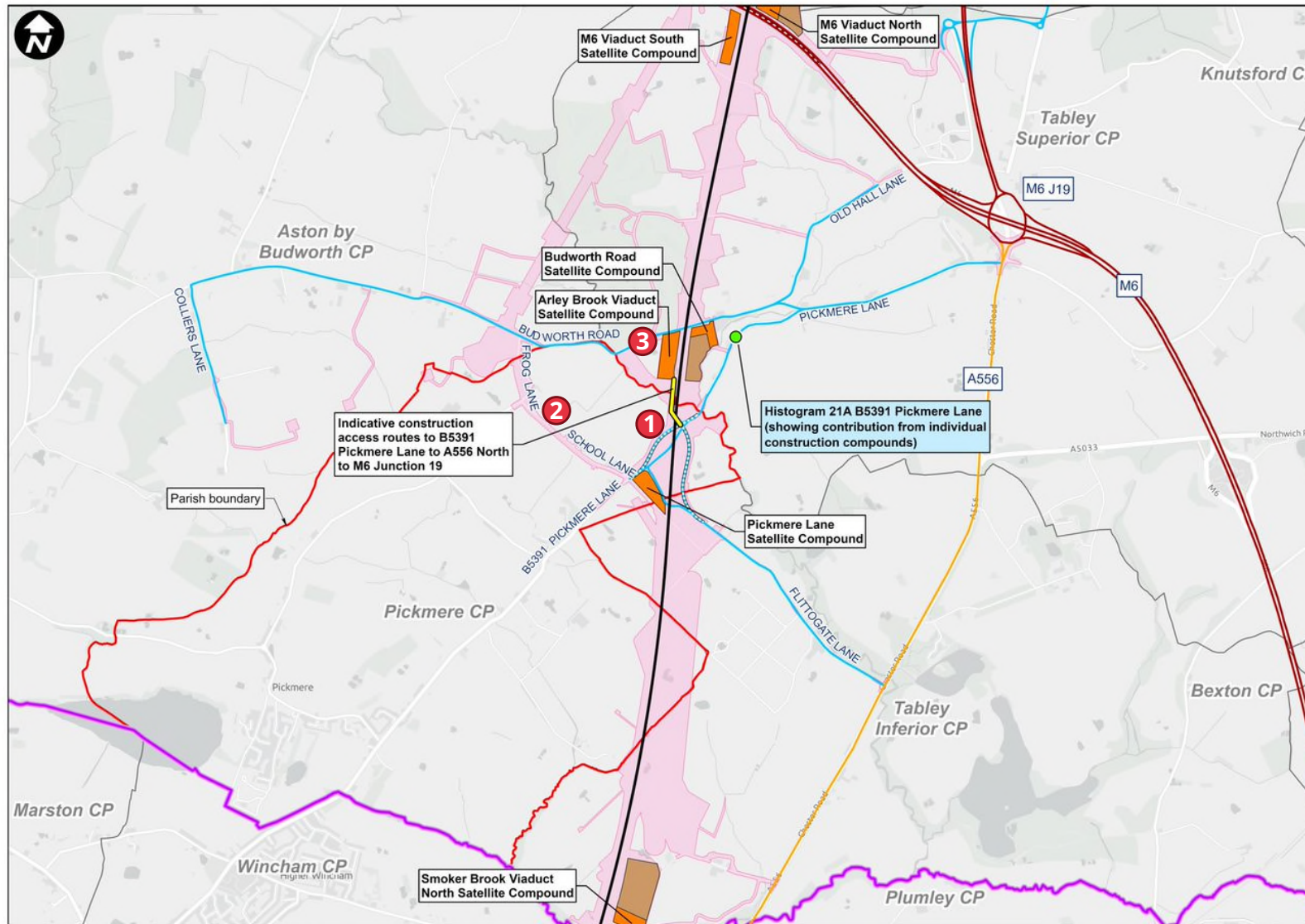


The numbers in the white boxes represent the peak daily two-way HGV movements on an average day in the peak month of construction in the AP1 scheme.

- Pickmere Parish Council boundary
- Community area boundary
- HS2 Phase 2b route alignment (on surface)
- Satellite construction compound
- Temporary material stockpile
- Construction access route
- Construction traffic route - strategic road network
- Construction traffic route - primary road network
- Construction traffic route - minor/local road
- Highway realignment/diversion - local/minor road network
- Permanent highway infrastructure used as a HS2 construction traffic route
- Parish boundary
- Land potentially required during construction

Request to reinstate Budworth Road

Altered construction traffic routes if Budworth Road retained

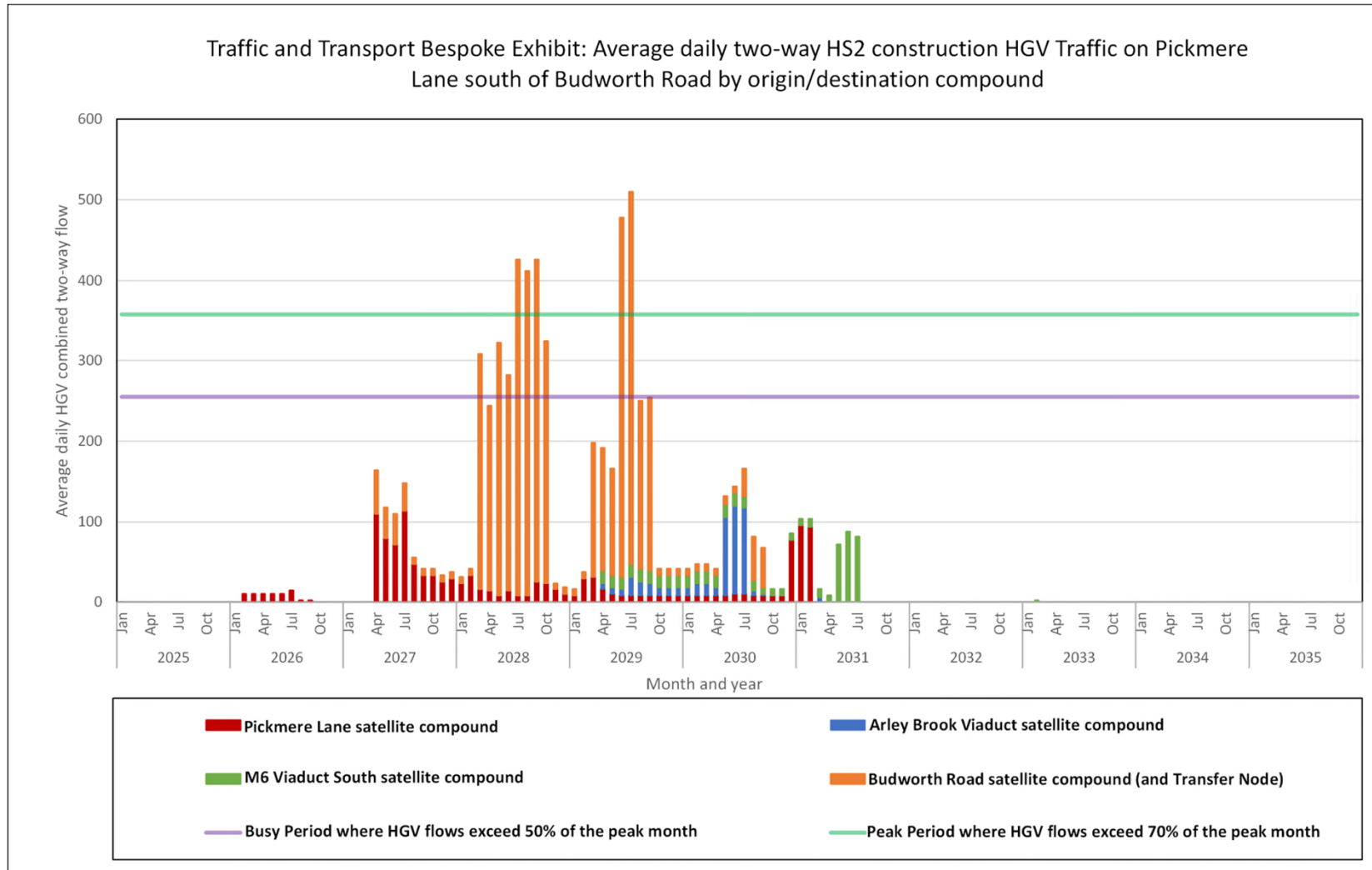


Key changes

- 1** The Arley Brook Viaduct and M6 Viaduct South satellite compounds would be accessed from the B5391 Pickmere Lane via a temporary compound access in the vicinity of Waterless Brook Cottage.
- 2** School Lane and Frog Lane would no longer be used as construction traffic routes, and HS2 HGV construction traffic along Budworth Road would be significantly reduced.
- 3** A new plant crossing of Budworth Road would be required to allow construction traffic for the M6 Viaduct South satellite compound to reach the temporary compound access via the Arley Brook Viaduct satellite compound.

Request to reinstate Budworth Road

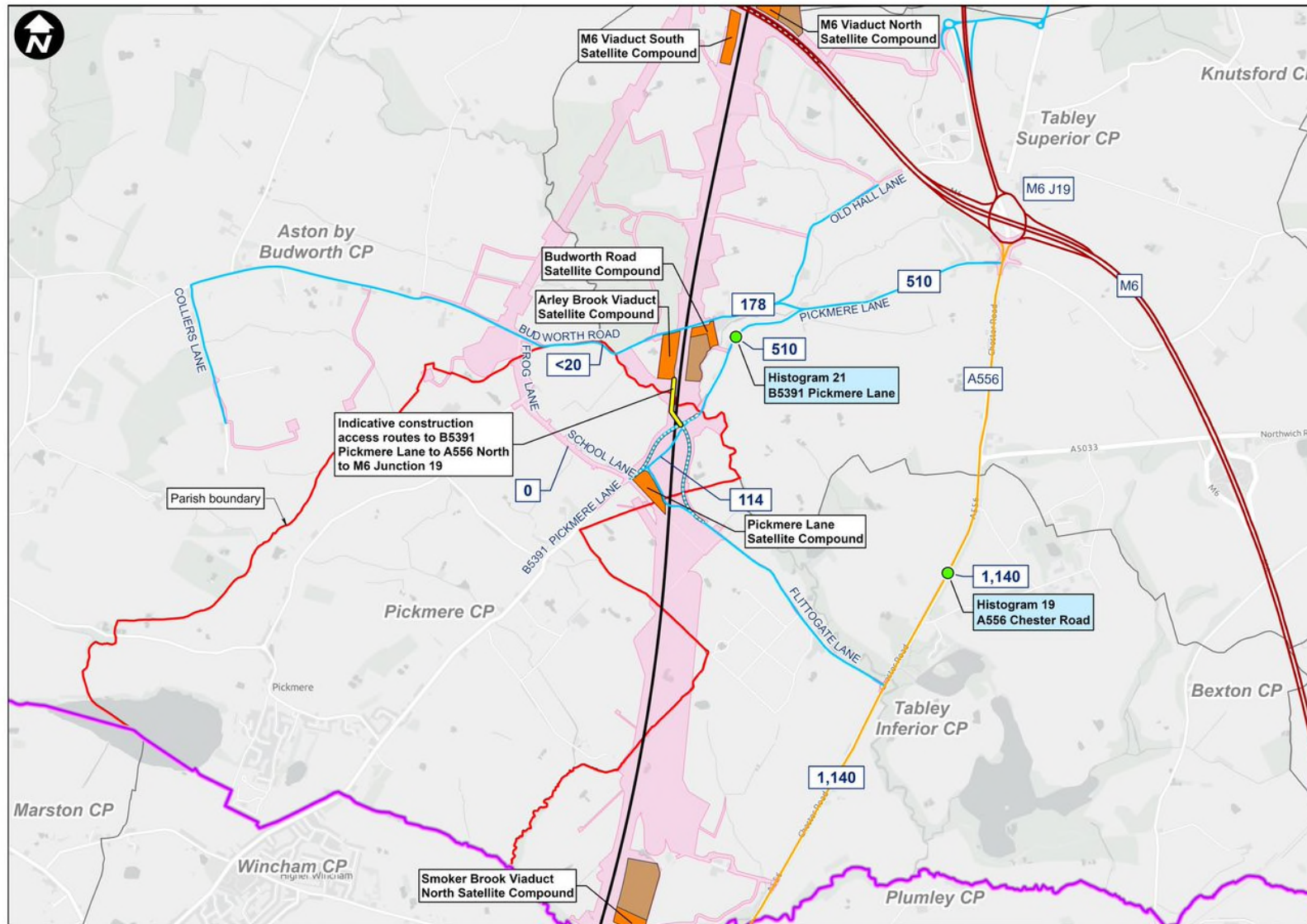
Histogram 21A B5391 Pickmere Lane – construction traffic profile



- If Budworth Road remains open only HS2 HGV traffic associated with Pickmere Lane Satellite compound (shown in red on the histogram) would use Pickmere Lane to the west of the Proposed Scheme.
- HS2 HGV traffic associated with Arley Brook Viaduct and M6 Viaduct South satellite compounds (shown in blue and green respectively) would instead use the new temporary compound access on Pickmere Lane.
- No HS2 HGV traffic would use School Lane and Frog Lane.

Request to reinstate Budworth Road

Construction traffic routes



As this change has not yet been fully assessed, it is not yet possible to give a full quantitative assessment of the potential traffic and transport impacts at this early stage of development.

This map indicatively shows two-way HS2 construction HGV flows on an average day in the peak month of construction if this change had been made to the AP1 scheme.

Jack Steel
c/o Pickmere Parish Council
1 Merehaven Close
Pickmere
Knutsford
WA16 0LP

Sent by email to: clerk@pickmereparishcouncil.gov.uk

22 June 2023

Dear Mr Steel,

HIGH SPEED RAIL (CREWE – MANCHESTER) BILL – HOUSE OF COMMONS SELECT COMMITTEE: PETITION HS2- 061 – PICKMERE PARISH 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 you have concerns about the impact of Phase 2b of HS2 (known as 'the Proposed Scheme') and have submitted a petition on that basis against the Bill in the House of Commons.

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

INTERPRETATION

In this assurance:-

"Bill" means the High Speed (Crewe-Manchester) Bill introduced into Parliament on 24 January 2022 and the expression "the Bill" shall be taken for the purposes of these assurances to include (unless the context otherwise requires) the form of the Bill as enacted;

"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;

“nominated undertaker”

means High Speed Two (HS2) Limited or such other person as may be appointed nominated undertaker under clause 42 of the Bill;

“Pickmere Embankment”

means the embankment indicatively labelled as such on Plan 2 of the Deposited Plans;

“the Plan”

means the plan appended to this assurance;

“Promoter”

means the Secretary of State for Transport 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; and

“Proposed Scheme”

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

Hedgerow Planting Assurance

1. Subject to the conditions contained in paragraph 2 of this assurance, following the construction of the Proposed Scheme, the Promoter will require the nominated undertaker to use reasonable endeavours to provide hedgerow planting along the western edge of Pickmere Embankment, in the area shown indicatively marked in purple and labelled ‘Indicative Proposed Hedgerow Location’ on the Plan.
2. The conditions referred to in paragraph 1 are that:
 - 2.1. The nominated undertaker securing in relation to the hedgerow planting:
 - 2.1.1 the consent of the Crown Estate as landowner;
 - 2.1.2 the agreement of the leaseholder;
 - 2.1.3 the approval of the planting as part of a site restoration scheme under the Bill and/or a mitigation scheme under Schedule 17(9) to the Bill or any other necessary consents or approvals;
 - 2.2. the hedgerow planting not giving rise to any new or different significant environmental effects from those assessed in the Environmental Statement;
 - 2.3. the nominated undertaker being satisfied that the hedgerow planting can be provided without prejudicing the safe, timely and economic delivery of the Proposed Scheme; and

2.4. the existing footpaths, field accesses and any utility plant and equipment will be taken into account in the provision of the hedgerow planting.

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.

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

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

If you have any further queries please don't hesitate to contact Ben Draper, Petition Manager on 07388 851 085 or ben.draper@hs2.org.uk.

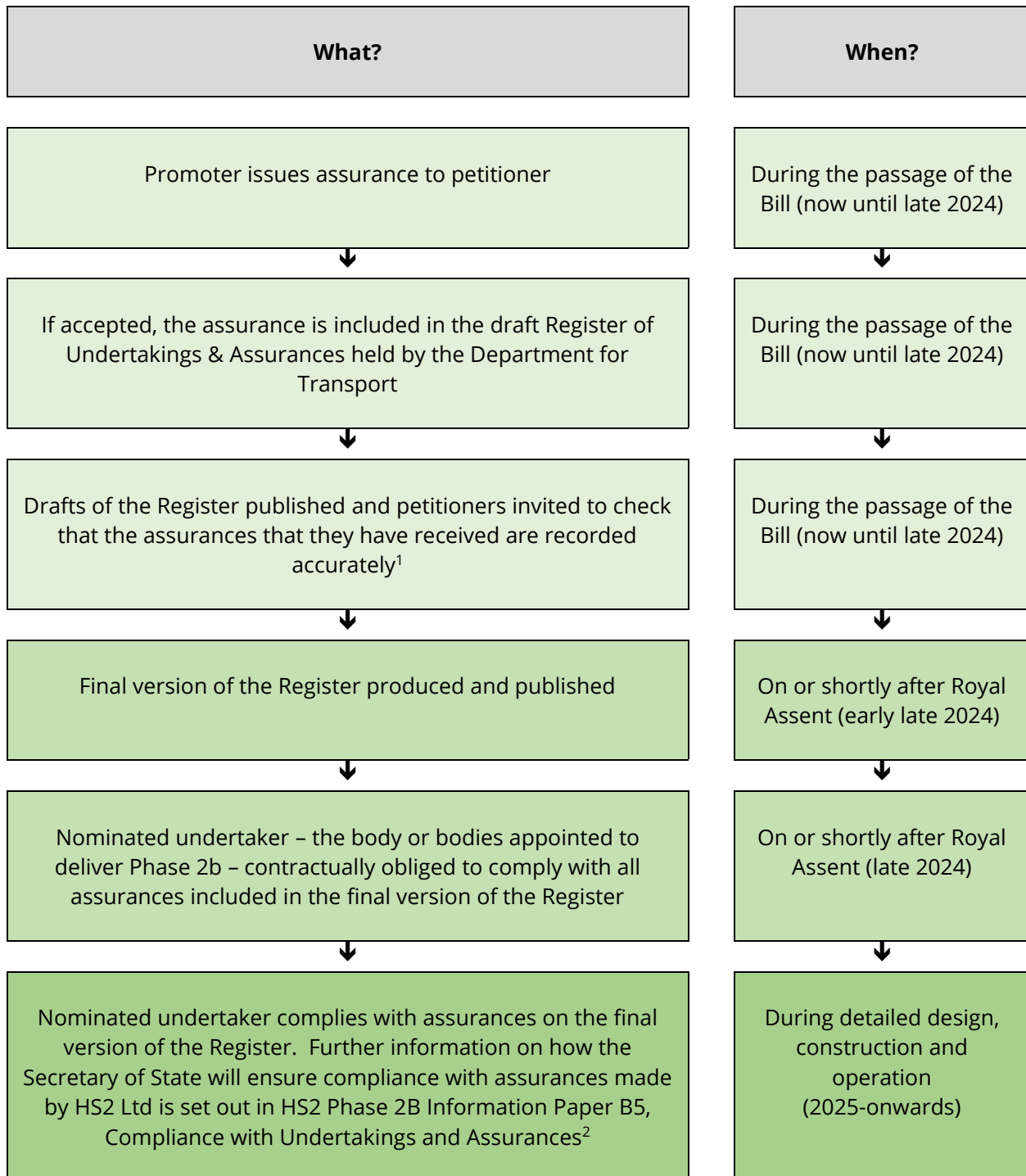
Yours sincerely



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

Annex A

ASSURANCES: STEPS AND TIMING

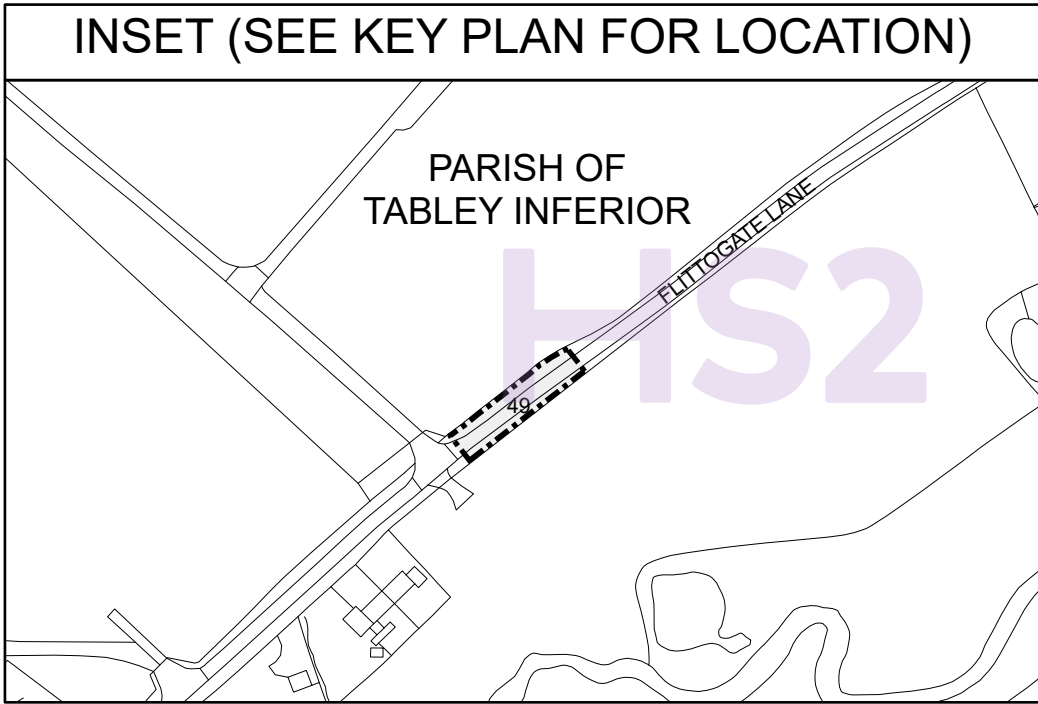
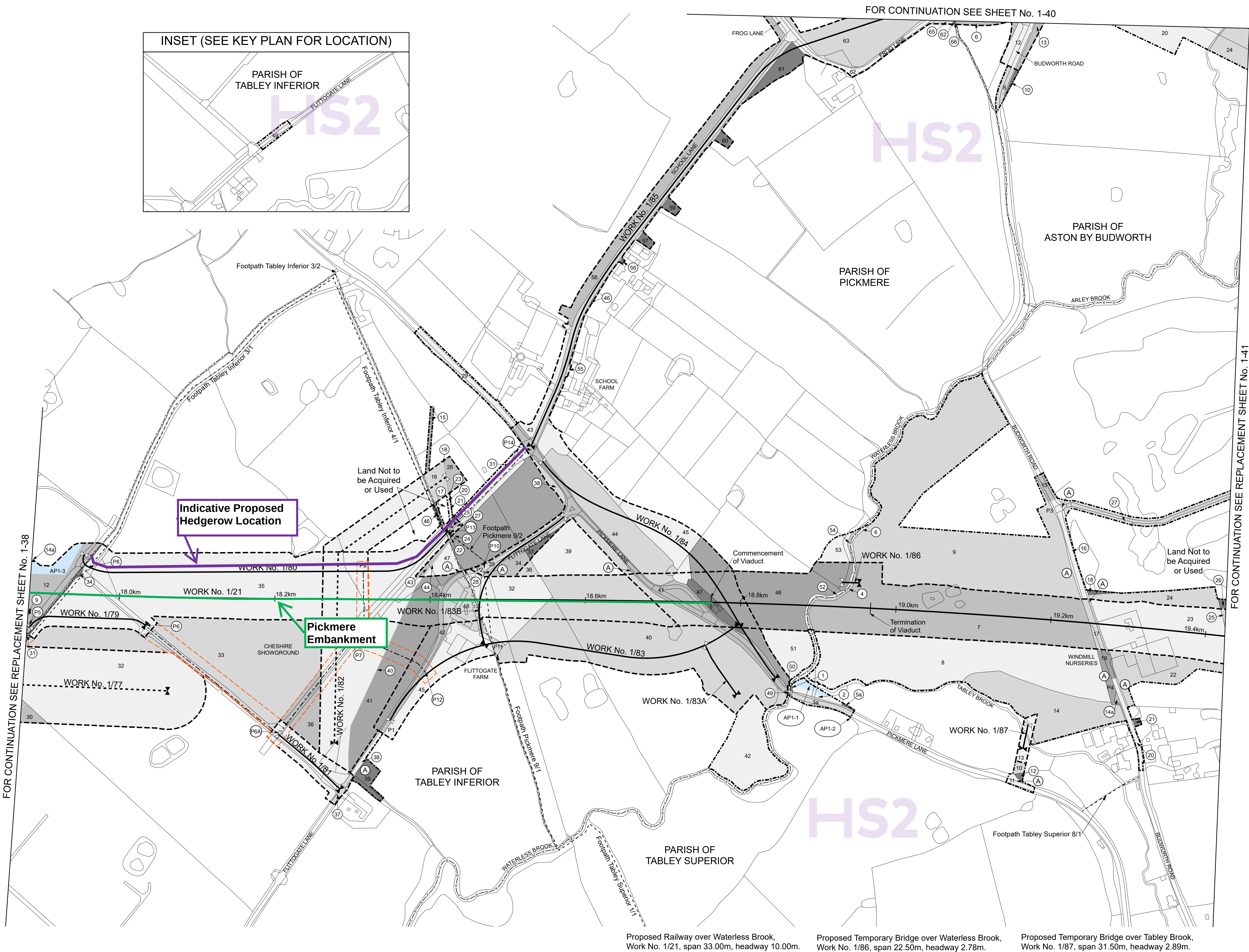


¹ The latest draft of the Register can be found at <https://www.gov.uk/government/publications/hs2-phase-2b-crewe-manchester-register-of-undertakings-and-assurances>

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

COUNTY OF CHESHIRE
BOROUGH OF CHESHIRE EAST

PLAN



REPLACEMENT SHEET No. 1-39
IN PARLIAMENT - SESSION 2022-23
HIGH SPEED RAIL
(CREWE – MANCHESTER)
ADDITIONAL PROVISION 1

Work No. 1/21 (Railway)
Works Nos. 1/83, 1/84, 1/85 (Roads)
Works Nos. 1/79, 1/80, 1/81, 1/83A (Access Roads)
Works Nos. 1/77, 1/82 (Gas Mains)
Works Nos. 1/86, 1/87 (Temporary Bridges)
Work No. 1/83B (Temporary Road)

For Section of Work No. 1/21 see Sheet No. 3-57
For Section of Work No. 1/77 see Sheet No. 3-59
For Section of Work No. 1/79 see Sheet No. 3-58
For Section of Work No. 1/80 see Sheet No. 3-58
For Section of Work No. 1/81 see Sheet No. 3-59
For Section of Work No. 1/82 see Sheet No. 3-60
For Section of Work No. 1/83 see Sheet No. 3-60
For Section of Work No. 1/83A see Sheet No. 3-60
For Section of Work No. 1/83B see Sheet No. 3-60
For Section of Work No. 1/84 see Sheet No. 3-60
For Section of Work No. 1/85 see Replacement Sheet No. 3-61
For Section of Work No. 1/86 see Sheet No. 3-60
For Section of Work No. 1/87 see Sheet No. 3-60

The area enclosed by any limit of deviation or by any limit of land to be acquired or used is the area extending to the outer edge of the line marking those limits

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office Crown copyright. Unauthorised reproduction infringes crown copyright and may lead to prosecution or civil proceedings (Ordnance Survey licence 100049190)

AMENDMENTS TO THIS SHEET ARE AS FOLLOWS :-

Plots AP1-3 added in the Parish of Pickmere
Plots AP1-1 and AP1-2 added in the Parish of Tabley Superior
Plot 14a added in the Parish of Pickmere
Plots 3a and 5a added in the Parish of Tabley Superior
Plots 13 and 14 removed in Parish of Pickmere
Plots 3 and 5 removed in the Parish of Tabley Superior

1. Petitioner information

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

Pickmere Parish Council.

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 council of Pickmere, the democratically elected local authority for the village which represents the interests of the residents and businesses within the parish. Pickmere is severely impacted by HS2 Phase 2b.

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.

3. PICKMERE PARISH COUNCIL OBJECTIONS TO THE BILL

Shown *in green* are quotes and phrases from the High Speed Rail (Crewe to Manchester) Hybrid Bill January 2022 Environmental Statement. Shown *in maroon* are recommendations/requests made by Pickmere Parish Council

3.1. GENERAL

3.1.1. Poor ground conditions, complex geological issues and extensive salt industry infrastructure typify the geotechnical challenges posed by the current choice of route for HS2 Phase 2b, raising serious concerns about the impacts of high-speed rail infrastructure on ground stability, and the impact of climate change itself on the design of the project that is missing from the Environment Statement.

3.1.2. The High-Speed Rail (Crewe to Manchester) Hybrid Bill Environmental Statement addresses the impact of the high-speed rail infrastructure on the environment but not addressed are:

- The impact of the existing environment and poor ground condition geohazards on the HS2 2b high speed rail infrastructure.
- The proposed measures to avoid, reduce, mitigate and offset the likely significant and adverse environmental effects of the known poor ground conditions, with respect to surface water, ground water and ground stability, on the HS2 2b high-speed rail infrastructure project.
- The impact of ongoing and future climate driven changes to the environment, ground conditions and geohazards on HS2 high speed rail infrastructure
- The proposed measures to avoid, reduce, mitigate and offset the likely significant and adverse environmental effects of the ongoing and future climate driven changes to the environment, ground condition geohazards on the HS2 2b high speed rail infrastructure project.

The mitigation and monitoring during the 120-year-lifetime of the HS2 high-speed rail infrastructure across the Cheshire Salt District in the face of climate-driven changing surface and groundwater conditions will entail continuous and costly levelling up measures of the rail track and infrastructure in the salt dissolution-prone and ground surface subsidence areas. It will be essential to prevent or minimise surface flooding, road flooding, drainage ditch overflow, road drains overflow and sewer overflows, as the height of the water table rises.

3.1.3. We acknowledge that such conditions can be mitigated - but only at a significant and uncalculated cost to the nation for construction, operation, monitoring and maintenance and with a negative financial impact on communities and industries on the route of HS2.

3.1.4. Supporting statement: British Geological Survey <https://www.bgs.ac.uk/datasets/bgs-geosure-soluble-rocks/soluble-rocks-property-hazard-information/> The ground conditions for the HS2 2b Route north of Crewe meet the HS2 British Geological Survey criteria. 'Hazard Rating E — very significant soluble rocks are present with a high possibility of localised subsidence or dissolution-related degradation of bedrock occurring naturally, especially in adverse conditions such as concentrated surface or subsurface water flow'

3.1.5. It is imperative to the safety of the high-speed rail route, passengers, infrastructure, communities, the environment and viability of the salt industries that the Department of Transport and their agents and advisors (HS2 Ltd) **address, investigate and discuss openly with local authorities, stakeholders, communities, industries and other relevant organisations:**

- The existing and planned Ground Investigations e.g. surveys, results, modelling, design and mitigation
- Poor ground conditions, extent of ground instability
- Complex geological issues
- Underground salt industry infrastructure

It is also imperative that an independent assessment is carried out of the whole project and, in particular, the potentially hazardous ground conditions of HS2 Phase 2b route north of Crewe and that **independent advice** is given to those making the decisions on the HS2 high speed project in the Houses of Parliament.

3.1.6. Fuel security is of paramount concern for the residents of Pickmere, as it is for the whole country at a time of fuel scarcity and unprecedented price increases. Our nationally strategic secure gas storage is in local salt cavities and HS2 Phase 2b has directly compromised plans to add 50% additional capacity due to the sterilisation in 2013 of the 10 new cavities for King Street Energy — all set to go with planning permission — which would have added five additional days' storage to our existing 10 days' national gas storage capacity.

3.1.7. Food security is also of paramount concern for the residents, living as we do in a predominantly agricultural area, and for the country as a whole: no one is immune from the pressure on world food production being created by climate change and geopolitics. The Environmental Statement is silent on the grave issue of the impact of the project on the loss of Grade A productive agricultural land being taken out of use by HS2 Phase 2b in both the construction phase and long term.

3.1.8. The current plans for HS2 Phase 2b and consequent necessity for the realignment of the A556 do not offer safeguards against the possibility of the project impacting on INOVYN Chlorvinyl Ltd's current and future operations and business. The majority of INOVYN pipelines that pass beneath the existing A556 are made of ductile or cast iron both of which are particularly vulnerable to vibration, increased loads and ground movement, all of which are likely to occur as a result of the proposed HS2 works. INOVYN Chlorvinyl Ltd use the purified brine to produce Chlorine which is used to purify **98%** of the UK's drinking water and is the building block for numerous other chemicals.

A failure to supply brine to the ICV business would result in the cessation of the purification of water in the UK within two days.

3.1.9. It must be noted that the current Benefit Cost Ratio (BCR) is now confirmed to be negative, at 0.7-0.9/1. HS2 Phase 2b is not an investment, it is a liability.

3.1.10. All of these factors will impinge upon the living conditions of the residents of Pickmere parish.

3.2. COMMUNITY

3.2.1. The construction and operation of the HS2 Phase 2b high speed rail infrastructure scheme will leave a devastating and permanent adverse legacy on the '*Social Capital*', wellbeing and connectivity to vital community services, social and retail venues and public transport for residents and businesses within the Pickmere Parish Council boundary.

3.2.2. The Environmental Statement does not address the impact of community isolation and well-being as a direct consequence of the proposed high speed rail scheme on the village of Pickmere. The impact on community isolation and well-being from the temporary adverse effects during construction and the permanent residual adverse effects from operation of the HS2 Phase 2b high speed rail infrastructure will be profound in terms of noise, loss of visual amenity, wildlife habitats, traffic disruption and permanent changes to the local road network and footpaths.

3.2.3. Pickmere is particularly adversely affected by the HS2 Phase 2b high speed rail infrastructure. Leisure will be affected by the diversion of local footpaths used by locals and visitors alike. The rural tranquillity and open green aspects will be irreversibly damaged for generations to come. The embankment carrying the trains in and in the vicinity of Pickmere will be up to 12m high and 2.5kms long compounded by major engineering works to build it, divert a 900mm high pressure gas pipeline and another 300mm one to Tata Chemicals. The loss of visual amenity and sound transmission caused by running trains on a raised embankment 2.5kms long will be profound.

3.2.4. It is evident that the primary proposed mitigation measures (woodland habitat creation to replace ancient woodlands and to provide connectivity between habitats; and a provision to maintain vehicle and pedestrian access to Cheshire Showground during construction of the proposed scheme), fall woefully below the measures that will be required to minimise the impact of the massive and extended construction impacts on a predominantly rural and tranquil part of the Cheshire countryside.

3.2.5. The impact on the mental health and wellbeing of living amidst such major works over an extended period of time cannot be underestimated:

- The construction of Pickmere Embankment will take 2 years 6 months to complete
- Footpath Tabley Inferior 1/1 realigned through accommodation underbridge – 1 year 6 months to complete
- Permanent diversion of 900mm high pressure gas line – 1 year to complete
- The construction of the Arley Brook Viaduct - 1 year 6 months to complete
- The construction of Footpath Pickmere 9/1 underbridge which will take 1 year 9 months to complete
- Permanent realignment of School Lane - 1 year to complete.
- Temporary realignment of Footpath Tabley Inferior 3/1 - 1 year to complete
- Temporary realignment of Footpath Pickmere 9/1 - 1 year 6 months to complete

- The construction of the foundations and building of the Pickmere Telecommunications site 1 year 6 months.
- Permanent diversion of Tata 300mm gas pipeline - 9 months
- To manage civil engineering (3 years 3 months) and railway operations (1 year 3 months).
- The construction of Arley Brook Viaduct - 1 year 6 months to complete

3.2.6. HS2 will not serve our community, it will destroy it – severely impacting the movements of residents both within and to and from the parish – and while rail improvements are needed the consequential issues around logistics and road use create deficits for which we deserve full environmental, ecological and financial mitigation. The Environmental Statement does not even scratch the surface in this regard.

3.2.7. HS2 Phase 2b will never *'serve the community'* nor be of benefit to it. During construction, the proposals are that our rural village is surrounded by six construction compounds which are in existence for up to 6 years and 3 months. There is no easy-to-reference data about the expected noise or planned nuisance mitigation throughout this long construction phase which will be even more disruptive, intrusive and troublesome to local residents than the eventual operation of the railway. The peacefulness and tranquillity associated with this area will be severely and negatively compromised by HS2 Phase 2b.

3.2.8. Pickmere's community's viability and well-being relies on vital *'accessibility to other community facilities'* such as public transport, shops, pharmacies etc. only available outside the village in the nearby communities of Wincham, Northwich and Knutsford, access to which will be seriously compromised due to the numerous diversions, changes to the road network and congestion due to the high volumes of HGVs carrying construction materials.

3.2.9. It is surprising that the *"Notable community facilities within the village of Pickmere include the Pickmere and Wincham Methodist Church and the Red Lion public house"* but fail to mention the Village Hall or Grade 2 listed buildings. Furthermore, under "Recreation, leisure and open space" there is a reference to the Cheshire Showground, but no mention of Pickmere Lake, which is an important local wildlife site that attracts thousands of visitors annually.

3.2.10 Pickmere Parish Council requests that the Select Committee / Government / Department for Transport / HS2 Ltd undertake regular monthly meetings with Pickmere Parish Council during the extensive construction phase of the HS2 Phase 2b high speed rail infrastructure scheme.

3.3. ROADS, PUBLIC RIGHTS OF WAY, TRAFFIC, TRANSPORT

3.3.1. The impact of HS2 Phase 2b on the village of Pickmere will be unprecedented as it is hard to envisage how our small, semi-rural parish will be able to cope with roadworks that include:

- Work 1/82 Diversion of gas main close to Pickmere Lane and Flittogate Lane
- Work 1/83 A diversion of Flittogate Lane
- Work 1/83A An access road carrying Pickmere Lane over Waterless Brook
- Work 1/83B A temporary diversion of Flittogate Lane
- Work 1/84 A realignment of Pickmere Lane
- Work 1/85 A realignment of School Lane and Frog Lane
- Work 1/86 A temporary bridge over Waterless Brook

- Work 1/87 A temporary bridge over Tabley Brook (Aston-by-Budworth)

And changes to footpaths that include:

- Footpaths Pickmere 8/1, 9/1, 9/2 and 4/1 to be stopped up (with alternatives provided in substitution)

3.3.2. There are similar provisions made for adjoining parishes which will also adversely affect traffic impacts and travel to and from Pickmere notably:

- Linnards Lane (Wincham)
- A556 Chester Road
- Footpaths 15/2 and 15/1 (Plumley)
- Flittogate Lane
- Footpaths 1/1, 3/1, 4/1 (Tabley Inferior)
- Budworth Road
- Frog Lane
- Feldy Green Lane
- Colliers Lane
- Footpath 10/1 (Aston by Budworth)
- Bridleway 17/1 (Aston by Budworth)
- M6 Motorway including J19 on and off slip roads

3.3.3. Pickmere Parish Council concludes from the statements and information presented in the High Speed Rail (Crewe to Manchester) Environmental Statement that the construction (from 2025) and operation (to 2145) of the HS2 Phase 2b high speed rail infrastructure scheme, will leave a lasting adverse highways legacy of *'Major adverse.... Traffic flow' '...resulting in significant effects on traffic-related severance for non-motorised users....'*

3.3.4. There is insufficient information in the Environment Statement about the impacts of construction traffic and HGVs on the local road networks and construction traffic routing plans: the number of HGV movements, the impact on existing traffic volumes, the anticipated delays of adding slow moving large vehicles to the road network, exacerbating existing congested roads and junctions, the potential additional mud and / or debris being brought onto the local road network by construction traffic exiting from construction areas. A robust plan to minimise construction traffic impacts and an assessment of the noise and air quality issues are significant omissions.

3.3.5. The major road realignments to Chester Road, Pickmere Lane, Flittogate Lane and School Lane will all cause significant diversions, inconvenience and re-routing of traffic on unsuitable roads.

3.3.6. The Pickmere to Hulseheath (MA03) section of HS2 Phase 2b involves the permanent closure, realignment or diversion of 11 roads and 9 public rights of way, which will present a serious challenge for residents travelling in/out/through the parish.

3.3.7. In general, the proposed HS2 *'revising works to roads and public rights of way, including realigning some roads'* do not meet the needs of the Pickmere community. **It is vital that transport links for non-vehicle and vehicle users are maintained to prevent community**

severance and isolation and do not increase the potential safety hazards for users. e.g. longer routes, unlit public rights of way, etc.

3.3.8. The necessary 'improvements' (i.e. widening) to our rural network of country lanes, most of which have a 7.5t weight limit, in order to accommodate HGVs and construction vehicles will permanently blight our rural character by urbanising the character of our roads.

3.3.9. The construction of the Pickmere Embankment along 2.5k of the village reaching heights of 12m does not meet the approach '*avoid or reduce effects on the visual amenity of residential communities, receptors and users of the landscape*' Environmental Statement Document Non-Technical Summary Doc M13 Pages 65 to 67.

3.3.10. The Select Committee / Government / Department for Transport / HS2 Ltd should at the very least undertake to engage with Pickmere Parish Council, Cheshire East Council and adjacent parishes to coordinate proposals in order to reach an acceptable mitigation design to reduce and eliminate the negative environmental community impacts from construction traffic routes.

3.3.11. Pickmere Parish Council's view is that there will be a worsening of the existing baseline traffic hazards and traffic congestion on the major arterial routes and highways south and east of Northwich as a direct consequence of the additional traffic generated by the proposed construction of HS2 2b high speed route dates 2025 to 2031.

Proposed closure of Budworth Road, Tabley

3.3.12 Budworth Road currently forms part of the boundary between Pickmere and Tabley Civil Parishes. It currently joins Pickmere Lane (B5391) within the parish of Tabley but close to the Pickmere/Tabley boundary. The permanent closure of Budworth Road as is currently proposed would throw additional road traffic onto Pickmere's own country lanes, and further detrimentally impact the rural character of Pickmere beyond the impacts that other aspects of the HS2 will have.

3.3.13 The Parish Council therefore wishes to **object specifically** to the permanent closure of Budworth Road, Pickmere, as is proposed in the Hybrid Bill scheme.

3.3.14 Budworth Road carries a significant amount of traffic for what remains a country lane in a rural area. It is a Secondary Road. It carries traffic accessing M6 Junction 19 from the northwest, and also carries a significant amount of commuter traffic travelling between east and west, including Knutsford, and between north and south, including Lymm. The Hybrid Bill proposes that Budworth Road be permanently closed where it is crossed by the proposed railway. Traffic that currently uses it would be diverted onto School Lane, Pickmere and a new section of road that will replace part of Frog Lane, Pickmere. These lanes are currently narrow rural lanes, shown as generally less than 4m wide on Ordnance Survey maps, with no footways. These roads primarily carry local traffic, and also many walkers, horse-riders and cyclists. They would require widening if they are to replace the closed section of Budworth Road, and this is indicated in very broad terms on the scheme map.

3.3.15 The proposed scheme would therefore throw additional traffic onto narrow lanes that do not carry much vehicle traffic at the present time and would take such traffic past existing

residential properties, thereby exacerbating issues of noise, disturbance and pollution for their occupiers.

3.3.16 The widening of these lanes would urbanise this part of rural Pickmere, resulting in a loss of amenity to Pickmere residents and visitors. Further, widening would mean that traffic speeds along these lanes would be likely to increase. That would result in danger to the many cyclists, walkers and horse-riders that currently use these lanes – the provision of footways would assist only pedestrians and that at the cost of reducing the rural character and attractiveness of the lanes.

3.3.17 Further, the closure of Budworth Road where it crosses the Proposed Scheme, with access to properties retained on both sides of the route will involve a diversion along a realigned Frog Lane, and a realigned School Lane and the B5391 realignment **increasing journey length by 3km.**

3.3.18 Potential alternative solutions exist. The Parish Council would wish to see such a solution seriously explored by HS2Ltd.

3.4 CONSTRUCTION

3.4.1 There are several areas of our parish that will suffer either moderate or *‘high magnitude of visual change...resulting in a moderate (or major) adverse significant effect’* during construction and persisting after 15 years, as detailed in the Environment Statement, creating a significant loss of amenity for residents and visitors:

- *Providence Farm, Roses Farm and Dunholme Farm and users of Footpath Pickmere 5/1...will experience substantial changes to near and middle-distance views as a result of the construction of Smoker Brook viaduct, Pickmere embankment and Footpath Tabley Inferior 1/1 accommodation underbridge.*
- *Users of Footpath Tabley Inferior 2/2 (contiguous with Footpath Pickmere 8/1 and Tabley Inferior 3/1) and visitors to the Cheshire Showground...will experience substantial changes to near and middle-distance views during construction of Pickmere embankment, Flittogate Lane diversion, the B5391 Pickmere Lane realignment and diversion of a gas pipeline. The construction of Arley Brook viaduct will be visible, beyond intervening fields in the distance. There will be near-distance views of construction activity from Footpath Tabley Inferior 2/2, contiguous with Footpath Tabley Inferior 3/1 and diverted to the north, as it crosses the Proposed Scheme via Footpath Pickmere 9/1 underbridge.*
- *Rural road users and residents of Flittogate Lane will experience noticeable changes to near and middle-distance views during construction of Pickmere embankment, Flittogate Lane diversion and Arley Brook viaduct. Flittogate Lane will be closed during construction, except for access to residential properties on the lane. It will be used as a construction traffic route and will be widened for this purpose, leading to a loss of trees and hedgerows. Tall construction plant such as cranes will be visible above intervening vegetation from Flittogate Lane.*
- *Users of Footpath Tabley Inferior 3/1, Footpath Tabley Inferior 4/1 and residents along Pickmere Lane will experience noticeable changes to views in the near and middle distance during construction of Pickmere embankment, the B5391 Pickmere Lane realignment, Arley Brook viaduct and Footpath Pickmere 9/1 underbridge.*

- *Users of Footpath Pickmere 9/1 will experience substantial changes to views in the near and middle distance during construction of Pickmere embankment, Footpath Pickmere 9/1 underbridge, Flittogate Lane diversion and the B5391 Pickmere Lane realignment. The property demolition at Flittogate Farm, and the removal of mature trees and hedgerows will open up clear, wide views of the works. The large-scale structures associated with construction, including construction plant, earthworks and temporary material stockpiles, will be out of character with existing views over the rural landscape of the Cheshire Plain.*
- *Residents and users of School Lane and Pickmere Lane will experience substantial changes to near and middle-distance views during construction of Pickmere embankment, Footpath Pickmere 9/1 underbridge, the B5391 Pickmere Lane realignment and Arley Brook viaduct. School Lane will be widened and realigned. Construction of the B5391 Pickmere Lane realignment and Arley Brook viaduct will be visible from the rear of properties on School Lane, above intervening garden vegetation. The removal of trees along School Lane for the road widening will open up views of Pickmere Lane satellite compound.*
- *Residents of Budworth Road, Waterless Brook Cottages and Pickmere Lane will experience substantial changes to near and middle-distance views during construction of Heyrose embankment and Arley Brook viaduct. The land required for construction of the Proposed Scheme is adjacent to the viewpoint and views of construction from dwellings on Budworth Road and Waterless Brook Cottages, on Pickmere Lane, will be close, but partially screened or filtered through intervening vegetation in gardens or along Tabley Brook. The removal of mature trees and hedgerows to enable road modifications for construction traffic routes will open up views of the works from Budworth Road. The use of Pickmere Lane and Budworth Road as a construction traffic route will introduce increased levels of vehicle movement into views. The large-scale structures associated with construction, including construction plant, earthworks, temporary material stockpiles and construction activity associated with Budworth Road satellite compound in the near distance and Arley Brook viaduct satellite compound in the middle distance will be out of character with existing views over the small-scale, rural landscape.*
- *Residents of Frog Lane and Budworth Road, Pickmere and users of Footpath Pickmere 4/1 and Ashton by Budworth 8/1 will experience substantial changes to near and middle-distance views as a result of the construction of the Proposed Scheme. Frog Lane and School Lane realignments which, together with utility works along Budworth Road, will require the removal of mature trees and hedgerow bordering School Lane, Frog Lane and Budworth Road. This will open up views of works associated with the restringing of overhead power lines. The presence of construction traffic on School Lane and Budworth Road, construction plant, earthworks and temporary material stockpiles, will be out of character with existing views over the rural landscape. Tall machinery required for the construction of Pickmere embankment, Heyrose embankment and Arley Brook viaduct will be visible in the far distance.*
- *Residents of Old Hall Lane and residents on the unnamed road off Old Hall Lane including Heyrose Cottages, Heyrose House and Field Cottage will experience substantial changes to near and middle-distance views during construction of Heyrose embankment. There will be clear views of construction from Field Cottage due to the removal of trees. Views from Heyrose Cottages, Heyrose House and the construction of Heyrose embankment and construction associated with Budworth Road satellite compound will be visible from street level in the vicinity of Budworth Road. Construction*

noise will be noticeable in outdoor areas for approximately eight months. People in this community are likely to experience these features of the Proposed Scheme as changing the quality of their neighbourhood and to regard that change as adverse, both in diminishing the amenity of the village and in reducing the sense of its rural character.

3.4.2. The Select Committee / Government / Department for Transport / HS2 Ltd should undertake to engage with Pickmere Parish Council, other affected Parish Councils and Cheshire East Council to reach an acceptable mitigation design to reduce and eliminate the negative environmental community impacts during construction from construction traffic routes.

3.4.3. Pickmere Parish Council's view is that there will be a worsening of the existing baseline traffic hazards and traffic congestion on the major arterial routes and highways south and east of Northwich as a direct consequence of the additional traffic generated by the proposed construction of HS2 2b high speed route dates 2025 to 2031.

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.

See comments under 3. Also:

4.1 Alignment of HS2B as it passes through Pickmere

4.1.1 In the broadest of terms the proposed route of HS2B passes twice into Pickmere parish's slightly unusual boundary in this locality. At this point the proposed railway is on embankment where it continues north to cross Pickmere Lane by viaduct.

4.1.2 In part the need for an embankment is so that it is eventually able to cross M6 at the M6 Mere viaduct. However shortly after that the proposed railway must suddenly duck down into cutting in order to cross A50 and M56.

4.1.3 It was suggested early on in the HS2 project discussions with Pickmere Parish Council that if the line of the railway was moved further east, it could go under the M6 (thereby avoiding the need to cross the M6 at high level immediately followed by a descent below ground level), and would therefore be at a more suitable level to cross M56 etc.

4.1.4. If, as seems likely, the Golborne Link will not be built; and given the unlikelihood of 'third party funding' materialising for the as-yet undefined Manchester Airport station, we believe that now is a timely opportunity to re-consider the route of Phase 2b in its entirety in order to choose a safer, cheaper alternative to its current proposed route, which includes constructing the line over mid-Cheshire's unstable geology. The rising sea levels caused by climate change will only increase the inherent risks and costs.

4.2 Proposed closure of Budworth Road

4.2.1 Potential alternative solutions exist to the closure of Budworth Road. The Parish Council would wish to see such solutions seriously explored by HS2 Ltd in conjunction with the Parish Council and other stakeholders.

4.3 Post-construction environmental mitigation works

4.3.1 Analysis of HS2's construction traffic forecasts for roads in and around Pickmere show that:

- Pickmere Lane (part) will carry major volumes of HS2 construction traffic
- Pickmere Lane (part) will carry moderate volumes of such traffic
- Budworth Road will carry moderate volumes of such traffic
- Flittogate Lane will carry major volumes of such traffic
- School Lane and Frog Lane, Pickmere will carry minor volumes of such traffic

4.3.2 Such levels of traffic and associated improvement or widening works will inevitably cause diversion of normal traffic onto other lanes in the vicinity to the detriment of Pickmere's residents.

4.3.3 It should be a firm requirement of the scheme that any such roads which are 'improved' to accommodate construction traffic, and which post-construction will revert to their pre-scheme traffic status, should on completion of the scheme be 're-improved' back into a character reflecting their local rural function and character, and should not be left as urbanised roads unrelated to their future role.

4.4 General level of mitigation for the proposed scheme

4.4.1 The Hybrid Bill scheme shows a minimal amount of mitigation works, comprising small-scale planted strips and areas which will do little or nothing to soften the enormous impact this scheme will have on Pickmere and its residents, in particular the works in the area of the Pickmere Lane/HS2 crossing. The impact of the proposed scheme on the character of Pickmere and the general living conditions of the parish's residents as they pass into, out of, and around the parish to work, to shop, for leisure purposes, etc (including walkers, horse-riders, cyclists using the parish's footpaths and lanes), will be immense and irreparable.

4.4.2 It is considered only reasonable that to make up for such qualitative losses, there should be a considerable investment from HS2 Ltd in other parts of Pickmere's built and natural environment. One possibility is to fund either substantial improvements to, or direct replacement on the same site of the parish's aged and basic Village Hall and small car park, the Parish Council's other small, not fit for purpose community building at Pickmere Lake, and/or substantial environmental or cultural improvements in other parts of the parish. The Parish and its residents will not benefit in any way at all from the construction of the proposed scheme. Only in a way just described might the local community feel that it has been in any way compensated for the very substantial loss of environment and quality of life that the proposed scheme will bring.

4.5 General comments

4.5.1 HS2 terminating at the Crewe Hub should be seriously considered. We are convinced that the budget for Phase 2b has been underestimated as 90% of the route has yet to be surveyed. The 'open chequebook' expense of HS2 will inevitably mean less funding will be available for local railway infrastructure upgrading as there will be little or no money left over to complete the Integrated Rail Project. Terminating at Crewe and investing the existing funding estimate for Phase 2b into the present railway network would have an immediate impact on local capacity and services.

4.5.2 We would also urge that Michael Byng's Alternative Scheme should be considered as it is becoming clear that "current funding for the Integrated Rail Plan is inadequate to complete the HS2 Project or to deliver **any** of the non-HS2 projects described in it."

May 2023

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

**HOUSE OF COMMONS
SELECT COMMITTEE**

**Petition No. HS2-P2B-061:
Pickmere Parish Council**

Promoter's Response Document

INTRODUCTION

This Promoter's Response Document (PRD) forms the Promoter's response to Petition No. HS2-P2B-061, from Pickmere Parish Council.

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 \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/614441/HS2_Phase_2b_Crewe_-_Manchester_Information_Papers.pdf).

Department for Transport
High Speed Two (HS2) Limited

BACKGROUND

Pickmere Parish Council represents the residents of the parish of Pickmere in Cheshire.

Construction features proposed within the parish boundary include the Pickmere Lane satellite compound, the Flittogate Lane temporary diversion, the Footpath Pickmere 9/1 temporary diversion, the B5391 Pickmere Lane temporary closure and the School Lane temporary closure.

The operational proposals within the parish boundary include the Pickmere embankment, the Arley Brook viaduct, the B5391 Pickmere Lane realignment, the Flittogate Lane diversion, the School Lane diversion and the Frog Lane diversion.

PETITION NO. HS2-P2B-061

Pickmere Parish Council

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HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Pickmere Parish Council

PETITION NO: HS2-P2B-061

PARAGRAPH NO: 3.1.1 – 3.1.5

ISSUE RAISED: Ground conditions

PETITION PARAGRAPH: 3.1.1. Poor ground conditions, complex geological issues and extensive salt industry infrastructure typify the geotechnical challenges posed by the current choice of route for HS2 Phase 2b, raising serious concerns about the impacts of high-speed rail infrastructure on ground stability, and the impact of climate change itself on the design of the project that is missing from the Environment Statement.

3.1.2. The High-Speed Rail (Crewe to Manchester) Hybrid Bill Environmental Statement addresses the impact of the high-speed rail infrastructure on the environment but not addressed are:

- . The impact of the existing environment and poor ground condition geohazards on the HS2 2b high speed rail infrastructure.
- . The proposed measures to avoid, reduce, mitigate and offset the likely significant and adverse environmental effects of the known poor ground conditions, with respect to surface water, ground water and ground stability, on the HS2 2b high-speed rail infrastructure project.
- . The impact of ongoing and future climate driven changes to the environment, ground conditions and geohazards on HS2 high speed rail infrastructure
- . The proposed measures to avoid, reduce, mitigate and offset the likely significant and adverse environmental effects of the ongoing and future climate driven changes to the environment, ground condition geohazards on the HS2 2b high speed rail infrastructure project.

The mitigation and monitoring during the 120-year-lifetime of the HS2 high-speed rail infrastructure across the Cheshire Salt District in the face of climate-driven changing surface

and groundwater conditions will entail continuous and costly levelling up measures of the rail track and infrastructure in the salt dissolution-prone and ground surface subsidence areas. It will be essential to prevent or minimise surface flooding, road flooding, drainage ditch overflow, road drains overflow and sewer overflows, as the height of the water table rises.

3.1.3. We acknowledge that such conditions can be mitigated - but only at a significant and uncalculated cost to the nation for construction, operation, monitoring and maintenance and with a negative financial impact on communities and industries on the route of HS2.

3.1.4. Supporting statement: British Geological Survey
<https://www.bgs.ac.uk/datasets/bgsgeosure-soluble-rocks/soluble-rocks-property-hazard-information/>
The ground conditions for the HS2 2b Route north of Crewe meet the HS2 British Geological Survey criteria. 'Hazard Rating E — very significant soluble rocks are present with a high possibility of localised subsidence or dissolution-related degradation of bedrock occurring naturally, especially in adverse conditions such as concentrated surface or subsurface water flow'

3.1.5. It is imperative to the safety of the high-speed rail route, passengers, infrastructure, communities, the environment and viability of the salt industries that the Department of Transport and their agents and advisors (HS2 Ltd) address, investigate and discuss openly with local authorities, stakeholders, communities, industries and other relevant organisations:

- . The existing and planned Ground Investigations e.g. surveys, results, modelling, design and mitigation
- . Poor ground conditions, extent of ground instability
- . Complex geological issues
- . Underground salt industry infrastructure

It is also imperative that an independent assessment is carried out of the whole project and, in particular, the potentially hazardous ground conditions of HS2 Phase 2b route north of Crewe and that independent advice is given to those making the decisions on the HS2 high speed project in the Houses of Parliament.

PROMOTER'S RESPONSE:

Ground conditions,

1. The Promoter 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 constructing and operating the Proposed Scheme.
2. The Promoter has undertaken a significant amount of data gathering to inform the design with specific reference to the geology and ground conditions. The Promoter 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, the Promoter 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. The Promoter has planned a route wide Ground Investigation activity which is proposed to commence in 2023. This proposed route wide 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. The Promoter 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 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 using the following link:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1140192/Understanding_the_Ground_Risk_across_the_Cheshire_Plain.pdf

8. Section 4 of the report sets out how the Proposed Scheme would be constructed and operated to take account of ground conditions. Section 5 explains how information has been gathered, through ground investigations, consultation and engagement, to support the development of the Proposed Scheme.

Consideration of climate change

9. Potential effects arising from climate change were considered in the Environmental Statement (ES). A route-wide in-combination climate change impacts assessment was undertaken, the results of which are reported in Volume 5 - Climate change: Results of climate change assessments, of the main ES. The aim of the assessment was to qualitatively assess the combined effect of the Proposed Scheme and potential climate change impacts on the receiving environment during construction and operation.

10. A route-wide climate change resilience assessment was also undertaken, the results of which are reported in Volume 5 - Climate change Results of climate change assessments of the main ES. The aims of the assessment were to:

- ensure that climate change resilience is being considered throughout the design, construction and operation of the Proposed Scheme and, through consultation and collaboration with engineering and design teams; and
- ensure that any resilience measures already defined are robust to potential climate change impacts, and that additional resilience measures can be identified and designed where appropriate.

11. The assessment included the identification and assessment of potential climate change risks for HS2 assets within the Proposed Scheme. The assessment considered risks posed by climate related hazards (such as extreme hot and cold weather, heavy rain, high winds, and storms) to the infrastructure and assets associated with the railway including tracks, tunnels, overhead line equipment, rolling stock, stations and

earthworks. The likelihood and consequences of climate hazards were considered based upon the trends within the UK climate projections.

12. Climate change resilience assessments will continue to take place throughout the design, construction and operation stages of the Proposed Scheme.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Pickmere Parish Council

PETITION NO: HS2-P2B-061

PARAGRAPH NO: 3.1.6

ISSUE RAISED: Fuel security

PETITION PARAGRAPH: 3.1.6. Fuel security is of paramount concern for the residents of Pickmere, as it is for the whole country at a time of fuel scarcity and unprecedented price increases. Our nationally strategic secure gas storage is in local salt cavities and HS2 Phase 2b has directly compromised plans to add 50% additional capacity due to the sterilisation in 2013 of the 10 new cavities for King Street Energy – all set to go with planning permission – which would have added five additional days' storage to our existing 10 days' national gas storage capacity.

PROMOTER'S RESPONSE:

Fuel security

1. The Proposed Scheme has a minimum height of 1m above ground level in order to address geological salt and gas storage risks on a precautionary basis.

King Street Energy

2. As outlined in 10.4.47 of Volume 2, MA02 of the main ES, the consented King Street Energy extension to Holford Brinefield sits partially under the land required for the construction of the Proposed Scheme. Once built, the route of the Proposed Scheme would not impact on the proposed cavern locations. This would result in a negligible impact on a very high value resource, resulting in a negligible effect.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Pickmere Parish Council

PETITION NO: HS2-P2B-061

PARAGRAPH NO: 3.1.7

ISSUE RAISED: Food security

PETITION PARAGRAPH: 3.1.7. Food security is also of paramount concern for the residents, living as we do in a predominantly agricultural area, and for the country as a whole: no one is immune from the pressure on world food production being created by climate change and geopolitics. The Environmental Statement is silent on the grave issue of the impact of the project on the loss of Grade A productive agricultural land being taken out of use by HS2 Phase 2b in both the construction phase and long term.

PROMOTER'S RESPONSE:

Loss of agricultural land

1. The Promoter does not agree that the Environmental Statement (ES) is silent on the issue of the loss of agricultural land. Table 10 of Section 4 in the MA3 Area Report, Volume 2, of the main ES, shows the distribution of agricultural land quality in the study area. This is described in more detail in the MA3 Agriculture, forestry and soils assessment, in Volume 5 of the main ES.
2. The Promoter has undertaken extensive investigation of the potential effects of the Proposed Scheme on farms, estates and rural businesses, through a programme of farm and business impact assessments, environmental surveys (including soils and Agricultural Land Classification), and direct discussions with farmers and landowners along the route of the Proposed Scheme. This includes the effects and the possible mitigation options arising from land severance.
3. The adopted approach to assessing the impacts on agriculture, forestry and soils in the ES is derived from national policy and accords with the advice given in good practice guides for the preparation of Environmental Impact Assessments (EIA). It is a long-standing feature of national policy to seek to safeguard higher quality best and most versatile (BMV) agricultural land by directing development to areas of lower quality land wherever possible.

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

5. The ALC survey undertaken for the Proposed Scheme determines the agricultural land quality of the land within the construction boundary based on existing geology, soil, topographic and agro-climatic information, using the results of existing soil and ALC surveys and targeted detailed ALC surveys undertaken for the project. This approach to classifying the agricultural land affected has been agreed with the Department for Environment Food and Rural Affairs and Natural England and was set out in the Scope and Methodology Report, Volume 5 of the main ES.

6. Agriculture is the most common land use that would be crossed by the Proposed Scheme. Loss of agricultural land is inevitable in the construction of a new railway. The Promoter has aimed to design a high-speed railway that meets modern standards of design that would include earthworks, landscape planting and habitat creation, to reduce impacts on the environment and protect communities.

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

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

9. In selecting the proposed route, the design of the Proposed Scheme has sought to avoid BMV agricultural land, balanced against a number of other environmental and engineering considerations. As shown on Maps AG-04-309b and AG-04-310, the Proposed Scheme has avoided any use of Grade 1 or 2 agricultural land within Pickmere parish. These maps show the extent of use of Grade 3a (Good Quality) and 3b (Moderate Quality) agricultural land.

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Pickmere Parish Council

PETITION NO: HS2-P2B-061

PARAGRAPH NO: 3.1.8

ISSUE RAISED: Potential impact on INOVYN Chlorvinyl Ltd's current and future operations

PETITION PARAGRAPH: 3.1.8. The current plans for HS2 Phase 2b and consequent necessity for the realignment of the A556 do not offer safeguards against the possibility of the project impacting on INOVYN Chlorvinyl Ltd's current and future operations and business. The majority of INOVYN pipelines that pass beneath the existing A556 are made of ductile or cast iron both of which are particularly vulnerable to vibration, increased loads and ground movement, all of which are likely to occur as a result of the proposed HS2 works. INOVYN Chlorvinyl Ltd use the purified brine to produce Chlorine which is used to purify 98% of the UK's drinking water and is the building block for numerous other chemicals. A failure to supply brine to the ICV business would result in the cessation of the purification of water in the UK within two days.

PROMOTER'S RESPONSE:

Consultation with Inovyn Chlorvinyl Ltd

1. The Promoter has engaged and continues to actively engage with the current salt extraction companies. Studies and assessments have been carried out for the determination of the salt dissolution hazard by deploying rigorous desk study and consultation activities in accordance with good industry practice. This has included consultation with infrastructure utility companies and asset owners, and also with the owners and operators of the salt mining businesses, landowners, and other members of the public who have provided eyewitness accounts.
2. Issues raised by consultees relating to Holford Brinefield, which is operated by Inovyn Chlorvinyl Ltd (Inovyn), are reported in Volume 5 of the working draft Environmental Statement consultation summary report.
3. Since publication of the working draft ES, the Promoter has had ongoing engagement with Inovyn involving a multidisciplinary technical team working on behalf of the Promoter to identify and mitigate the potential impact on Inovyn's utilities.

4. The Holford Brinefield is located at depth below land required for the construction and operation of the Proposed Scheme on both sides of the A556 Chester Road at Lostock Green. The depth to the top of the caverns at Holford varies with the geology but the caverns are typically 200m to 350m below ground level in this area. The Proposed Scheme would be designed to allow the continued safe extraction and use of the existing brine field. As a result of this, the impact on salt resources and human health are not considered to be significant.

5. The consented Springbank Farm extension to Holford Brinefield sits partially under the route of the Proposed Scheme. The route of the Proposed Scheme could therefore potentially impact on the viability of five of the proposed 12 caverns. Therefore, it is anticipated that significant residual effects may occur with respect to sterilisation of the salt resources associated with the Springbank Farm extension to Holford Brinefield. An assessment of land quality impacts is included in Section 10 of Volume 2, Community Area report: Wimboldsley to Lostock Gralam (MA02).

Private utilities

6. As set out in Section 8 of the HS2 Phase 2b Western Leg Information Paper C2: Rural landowners and occupiers guide, where private utilities for a holding are affected by proposed works, alternative supplies would be provided where practicable.

7. The Promoter is in consultation with utility companies and petition discussions are ongoing with the business owners/operators to ensure public safety and their safe continued business operations during construction and operation of the Proposed Scheme.

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Pickmere Parish Council

PETITION NO: HS2-P2B-061

PARAGRAPH NO: 3.2.1 – 3.2.2, 3.2.5

ISSUE RAISED: Community impact

PETITION PARAGRAPH: 3.2.1. The construction and operation of the HS2 Phase 2b high speed rail infrastructure scheme will leave a devastating and permanent adverse legacy on the 'Social Capital', wellbeing and connectivity to vital community services, social and retail venues and public transport for residents and businesses within the Pickmere Parish Council boundary.

3.2.2. The Environmental Statement does not address the impact of community isolation and well-being as a direct consequence of the proposed high speed rail scheme on the village of Pickmere. The impact on community isolation and well-being from the temporary adverse effects during construction and the permanent residual adverse effects from operation of the HS2 Phase 2b high speed rail infrastructure will be profound in terms of noise, loss of visual amenity, wildlife habitats, traffic disruption and permanent changes to the local road network and footpaths.

3.2.5. The impact on the mental health and wellbeing of living amidst such major works over an extended period of time cannot be underestimated:

- The construction of Pickmere Embankment will take 2 years 6 months to complete
- Footpath Tabley Inferior 1/1 realigned through accommodation underbridge – 1 year 6 months to complete -
- Permanent diversion of 900mm high pressure gas line – 1 year to complete
- The construction of the Arley Brook Viaduct - 1 year 6 months to complete
- The construction of Footpath Pickmere 9/1 underbridge which will take 1 year 9 months to complete
- Permanent realignment of School Lane - 1 year to complete.
- Temporary realignment of Footpath Tabley Inferior 3/1 - 1 year to complete

- Temporary realignment of Footpath Pickmere 9/1 - 1 year 6 months to complete
- The construction of the foundations and building of the Pickmere Telecommunications site 1 year 6 months.
- Permanent diversion of Tata 300mm gas pipeline - 9 months
- To manage civil engineering (3 years 3 months) and railway operations (1 year 3 months).
- The construction of Arley Brook Viaduct - 1 year 6 months to complete

PROMOTER'S RESPONSE:

Community isolation

1. Community and health effects for the Pickmere to Hulseheath area are reported in Section 6 and Section 8 respectively within the MA3 Area Report, Volume 2, of the main ES.
2. As set out in Section 6 ('Community') of the MA03 Community Area Report within Volume 2 of the main ES, isolation effects may arise from either physical 'islanding' of properties or an increase in journey times and/or distance between residential areas and the community resources that residents use on a regular basis. The assessment did not identify community isolation effects to the village of Pickmere during construction or operation.
3. As set out in Section 8 ('Health') of the MA03 Community Area Report within Volume 2 of the main ES, the health assessment that has been undertaken is based on a broad understanding of health and is consistent with the World Health Organization (WHO) definition of health as 'a state of complete physical, mental and social well-being'.

Mental health, stress and wellbeing

4. In July 2019, in their Second Special Report of Session 2017 to 2019, the High Speed Rail West Midlands to Crewe House of Commons Select Committee (for the Phase 2a route) directed the Promoter to commission an ongoing epidemiological health study into the potential effects on mental health and wellbeing of building the railway. The intention is that the findings of this study would provide the High Speed Rail (Crewe to Manchester) Select Committee with a clearer overview of potential effects, and also inform future development of other major infrastructure projects.
5. The Promoter has worked with the National Institute for Health Research to undertake an independent tendering process for this work. The Cambridge Centre for Health Services Research, which includes researchers from RAND Europe and the University of Cambridge, were appointed in 2021. The appointed academics will be conducting a large scale £2m longitudinal study, which will take place over 10 years.

6. The health and wellbeing baseline for the Phase 2b route as set out in ES, contains the following:

- a routewide commentary of the health evidence base and the links between health determinants (environmental, social and economic factors known to influence health) and resulting effects on health and wellbeing. The commentary seeks to provide an overview of the scientific consensus on the types of health outcome associated with impacts on health determinants, including the results of a search for evidence, including internationally on the health and wellbeing effects of high speed rail or other major infrastructure projects; and
- a community area health profile for each Community Area, which includes a health profile, setting out data on life expectancy, rates and incidence of disease, disability, obesity and physical activity, as well as mental health and wellbeing.

7. The Promoter is committed to learning from the actual effects of Phase 1 construction and has agreed to commission a survey to consider health impacts experienced by Euston residents that are attributed to noise from the construction of the Proposed Scheme. The methodology for the survey has been developed in consultation with external parties such as Public Health England and Imperial College London. The results of the survey may then be used to review the criteria of noise mitigation, noise thresholds, and construction hours.

8. The Promoter examined the responses that were collected during the 2017 route and property consultation, the 2018 working draft Environmental Statement consultation, and the 2020 Design Refinement consultation. The assessors looked for the use of words such as 'stressed', 'upset' or 'worried' within the responses. Mental wellbeing was mentioned in association with the perceived environmental, social, and economic impacts of the Proposed Scheme. More detail on the issues identified can be found in Section 7.5 of Volume 3 of the main ES.

9. A number of the Phase 1 projects that have so far secured funding from the HS2 Community and Environment Fund (CEF) have objectives that include improving and supporting community health and wellbeing. The criteria for Funds such as the CEF and the Business & Local Economy Fund (BLEF) has been reviewed and the project is seeking to improve mental health and wellbeing through projects that are eligible for funding.

10. The Promoter is now welcoming such bids for Phase 2a now that the Funds for this Phase are open for applications. The Promoter would seek to engage with health and wellbeing stakeholders to encourage and support applications for such projects. The Funds have been designed with all Phases in mind, therefore, the same would be the case for the Funds for Phase 2b following Royal Assent of the Bill.

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Pickmere Parish Council

PETITION NO: HS2-P2B-061

PARAGRAPH NO: 3.2.3

ISSUE RAISED: Environmental impact

PETITION PARAGRAPH: 3.2.3. Pickmere is particularly adversely affected by the HS2 Phase 2b high speed rail infrastructure. Leisure will be affected by the diversion of local footpaths used by locals and visitors alike . The rural tranquillity and open green aspects will be irreversibly damaged for generations to come. The embankment carrying the trains in and in the vicinity of Pickmere will be up to 12m high and 2.5kms long compounded by major engineering works to build it, divert a 900mm high pressure gas pipeline and another 300mm one to Tata Chemicals. The loss of visual amenity and sound transmission caused by running trains on a raised embankment 2.5kms long will be profound.

PROMOTER'S RESPONSE:

Diversion of local footpaths

1. The Proposed Scheme passes through an area of countryside where there is a well-developed network of public rights of way which include footpaths, bridleways, and byways. This network is recorded on the Definitive Map and Statement, which is held and maintained by the relevant local authority.

2. As HS2 Phase 2b Western Leg Information Paper E5: Roads and Public Rights of Way explains:

“where a temporary or permanent realignment or diversion of a public right of way is unavoidable, the design objective has been to seek the shortest practicable route”.

3. Footpaths to be stopped up and the new highway to be substituted are described in Schedule 5 to the Bill. These alternative routes are also shown on the deposited plans and would be added to the Definitive Map once the public right of way has been diverted. The nominated undertaker would not have powers to vary the routes as shown in the tables, other than with the agreement of landowners across whose land the route would pass.

4. The temporary and permanent effects on local footpaths are detailed within the relevant Community Area reports in Volume 2 of the Environmental Statement (ES).
5. Paragraph 14.4.36 in the MA3 Area Report, Volume 2 of the main ES, provides details of temporary effects, which are deemed significant, on non-motorised users during construction including footpaths. Footpath Pickmere 9/1 is identified as having a minor adverse effect from an increase in journey length of up to 345m. Footpath Tabley Inferior 1/1 is identified as having a minor adverse effect from an increase in journey length of up to 206m and Footpath Tabley Inferior 3/1 is identified as having a moderate adverse effect from an increase in journey length of up to 1.2km.
6. Paragraph 14.5.17 in the MA3 Area Report, Volume 2 of the main ES, provides details of permanent effects on non-motorised users including footpaths. Footpath Pickmere 9/1 is identified as having a minor adverse effect from an increase in journey length of up to 248m. Footpath Tabley Inferior 3/1 is identified as having a moderate adverse effect from an increase in journey length of up to 866m.
7. Following the publication of the Environmental Statement alongside the deposit of the Bill in January 2022 (main ES), the Promoter deposited Supplementary Environmental Statement 1 (SES1) and Additional Provision 1 Environmental Statement (AP1 ES) in July 2022, which introduced several amendments to the design of the Proposed Scheme.
8. The impacts on footpaths Tabley Inferior 1/1, Tabley Inferior 3/1 and Pickmere 9/1 were re-assessed as part of the SES1 and AP1 ES, and the results were reported in paragraph 5.1.39-5.1.41, Volume 2 of the SES1 and AP1 ES for MA03. There are no changes to significant effects on these footpaths from those reported in the main ES.
9. Additional temporary footpath closures are identified at Pickmere 8/1, Tabley Inferior 4/1 and Pickmere 9/2. Footpath Pickmere 8/1 is identified as having a moderate adverse effect from an increase in journey length of up to 827m. Footpath Tabley Inferior 4/1 is identified as having a minor adverse effect from an increase in journey length of up to 164m. Footpath Pickmere 9/2 is identified as having a minor adverse effect from an increase in journey length of up to 164m.
10. Footpath Tabley Inferior 1/1 is identified as having a moderate adverse effect, owing to an increase in journey length of up to 1.9km during utility works in addition to the 206m during the main construction works that was reported in the main ES.
11. The Promoter does not consider that these effects would materially alter leisure activities within Pickmere parish.
12. HS2 Phase 2b Western Leg Information Paper E5: Roads and public rights of way states that:

“As part of the detailed design process, after Royal Assent, the nominated undertaker will work with highway authorities, local access forums, user groups (e.g. the Ramblers) and communities to identify the best way of maintaining public

rights of way during construction. Design will also continue to be informed by guidance produced by organisations such as the British Horse Society.”

Landscape and visual impacts

13. The landscape and visual effects of the Proposed Scheme (including the Pickmere embankment, B5391 Pickmere Lane realignment, and School Lane realignment) have been assessed in the ES and reported in Volume 5: Appendix LV-001-0MA03 of the ES. A full description of the methodology used for landscape and visual assessment is provided in the Scope and Methodology Report, Volume 5, of the ES.

14. Pickmere lies in the Arley Lower Wooded Farmland Landscape Character Area (LCA), which will be affected by the Proposed Scheme.

15. The following viewpoints have been used in the assessment as being representative of views from the parish of Pickmere and nearby public rights of way (PRoWs) in adjoining parishes where residents are likely to walk and will be affected by the Proposed Scheme:

- Viewpoint 313-03-005: view west from Footpath Tabley Inferior 1/1;
- Viewpoint 313-02-006: view east from Footpath Pickmere 5/1 and Providence Farm;
- Viewpoint 313-02-007 view from the east from Pickmere Lane
- Viewpoint 313-03-010: view north-west from Footpath Tabley Inferior 2/2;
- Viewpoint 314-03-002: view north-east from Pickmere Lane;
- Viewpoint 314-03-003: view west from Footpath Pickmere 9/1;
- Viewpoint 314-02-004 view from the south-east from School Lane; and
- Viewpoint 314-02-007: view north from Frog Lane and Footpath Pickmere 4/1.

16. During construction, the Arley Lower Wooded Farmland LCA and views from the following viewpoints are reported as experiencing significant effects due to the construction of the Proposed Scheme:

- Viewpoint 313-03-005: view west from Footpath Tabley Inferior 1/1;
- Viewpoint 313-02-006: view east from Footpath Pickmere 5/1 and Providence Farm;
- Viewpoint 313-03-010: view north-west from Footpath Tabley Inferior 2/2;
- Viewpoint 314-03-002: view north-east from Pickmere Lane;
- Viewpoint 314-03-003: view west from Footpath Pickmere 9/1;
- Viewpoint 314-02-004 view from the south-east from School Lane; and
- Viewpoint 314-02-007: view north from Frog Lane and Footpath Pickmere 4/1.

17. The draft Code of Construction Practice includes measures to limit landscape and visual impacts during construction. These include protecting existing trees where possible, the use of well-maintained fencing around construction areas, and designing lighting to avoid intrusion on adjacent residential properties. This is explained further in HS2 Phase 2b Western Leg Information Paper D3: Code of Construction Practice.

18. The approach to the design of the landscape is to create a well-connected landscape, with embankments and cuttings shaped to integrate the Proposed Scheme into the character of the surrounding landscape and planting to screen the new railway and associated roads from neighbouring residences and users of public rights of way. As set out in paragraph 2.2.15, Volume 2 of the ES for MA03, the following mitigation measures have been proposed to reduce the visual impact of the operational railway on views from the parish of Pickmere and nearby PRoWs:

- landscape mitigation planting along the eastern side of the Pickmere embankment to help integrate the Proposed Scheme into the surrounding landscape, and screen views of the new embankment from Footpath Tabley Inferior 1/1, Footpath Tabley Inferior 2/2 and Footpath Tabley Inferior 3/1;
- landscape mitigation planting along the western side of the Pickmere embankment to help integrate the Proposed Scheme into the surrounding landscape, and screen views of the new embankment from Footpath Pickmere 5/1, Footpath Tabley Inferior 3/1 and 4/1, from residential properties in Pickmere and from Providence Farm;
- two areas of woodland habitat creation along the western and eastern sides of Pickmere embankment (100m and 50m north of Smoker Brook) to provide replacement habitat, increase habitat connectivity, and screen the Smoker Brook viaduct from Footpath Pickmere 5/1, Footpath Tabley Inferior 1/1;
- woodland habitat creation and new hedgerows around the Flittogate Lane diversion and B5391 Pickmere Lane realignment to provide replacement habitat, aid the landscape integration of the Proposed Scheme, and screen, or partially screen, views of the Pickmere embankment, B5391 Pickmere Lane realignment and Arley Brook viaduct from residential properties on School Lane and from Footpath Pickmere 9/1; and
- hedgerow planting along School Lane and along the Frog Lane realignment to screen views of the School Lane and Frog Lane realignments from residential properties on School Lane and Frog Lane and from Footpath Pickmere 4/1.

19. In year 1 of operation, mitigation planting would be immature and would have no screening or integrating effect. The Arley Lower Wooded Farmland LCA and views from the following viewpoints would experience significant effects as a result of the Proposed Scheme:

- Viewpoint 313-03-005: view west from Footpath Tabley Inferior 1/1;
- Viewpoint 313-02-006: view east from Footpath Pickmere 5/1 and Providence Farm;
- Viewpoint 313-03-010: view north-west from Footpath Tabley Inferior 2/2;
- Viewpoint 314-03-002: view north-east from Pickmere Lane;
- Viewpoint 314-03-003: view west from Footpath Pickmere 9/1;
- Viewpoint 314-02-004 view from the south-east from School Lane; and
- Viewpoint 314-02-007: view north from Frog Lane and Footpath Pickmere 4/1.

20. By year 15, maturing mitigation planting would reduce landscape and visual effects. The planting would provide partial screening and integration of the new structures of the Proposed Scheme, but the Arley Lower Wooded Farmland LCA, and the following viewpoints would remain significantly affected:

- Viewpoint 313-03-005: view west from Footpath Tabley Inferior 1/1;
- Viewpoint 313-02-006: view east from Footpath Pickmere 5/1 and Providence Farm;
- Viewpoint 313-03-010: view north-west from Footpath Tabley Inferior 2/2;
- Viewpoint 314-03-002: view north-east from Pickmere Lane; and
- Viewpoint 314-03-003: view west from Footpath Pickmere 9/1.

21. By year 30, the continued growth of mitigation planting would further reduce landscape and visual effects. The planting would screen or partially screen the new structures of the Proposed Scheme. Effects on the Arley Lower Wooded Farmland LCA would be reduced but remain significant due to the extent of the LCA affected by the Proposed Scheme. Effects on the views of residents and PRow users in and around the parish of Pickmere would be reduced to non-significant, as the new structures of the Proposed Scheme would be largely screened and the trees and hedgerows along roads and field boundaries would be well established, restoring the wooded and rural character of views.

Operational noise

22. The ES operational sound, noise and vibration assessment of the Proposed Scheme takes into account both the route-wide and localised control measures proposed in MA03 Area Report, Volume 2 of the main ES.

23. The operational assessment of the Proposed Scheme takes into account both the route-wide and localised control measures proposed in the ES as updated by the SES 1 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 the following HS2 Phase 2b Western Leg information papers:

- Information Paper E9: Control of Airborne Noise from altered roads and the operational railway;
- Information Paper E10: Control of Ground-borne Noise and Vibration from the Operation of Temporary and Permanent Railways
- Information Paper E11: Control of Noise from the Operation of Stationary Systems; and
- Information Paper E12: Operational Noise and Vibration Monitoring Framework.

24. The SES 1 has identified operational noise effects on the acoustic character in the residential community of Pickmere at approximately 45 dwellings in the vicinity of the B5391 Pickmere Lane, School Lane, and Hall Lane. The noise effect is likely to result in a significant community effect identified as 'MA03-O-C5' on SES1 and AP1 ES Map

SV-05-310. Further information can be found in HS2 Phase 2b SES1 and AP1 Environmental Statement Volume 2: MA03: Pickmere to Agden and Hulseheath.

25. The Promoter's policy on assessing and controlling the noise and vibration impacts set out in HS2 Phase 2b Western Leg Information Papers E9, E10, E11, E12, E13 represents its interpretation of the Government's Noise Policy Statement for England. Each policy includes noise or vibration effect levels which are used in assessment to determine the appropriate policy action. The Promoter's setting of the level had due regard to established practice, research results, guidance in national and international standards, guidance from national and international agencies and independent review by academic, industry and Government employees. They have also been subjected to further independent scrutiny during parliamentary proceedings for HS2 Phase one and Phase 2a and are provided as draft route-wide assurances for the Proposed Scheme where they will be subject to further scrutiny during the parliamentary proceedings for Phase 2b.

26. As set out in Appendix A of the HS2 Phase 2b Western Leg Information Paper E9: Control of airborne noise from altered roads and the operational railway, the Lowest Observed Adverse Effect Level (LOAEL) is the level above which adverse effects on health and quality of life can be detected. The LOAEL is described in Government's Planning Practice Guidance on noise (PPG) as the level above which "noise can be heard and causes small changes in behaviour, attitude or other physiological response, e.g. turning up volume of television; speaking more loudly; where there is no alternative ventilation, having to close windows for some of the time because of the noise. Potential for some reported sleep disturbance. Affects the acoustic character of the area such that there is a small actual or perceived change in the quality of life.

27. The LOAELs set by the Promoter include 50 dB for the 0700-2300 LpAeq, 40 dB for the 2300-0700 LpAeq and 60 dB for the 2300-0700 LpAFmax (façade) to assess the impact of airborne noise caused by the operation of the new railway on permanent residential buildings. The second of these parameters is used to assess the impact of noise from individual train pass-bys. The values have been derived with due regard of the World Health Organization guidelines for community and night noise. The Promoter will take all reasonable steps to design and construct altered roads, and to design, construct, operate and maintain the operational railway so that the combined airborne noise from these sources, predicted in all reasonably foreseeable circumstances, does not exceed the LOAELs. Further details can be found in HS2 Phase 2b Western Leg Information Paper E9: Control of Airborne Noise from altered roads and the operational railway.

28. Dwellings where the noise level during the operation of the railway is predicted to exceed the Significant Observed Adverse Effect Level (SOAEL) have been identified individually through the environmental impact assessment as being likely to experience a significant adverse operational noise effect. This is an indication that noise insulation and ventilation would be offered as a means of avoiding any significant adverse effect on the health and quality of life of those living inside.

Qualification for noise insulation will be identified and noise insulation offered at the time that the Proposed Scheme becomes operational.

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Pickmere Parish Council

PETITION NO: HS2-P2B-061

PARAGRAPH NO: 3.2.4

ISSUE RAISED: Mitigation measures - ecology

PETITION PARAGRAPH: 3.2.4. It is evident that the primary proposed mitigation measures (woodland habitat creation to replace ancient woodlands and to provide connectivity between habitats; and a provision to maintain vehicle and pedestrian access to Cheshire Showground during construction of the proposed scheme), fall woefully below the measures that will be required to minimise the impact of the massive and extended construction impacts on a predominantly rural and tranquil part of the Cheshire countryside.

PROMOTER'S RESPONSE:

The effect of construction of the Proposed Scheme on ecological resources

1. The Proposed Scheme crosses the eastern part of the parish with approximately 600m of the Pickmere Embankment (2464m in length) present in the south and a further 300m in the north. The Arley Brook, which is crossed by the Arley Brook Viaduct (201m in length), forms the northern boundary of the parish. The Smoker Brook forms the southern parish boundary and is crossed (with the Waterless Brook) further south by the Smoker Brook Viaduct (826m in length). These viaducts provide east/west habitat connectivity across the Proposed Scheme within and in close proximity to the parish. There are extensive areas of woodland, wetland, and grassland planting along these watercourses on either side of the viaducts that would strengthen linear habitat connectivity along the watercourses and, particularly in the vicinity of the Smoker Brook, link nearby areas of woodland including ancient woodland.

2. Landscape planting is proposed along the Pickmere Embankment throughout and beyond the parish, and around the Pickmere Lane/Flittogate Lane realignment that would provide habitat connectivity along the Proposed Scheme and reconnect hedgerows and treelines. Habitat creation and landscape planting would, once established, address the adverse effects of habitat loss caused by the construction of the Proposed Scheme, and promote ecological connectivity along and across the Proposed Scheme. The following areas of ecological mitigation planting have been included in the Bill:

- approximately 1.1 ha of native broadleaved woodland planting to the east of the Pickmere embankment, which would partly compensate for the loss of ancient woodland in the area;
- approximately 0.9ha of native broadleaved woodland to the west of Pickmere embankment, which would enhance connectivity along Leonard's and Smoker Wood local wildlife site;
- a total of 1.7ha of woodland would be created in two locations along the B5391 Pickmere Lane. The planting would enhance connectivity of habitats in the Waterless Brook/Arley Brook location;
- a total of 21.2km of new hedgerows would be planted and the species composition would be characteristic of the surrounding area; and
- nine ecological mitigation ponds to the east and four ecological mitigation ponds to the west of Pickmere embankment, 2.2km north of Smoker Brook viaduct to provide replacement habitat for great crested newt, with surrounding terrestrial habitat.

3. The Promoter considers that the ecological mitigation measures included in the Bill have taken due account of the 'Lawton' principles'. The location and design of habitat creation areas has sought to adhere to the key Lawton principles of 'more, bigger, better and joined'. These aim to result in habitat creation areas which would also enhance and connect habitat parcels within the local area and where possible contribute to local, regional and national conservation strategies.

4. The Proposed Scheme supports the creation of a 'permeable' railway (and associated infrastructure) with appropriately designed underpasses and culverts linked to existing habitat, which is consistent with the recommendations of the Lawton report. This also supports climate change requirements by increasing the resilience of ecological networks and allowing species to move more freely in response to changing climatic conditions.

Effects on ecology during construction

5. The Promoter accepts that there would be an extended period of disturbance to habitats and associated species during the construction of the Proposed Scheme. This would be addressed through the Code of Construction Practice (CoCP) which contains a range of measures to reduce potential impacts on ecological resources. The nominated undertaker would require its contractors to manage impacts upon all statutory and non-statutory sites of ecological interest and other areas of notable habitat (including ancient woodland). Detailed provisions for managing impacts on ecological receptors are provided in the CoCP as follows:

- protection of retained habitat, including trees (see Section 12);
- control of dust (see Section 7);
- control of water quality and flow (see Section 16);
- control of noise and vibration (see Section 13); and
- lighting (see Section 5.4).

6. The programming of construction works would have regard to the requirements for site clearance works to mitigate potential impacts on protected and/or notable species. In addition, management of construction activities to reduce ecological effects would include, where relevant, provision of appropriate watching briefs to be implemented during construction works.

7. On the basis of the proposed habitat creation and the implementation of the CoCP, the Promoter is satisfied that impact of the construction of the Proposed Scheme on ecological resources could be successfully addressed.

Ancient Woodland

8. The Promoter supports the Government's commitment to maintaining existing ancient woodland and to increase native woodland. The Promoter acknowledges that it is not possible to replace ancient woodland (given their status as an irreplaceable habitat), and the design of the Proposed Scheme has sought to minimize loss of or harm to ancient woodland so far as is reasonably practicable.

9. The vertical and horizontal alignment of the railway has been the subject of detailed considerations, and many alternatives have been considered. Ancient woodland is one of many environmental constraints that have been considered, along with others such as the requirement for demolitions of property, noise and visual impacts, and effects on agriculture. The Promoter considers that the proposals in the Bill present the best sustainable option taking account of all relevant environmental considerations. Unfortunately, due to conflicting constraints, it is not possible in all instances to avoid ancient woodland. As a result, the Proposed Scheme would result in a loss of ancient woodland across 18 woodlands. The Environmental Statement reports the avoidance, mitigation, and compensation measures that have been incorporated into the Proposed Scheme for each affected woodland.

Access to Cheshire Showground

10. As set out in paragraph 6.4.4 Volume 2 of the Environmental Statement for MA03, and based on engagement with the Showground, the viability of the business may be affected by the loss of land (21%). Due to this loss of land, it has been assumed that Cheshire Showground would not be able to continue to operate during construction. Construction, as set out in paragraph 6.4.4, will take approximately three years and six months to complete.

11. Paragraph 6.4.26 also states that the Promoter is continuing to engage with owners and operators (including Cheshire Agricultural Society) of the Cheshire Showground to identify reasonably practicable measures to retain the showground activities on the site and help mitigate the likely significant effects identified in this assessment.

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Pickmere Parish Council

PETITION NO: HS2-P2B-061

PARAGRAPH NO: 3.2.6 – 3.2.10

ISSUE RAISED: Mitigation measures - community

PETITION PARAGRAPH: 3.2.6. HS2 will not serve our community, it will destroy it – severely impacting the movements of residents both within and to and from the parish – and while rail improvements are needed the consequential issues around logistics and road use create deficits for which we deserve full environmental, ecological and financial mitigation. The Environmental Statement does not even scratch the surface in this regard.

3.2.7. HS2 Phase 2b will never 'serve the community' nor be of benefit to it. During construction, the proposals are that our rural village is surrounded by six construction compounds which are in existence for up to 6 years and 3 months. There is no easy-to reference data about the expected noise or planned nuisance mitigation throughout this long construction phase which will be even more disruptive, intrusive and troublesome to local residents than the eventual operation of the railway. The peacefulness and tranquillity associated with this area will be severely and negatively compromised by HS2 Phase 2b.

3.2.8. Pickmere's community's viability and well-being relies on vital 'accessibility to other community facilities' such as public transport, shops, pharmacies etc. only available outside the village in the nearby communities of Wincham, Northwich and Knutsford, access to which will be seriously compromised due to the numerous diversions, changes to the road network and congestion due to the high volumes of HGVs carrying construction materials.

3.2.9. It is surprising that the "Notable community facilities within the village of Pickmere include the Pickmere and Wincham Methodist Church and the Red Lion public house" but fail to mention the Village Hall or Grade 2 listed buildings. Furthermore, under "Recreation, leisure and open space" there is a reference to the Cheshire Showground, but no

mention of Pickmere Lake, which is an important local wildlife site that attracts thousands of visitors annually.

3.2.10 Pickmere Parish Council requests that the Select Committee / Government / Department for Transport / HS2 Ltd undertake regular monthly meetings with Pickmere Parish Council during the extensive construction phase of the HS2 Phase 2b high speed rail infrastructure scheme.

PROMOTER'S RESPONSE:

Adequacy of the Environmental Statement

1. The Environmental Statement (ES) accompanying the Bill is fully compliant with 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.
2. The Environmental Impact Assessment (EIA) that is used to inform the reported effects in the ES takes account of a broad evidence base. This includes existing data, for example, from local biological record centres and local experts and aerial photography, as well as surveys and professional judgement. An appropriate baseline was therefore developed to enable assessment to a sufficient level in the ES. The ES is therefore compliant with the requirements of the EIA and Parliamentary Standing Order 27A.
3. As explained in paragraph 9.2 of the ES, Volume 5, Scope and Methodology Report (SMR) - Addendum report, in order to ensure that all likely significant effects of the Proposed Scheme were identified, a precautionary approach of assuming a 'reasonable worst-case' valuation was adopted where baseline information was incomplete. This approach was utilised to assign precautionary values to both known receptors and potential receptors based on the best available information. Further details are provided in the Ecological assessment method technical note (Annex E of the SMR Addendum).
4. The environmental effects have been assessed on the basis of the Proposed Scheme that was deposited in Parliament in January 2022. Where an EIA is legally required, works would not take place unless they have been assessed already as part of the ES or are subject to a further EIA and consent process. Any nominated undertaker would be contractually bound to comply with the controls set out in the Bill and the Environmental Minimum Requirements, as described in HS2 Phase 2b Western Leg Information Paper E1: Control of environmental impacts and as may be developed during the passage of the Bill through Parliament.

Construction compounds and noise

5. One satellite construction compound is proposed within the parish of Pickmere, Pickmere Lane Satellite Compound, which would be used to manage civil engineering works. As outlined within paragraphs 2.3.41 to 2.3.49 of the MA3 Area Report, Volume 2, of the main ES, Pickmere Lane Satellite Compound would be operational for four years, with an average of 70 workers per day, which increases to 120 workers and 45 staff at peak times. This duration is unchanged at Supplementary Environmental Statement 1 (SES1) and Additional Provision 1 (AP1).

6. There are two further satellite construction compounds within neighbouring parish boundaries which would be accessed via roads within the parish of Pickmere and used to construct proposed works within the parish of Pickmere. These are Arley Brook Viaduct and Budworth Road Satellite Compounds to the north of the parish of Pickmere.

7. Section 13.4 of the MA3 Area Report, Volume 2, of the main ES, reports the likely significant effects of the Proposed Scheme during construction for receptors in the parish of Pickmere.

8. Measures to control noise would be applied through the implementation of the CoCP and would be applied in the following order: selection of quiet and low vibration equipment, review of construction methodology to consider quieter methods, location of equipment on site, control of working hours, the provision of acoustic enclosures, the use of less intrusive alarms, local screening of equipment, and perimeter hoarding.

9. Where, despite the implementation of best practice means, the noise exposure exceeds the criteria defined in the draft CoCP, noise insulation or ultimately temporary rehousing would be offered in accordance with the noise insulation and temporary rehousing policy that is set out in HS2 Phase 2b Western Leg Information Paper E13: Control of Construction Noise and Vibration.

10. Contractors would undertake and report such monitoring as is necessary to assure and demonstrate compliance with all noise commitments. Monitoring data would be provided regularly to and be reviewed by the nominated undertaker and would be made available to the local authorities.

11. Contractors would be required to comply with the terms of the CoCP and appropriate action would be taken by the nominated undertaker as required to ensure compliance.

12. This is explained further in HS2 Phase 2b Western Leg Information Papers D3: Code of Construction Practice and E13: Control of Construction Noise and Vibration.

Access to the Pickmere community

13. The Promoter notes the Petitioner's concerns in relation to disruption to access to the Pickmere community from Wincham, Northwich, and Knutsford, via B5391 Pickmere Lane during construction as a result of road closures and their diversions

and the impacts of construction vehicles. The Promoter also notes the request for regular consultation during the HS2 construction phase.

14. HS2 Phase 2b Western Leg Information Paper E3: Management of Traffic During Construction explains the nominated undertaker's approach to consultation on highway and traffic issues:

"During construction, regular local Traffic Liaison Group meetings would be arranged with highway authorities bus operators, taxi and trade representation (as appropriate), and the police. Other emergency services would 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 programme, and for a review of the associated traffic management requirements. This would allow the highway authorities to carry out their network co-ordination duties.

The nominated undertaker, as part of the requisite community liaison arrangements, would require contractors to communicate regularly with parties affected by the works. Local residents and businesses would be informed - appropriately and in advance - of the dates and durations of any closures of roads or public right of way, and would 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 would be provided for users of roads and public of rights of way."

15. Part 2 of Schedule 5 to the Bill provides that where highways are to be permanently stopped up and they are listed in Schedule 5 (that is, where a new highway is to be provided in substitution), the highway may not be stopped up until the replacement highway has been provided. Paragraph 8 of Part 2 of Schedule 5 to the Bill also provides that highways may be temporarily stopped up where listed in Table 4 of Schedule 5 to the Bill, following consultation with the relevant authority. Where a highway is not specified in Table 4, the nominated undertaker must obtain the consent of the relevant authority. HS2 Phase 2b Western Leg Information Paper E4: Highways and Traffic During Construction – Legislative Provisions explains the approvals and notification process required under the highways schedule.

16. A Highways Sub-Group of the Phase 2b Planning Forum has been established, which includes representatives from all the local highway authorities affected by the project and acts as a focus for consultation and liaison on highways and traffic issues. It would consider general construction traffic issues and the procedures for obtaining necessary consents as designs are finalised. The draft CoCP requires the preparation of a Route-wide Traffic Management Plan, setting out the arrangements for consultation on temporary traffic management and the arrangements for establishing local Traffic Liaison Group meetings, which would enable liaison at an area or scheme specific level to continue on a more local basis during construction to discuss specific

day-to-day issues around construction traffic management as they arise. This is likely to involve the nominated undertaker, the HS2 contractor(s), relevant highway authorities, the emergency services, and bus operators and taxi representatives, as necessary.

17. Within the parish of Pickmere, the following roads would be subject to temporary closure with diversion routes provided as detailed in Paragraph 14.4.22 in the MA3 Area Report, Volume 2, of the main ES:

- B5391 Pickmere Lane – temporary diversion of traffic using the B5391 Pickmere Lane during construction of Arley Brook viaduct and the B5391 Pickmere Lane realignment. Traffic would be diverted via Flittogate Lane, a section of the permanent Flittogate Lane realignment and the temporary Flittogate Lane realignment. Traffic would be diverted for one year and three months, increasing journey length by 358m;
- Flittogate Lane – temporary realignment of a 210m section of Flittogate Lane. The temporary realignment would enable Flittogate Lane to remain open during construction of the tie-in to the permanent diversion. The temporary realignment would be in use for one year and six months, resulting in a negligible change in journey length;
- School Lane – temporary closure to enable the permanent widening of School Lane from its current width of 4m to 7.3m. Widening is required to accommodate diverted traffic associated with the permanent closure of Budworth Road. The works would be undertaken in stages in order to maintain access to the existing properties. School Lane would be closed for through traffic for approximately one year. Temporary traffic signals would be required for the construction of the junction with the B5391 Pickmere Lane. During the temporary closures, traffic would be diverted via Budworth Road and the B5391 Pickmere Lane, increasing journey length by 2.3km; and
- Frog Lane – temporary closure of a section of Frog Lane between Budworth Road and School Lane during construction of the Frog Lane realignment. Traffic would be diverted via the School Lane realignment, the B5391 Pickmere Lane and Budworth Road for six months, increasing journey length by 3km. Access to properties would be retained. Temporary traffic signals would be required for the construction of the junction between Frog Lane realignment and Budworth Road.

18. Management of these temporary closures would be subject to the procedures outlined above.

19. The temporary road closures of School Lane and Frog Lane have been assessed as leading to a minor adverse significant effect due to diversion of through traffic, although access to existing properties would be maintained. The B5391 Pickmere Lane and Flittogate Lane realignments would not lead to any significant affect due to diversion.

20. One permanent road closure, the closure of Budworth Road, is proposed in the vicinity of Pickmere parish. This is addressed in further detail below in the Promoter's Response to paragraph 4.2.1 of the Petition (pages 54 - 55).

21. The highway closures and diversions and their impacts that were reported in the main ES remain unchanged within the SES1 and AP1 ES.

22. The Transport Assessment assumes an indicative programme which assesses a reasonable worst-case scenario. It is acknowledged that this could change as the design develops. While this is the case, the contractor would be bound by the Environmental Minimum Requirements (EMRs).

23. The EMRs, which the CoCP forms part of, provide effective safeguards to ensure that detailed design and implementation of the Proposed Scheme would have no greater effects than the effects reported in the Environmental Statement, unless certain circumstances apply.

24. The Secretary of State would require the nominated undertaker to adhere to the arrangements provided for in the EMRs in designing and constructing Phase 2b (Crewe – Manchester) of High Speed Two works.

25. Generally, construction vehicles would use the strategic and/or primary road network with the use of the local road network limited, so far as reasonably practicable.

26. The following sections of roads would be used as HS2 construction routes in the Pickmere area:

- B5391 Pickmere Lane (between School Lane and the A556 Chester Road);
- Budworth Road (between the B5391 Pickmere Lane and Frog Lane);
- School Lane (between B5391 Pickmere Lane and Frog Lane); and
- Frog Lane (between School Lane and Budworth Road), following the closure of Budworth Road.

27. The duration of the busy periods¹ for these construction routes is forecast to be up to 12 months.

28. In addition, Frog Lane/ School Lane before the closure of Budworth Road, Flittogate Lane, Colliers Lane, and Old Hall Lane would be used as construction traffic routes with less than 20 HGVs per day on average.

29. There are no HS2 construction routes proposed along Pickmere Lane to the south of Pickmere parish and therefore accessibility to Wincham and Northwich would not be materially impacted.

¹ The busy period is defined as the period during which HS2 construction HGV traffic will be at least half of the HGV traffic in the peak month.

30. Pickmere Lane between School Lane and A556 Chester Road is a designated HS2 construction route. Table 15-5 in the MA 03 Transport Assessment Part 3, Volume 5, 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 B5391 Pickmere Lane realignment between School Lane and Budworth Road would carry a peak daily two-way combined flow of 510 HGVs over an assumed 10 hour working day, which equates to approximately one HGV every minute on average. The busy period is expected to be of nine months duration;
- the section of B5391 Pickmere Lane between Budworth Road and A556 Chester Road would carry a peak daily two-way combined flow 510 HGVs over an assumed 10 hour working day, which equates to approximately one HGV every minute on average. The busy period is expected to be 12 months in duration;
- Budworth Road between Old Hall Lane and B5391 Pickmere Lane would carry a peak daily two-way combined flow of 178 HGVs over an assumed 10 hour working day, which equates to approximately one HGV every three minutes on average. The busy period is expected to be of four months duration; and
- the section of School Lane between B5391 Pickmere Lane and Frog Lane, and the section of Frog Lane between School Lane and Budworth Road would carry a peak daily two-way combined flow of 126 HGVs over an assumed 10-hour working day, which equates to approximately one HGV every five minutes on average. The busy period is expected to be of six months duration, and the peak period² of three months duration.

31. The Promoter considers that the local Pickmere roads are capable of accommodating the forecast traffic flows during construction of the AP1 revised scheme. Therefore, the Promoter does not consider that the additional traffic associated with the AP1 revised scheme would materially impact the ability of Pickmere residents to access other communities, including specifically Wincham, Northwich and Knutsford.

32. The issue of construction traffic impacts for routes between Pickmere and highways south and east of Northwich, including the A556 Shurlach and A556 Chester Road, A530 King Street/Griffith's Road and A559 Manchester Road, is addressed in further detail below in the Promoter's Response to paragraphs to 4.3.1 and 4.3.3 of the Petition (pages 63 - 67).

Built heritage - listed buildings

33. The Promoter recognises the importance of listed buildings and heritage assets, and the contribution these bring to the wider historic landscape. The methodology for the assessment of community effects and the historic environment conforms with national guidance and best practice and has taken account of their cross-topic

² The peak period is defined as the period during which HS2 construction HGV traffic will be greater than 70% of the HGV traffic in the peak month.

significance. Details of the significant effects on listed buildings arising during construction and operations of the Proposed Scheme are reported in Volume 2 of the main ES.

34. No significant effects were identified during assessment of the historic environment on Grade II listed buildings in Pickmere parish. The effects on all listed buildings within 2km of the route, both due to physical impacts and changes to their settings, are reported in Volume 5 of the main ES. Grade II listed buildings located within 2km of the route and within Pickmere parish include Pickmere Farm (MA03_0004) and the Mereview Farm (MA03_0006). These are reported in the MA3 Historic environment summary gazetteer and impact assessment table, which can be found in Volume 5 of the main ES. No effects are considered to arise on the heritage value of these assets during construction or operation.

35. The assessment has considered the heritage value of the Grade II listed buildings. However, they are not considered individually under the community assessment for the social and recreational value of these buildings as they are private residences.

Recreation, leisure and open space

36. Pickmere Lake is a Local Wildlife site that is north of Lostock Gralam. The non-designated site does not fall within the area to be potentially impacted by the Proposed Scheme, and therefore it was not included within the environmental assessment.

Request for engagement

37. Dedicated engagement teams for the areas included in the Proposed Scheme and their surroundings have been in place throughout the development of the hybrid Bill scheme, with a main point of contact provided for communications with each local authority. This will continue throughout the Parliamentary process and beyond.

38. During the construction phase a local community team will be in place to engage with local authorities and representative members as well as the local community and business interests. A local area plan will explain how we will engage and keep people updated. The delivery of engagement and local area plans across the Proposed Scheme will be overseen by the Head of Engagement.

39. HS2 Phase 2b Western Leg Information Papers G1: Consultation and Engagement and G2: Community Relations outline the approach to engagement to be taken by the nominated undertaker during construction of the Proposed Scheme. They include details of future engagement, HS2's Community Engagement Strategy, and the requirement for the nominated undertaker to develop a Community Engagement Framework, which will explain how proactive and reactive engagement activity will be delivered during construction.

40. HS2 Phase 2b Western Leg Information Paper G2 also includes details of the Residents' Charter, which is a commitment to communicate clearly with people who

live along or near the line of route, the independent Residents' Commissioner, and the independent Construction Commissioner.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Pickmere Parish Council

PETITION NO: HS2-P2B-061

PARAGRAPH NO: 3.3.1 – 3.3.8, 3.3.10 – 3.3.11, 3.4.2 – 3.4.3

ISSUE RAISED: Roads, Public Rights of Way, Traffic, Transport

PETITION PARAGRAPH: 3.3.1. The impact of HS2 Phase 2b on the village of Pickmere will be unprecedented and it is hard to envisage how our small, semi-rural parish will be able to cope with roadworks that include:

- Work 1/82 Diversion of gas main close to Pickmere Lane and Flittogate Lane
- Work 1/83 A diversion of Flittogate Lane
- Work 1/83A An access road carrying Pickmere Lane over Waterless Brook
- Work 1/83B A temporary diversion of Flittogate Lane
- Work 1/84 A realignment of Pickmere Lane
- Work 1/85 A realignment of School Lane and Frog Lane
- Work 1/86 A temporary bridge over Waterless Brook
- Work 1/87 A temporary bridge over Tabley Brook (Aston-by-Budworth)

And changes to footpaths that include:

. Footpaths Pickmere 8/1, 9/1, 9/2 and 4/1 to be stopped up (with alternatives provided in substitution)

3.3.2. There are similar provisions made for adjoining parishes which will also adversely affect traffic impacts and travel to and from Pickmere notably:

- . Linnards Lane (Wincham)
- . A556 Chester Road
- . Footpaths 15/2 and 15/1 (Plumley)
- . Flittogate Lane
- . Footpaths 1/1, 3/1, 4/1 (Tabley Inferior)
- . Budworth Road
- . Frog Lane
- . Feldy Green Lane
- . Colliers Lane

- . Footpath 10/1 (Aston by Budworth)
- . Bridleway 17/1 (Aston by Budworth)
- . M6 Motorway including J19 on and off slip roads

3.3.3. Pickmere Parish Council concludes from the statements and information presented in the High Speed Rail (Crewe to Manchester) Environmental Statement that the construction (from 2025) and operation (to 2145) of the HS2 Phase 2b high speed rail infrastructure scheme, will leave a lasting adverse highways legacy of 'Major adverse.... Traffic flow'resulting in significant effects on traffic-related severance for non-motorised users....'

3.3.4. There is insufficient information in the Environment Statement about the impacts of construction traffic and HGVs on the local road networks and construction traffic routing plans: the number of HGV movements, the impact on existing traffic volumes, the anticipated delays of adding slow moving large vehicles to the road network, exacerbating existing congested roads and junctions, the potential additional mud and / or debris being brought onto the local road network by construction traffic exiting from construction areas. A robust plan to minimize construction traffic impacts and an assessment of the noise and air quality issues are significant omissions.

3.3.5. The major road realignments to Chester Road, Pickmere Lane, Flittogate Lane and School Lane will all cause significant diversions, inconvenience and re-routing of traffic on unsuitable roads.

3.3.6. The Pickmere to Hulseheath (MA03) section of HS2 Phase 2b involves the permanent closure, realignment or diversion of 11 roads and 9 public rights of way, which will present a serious challenge for residents travelling in/out/through the parish.

3.3.7. In general, the proposed HS2 'revising works to roads and public rights of way, including realigning some roads' do not meet the needs of the Pickmere community. It is vital that transport links for non-vehicle and vehicle users are maintained to prevent community severance and isolation and do not increase the potential safety hazards for users. e.g. longer routes, unlit public rights of way, etc.

3.3.8. The necessary 'improvements' (i.e. widening) to our rural network of country lanes, most of which have a 7.5t weight limit, in order to accommodate HGVs and construction vehicles will permanently blight our rural character by urbanising the character of our roads.

3.3.10, 3.4.2. The Select Committee / Government / Department for Transport / HS2 Ltd should undertake to engage with Pickmere Parish Council, other affected Parish Councils and Cheshire East Council to reach an acceptable mitigation design to reduce and eliminate the negative environmental community impacts during construction from construction traffic routes.

3.3.11, 3.4.3. Pickmere Parish Council's view is that there will be a worsening of the existing baseline traffic hazards and traffic congestion on the major arterial routes and highways south and east of Northwich as a direct consequence of the additional traffic generated by the proposed construction of HS2 2b high speed route dates 2025 to 2031.

PROMOTER'S RESPONSE:

Temporary realignments and diversions affecting vehicles

1. The impact of temporary highway realignments is addressed in further detail above in the Promoter's Response to paragraphs to 3.2.8 of the Petition (pages 28 - 35).
2. The Petitioner raises concerns of the diversionary and re-routing impacts of realignments to Chester Road, Pickmere Lane, Flittogate Lane, and School Lane. Paragraph 14.4.23 in MA3 Area Report, Volume 2, of the main Environmental Statement (ES), provides details of where diversions or realignments during construction are considered to result in significant adverse effects for vehicle occupants. There are minor adverse effects from an increase in journey length of up to 2.3km on School Lane and an increase of 3km on Frog Lane, although access to existing properties would be maintained. The diversions on Flittogate Lane and Pickmere Lane are less than 1km in length and are not considered to result in any significant effects with regard to changes in journey times for vehicle occupants. There is no realignment of A556 Chester Road in the vicinity of Pickmere parish.

Permanent realignments and diversions affecting vehicles

3. Paragraphs 14.5.6 and 14.5.7 of the MA3 Area Report, Volume 2, of the main ES, provide details of where diversions or realignments during operation would result in any significant effects for vehicle occupants. Budworth Road would be permanently

closed where it is crossed by the route of the Proposed Scheme, resulting in a minor significant effect. Traffic would be diverted via the Frog Lane realignment, School Lane realignment and the B5391 Pickmere Lane realignment, increasing journey length for some users by 3km.

4. The temporary and permanent highway diversions and their impacts on vehicle occupants in the Pickmere area reported in the main ES remain unchanged within the Supplementary Environmental Statement 1 (SES1) and Additional Provision 1 Environmental Statement (AP1 ES).

Temporary realignments and diversions affecting non-motorised users (pedestrians)

5. The impact of temporary changes to footpaths to non-motorised users causing non-traffic related severance is set out above in the Promoter's Response to paragraph 3.2.3 of the Petition (pages 16 - 22). The footpath diversions are reported in the main ES.

6. School Lane and Frog Lane are identified as having a moderate adverse effect on non-traffic related severance on non-motorised users from increases in journey length of up to 1.7km and 3km, respectively, during the temporary closures of these roads.

Permanent realignments and diversions affecting non-motorised users (pedestrians)

7. Flittogate Lane is identified as having a permanent minor adverse effect from an increase in journey length of up to 372m, and Budworth Road is identified as having a permanent moderate adverse effect from an increase in journey length of up to 3km.

8. The significant effects representing highway diversions for non-motorised users remain unchanged in the SES1 and AP1 ES.

Traffic-related severance during construction (3.3.3)

9. The Promoter does not accept that the construction activities of the HS2 Proposed Scheme and SES1 and AP1 revised scheme would leave a lasting adverse highways legacy of major adverse traffic-related severance', although it is acknowledged that there would be adverse traffic-related severance effects on construction routes in the vicinity of Pickmere affecting non-motorised users due to increases in all-vehicles or HGVs. These are set out set out in Table 43 and Table 44 in the MA03 Area Report, Volume 2, of the main ES, and updated in Table 17 and Table 18 of the MA3 Area Report, Volume 2, of the SES1 and AP1 ES. The peak HGV construction traffic flows and the duration of the busy period are explained above in the Promoter's Response to paragraphs to 3.2.8 of the Petition (pages 28 - 35).

10. The maximum duration of the busy period in the vicinity of Pickmere is 12 months.

11. A major adverse effect on traffic-related severance was forecast due to changes in HGVs on the section B5391 Pickmere Lane between Budworth Road and A556 Chester

Road during construction, as set out in Table 44 in the MA03 Area Report, Volume 2, of the main ES.

12. The assessment of B5391 Pickmere Lane has been updated for the AP1 revised scheme and is reported in Table 17 and Table 18 of the MA3 Area Report, Volume 2, of the SES1 and AP1 ES. The moderate adverse effect on traffic related severance (due to changes in both total traffic and HGVs) on the B5391 Pickmere Lane between School Lane and Budworth Road during construction as reported in the main ES has changed to a major adverse effect in the SES1 and AP1 ES. The reporting of a major adverse effect on traffic related severance due to changes in HGVs on the section of B5391 Pickmere Lane between Budworth Road and A556 Chester Road as reported in the main ES is reported as an increased major adverse effect in the SES1 and AP1 ES. There is also a major adverse effect now being reported due to changes in all traffic on this section where previously there was no adverse effect.

13. Following the publication of the main ES, and the SES1 and AP1 ES, the Promoter has made the following correction to the main ES which remains relevant in the SES1 and AP1 ES:

- On the section of the B5391 Pickmere Lane between Park Lane and School Lane, a moderate adverse effect on traffic-related severance was reported in the main ES and a major adverse effect on traffic-related severance was reported in SES1 and AP1 ES due to all traffic and HGVs. However, this section of the B5391 Pickmere Lane is not designated as a construction route and consequently there would be no effect on traffic-related severance on the section of the B5391 Pickmere Lane between Park Lane and School Lane.

14. There is forecast to be moderate adverse on traffic-related severance due to changes in HGVs on the section Budworth Road between Old Hall Lane and B5391 Pickmere Lane during construction of the Proposed Scheme, as set out in Table 44 in the MA3 Area Report, Volume 2, of the main ES.

15. The assessment of this section of road has been updated for the AP1 revised scheme. The moderate adverse effect on traffic-related severance on Budworth Road between Old Hall Lane and B5391 Pickmere Lane during construction of the Proposed Scheme has changed to a major adverse effect during construction of the AP1 revised scheme, as set out in Table 18 in the MA3 Area Report, Volume 2, of the SES1 and AP1 ES.

16. On the section of School Lane between the B5391 Pickmere Lane and Frog Lane and the section of Frog Lane between School Lane and Budworth Road, there will be a minor adverse effect due to all traffic and a moderate adverse effect on traffic-related severance due to HGVs.

17. The changes in traffic in the vicinity of Pickmere during construction of the AP1 revised scheme are reported in Table 15-7, Table 15-8, Table 15-8.1, and Table 15-8.2 in the MA3 Transport Assessment Part 3 Addendum, Volume 5, of the SES1 and AP1

ES. Changes in traffic for Pickmere Lane, Budworth Road, School Lane, and Frog Lane are set out below in the Promoter's Response to paragraphs to 4.3.1 and 4.3.3 of the Petition (pages 63 - 67).

Traffic-related severance during operation

18. The assessment of traffic-related severance has been updated for the AP1 revised scheme and is reported in Table 21 of Volume 2, Community Area report: Pickmere to Agden and Hulseheath (MA03) of the SES1 and AP1. Table 21 describes roads where changes in traffic flow result in significant effects on traffic-related severance for non-motorised users for 2038 and 2051. There is no forecast traffic-related severance during operation on roads in Pickmere.

Impact of Construction traffic and HGVs on the local road network

19. The Promoter disagrees that there is insufficient information in the main ES about the impacts of construction traffic and HGVs on the local road network. The traffic and transport impacts during the construction and operation of the Proposed Scheme and AP1 revised scheme are set out in the Transport Assessment at a level of detail appropriate to the stage of the design. The Promoter has used a strategic model to assess the traffic impacts during construction and operation of the Proposed Scheme and SES1 and AP1 revised scheme. Five scenarios were assessed during construction, representing five distinct temporal phases. These scenarios include area-wide highway impacts, including changes in traffic and congestion. The assessment takes into account diverted traffic due to the combination of highway changes and construction traffic.

Traffic management and draft Code of Construction Practice

20. 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 route of the Proposed Scheme. The draft 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 avoided or mitigated. The assessment is based on a reasonable worst-case scenario.

21. The draft CoCP provides a consistent approach to the management of construction traffic. Section 14 of the draft CoCP includes measures that aim to reduce the adverse impacts and effects on local communities and maintain public access. This includes the impacts of deliveries of construction materials and equipment.

22. The measures in the draft CoCP include controls on vehicle types, hours of site operation, and routes for HGVs to reduce the impact of road-based construction traffic. In order to achieve this, general and site-specific traffic management measures will be implemented during the construction of the Proposed Scheme on or adjacent to public roads and public rights of way affected by the Proposed Scheme.

23. The draft CoCP includes the requirement to develop local traffic management plans (LTMPs) in consultation with the highway and traffic authorities and the emergency services. These will consider the local traffic management strategy including consideration of sensitive receptors, such that adverse impacts will be reduced, insofar as reasonably practicable.

24. Specific measures include core site operating hours of 08:00 to 18:00 on weekdays and 08:00 to 13:00 on Saturdays with site staff and workers generally arriving before the morning peak hour and departing after the evening peak hour. Activities such as major concrete pours may involve extended working hours for reasons of engineering practicability.

25. The number of private car trips to and from the construction compounds (both workforce and visitors) would be reduced by encouraging alternative sustainable modes of transport or vehicle sharing. This would be supported by an overarching framework travel plan that will require construction workforce travel plans to 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 will 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.

26. The draft Environmental Minimum Requirements (EMRs) and the draft CoCP, together with the various controls set out in the Bill, are intended to ensure that the impacts of the Proposed Scheme, including those relating to construction traffic, would not exceed those assessed in the Environmental Statement, unless certain circumstances apply. As part of these controls, the nominated undertaker would require contractors to seek to minimise the impacts on local communities from construction traffic, and ensure that public vehicle access is maintained, where reasonably practicable.

27. As explained in paragraph 2.1.3 of the draft CoCP;

“The nominated undertaker and its contractors will comply as a minimum with applicable environmental legislation at the time of construction, together with any additional environmental controls imposed by the hybrid Bill”.

28. Paragraph 5.1.4 of the draft CoCP confirms that:

“The nominated undertaker and its contractors will ensure that local residents, occupiers, businesses, local authorities and parish councils affected by the proposed construction works, as outlined in the ES, will be informed in advance of works taking place by methods identified in the framework. The notifications will detail the estimated duration of the works, the working hours and the nature of the works”.

29. In addition to this, as HS2 Phase 2b Western Leg Information Paper E3: Management of traffic during construction sets out, the CoCP will require the nominated undertaker to prepare a Route-wide Traffic Management Plan (RTMP) in liaison with highway and traffic authorities and the emergency services. As appropriate, the plan will include: the means of managing and monitoring lorry flows; the requirement for vehicle and driver safety; requirements for preparing workforce travel plans; the strategy for design and consultation for traffic management (including the signing strategy for emergency service access and lorry wayfinding; and the requirements for protecting highways.

30. As set out above, the CoCP will also require the nominated undertaker to ensure that LTMPs are prepared by contractors in liaison with the relevant highway 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.

31. 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 PRowS; 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.

32. In relation to consultation, HS2 Phase 2b Western Leg Information Paper E3: Management of traffic during construction explains that liaison will continue on a more local basis prior to and during construction to discuss specific day-to-day issues around construction traffic management as they arise. This is likely to involve the

nominated undertaker and/or contractor(s), highway authority officers responsible for traffic management, highway maintenance, street lighting, traffic signals, walking, cycling and public transport services (as well as utility company representatives when necessary).

Major road realignments and maintaining transport links for non-vehicle and vehicle users

33. These issues are addressed earlier in this document in the Promoter's Response to paragraphs to 3.2.8 of the Petition (pages 28 - 35).

Traffic congestion on major arterial routes and highways south and east of Northwich

34. As set out in the Promoter's Response to paragraphs 3.3.4 of the Petition above, the Promoter has used strategic models to assess the traffic and transport impacts during construction and operation of the AP1 revised scheme. This Transport Assessment has been carried out for a range of scenarios. These scenarios allow area-wide highway impacts to be assessed, including diverted traffic due to the combination of highway changes and construction traffic including the arterial routes and highways to the south and east of Northwich; the A556 Shurlach Road, A556 Chester Road and A559 Manchester Road. The Transport Assessment assesses a worst-case scenario.

35. The Promoter notes the Petitioner's comments regarding traffic congestion on major arterial routes south and east of Northwich. The local highway authorities of Cheshire East and Cheshire West and Chester have referred to the A556 Shurlach Road, A556 Chester Road, A530 King Street/ Griffiths Road, and A559 Manchester Road their petitions. These roads will be used as construction traffic routes for a busy period of up to 12 months. The busy period represents the duration for which the HGV construction traffic will exceed 50% of the peak month. The Petitioner is liaising with both local highway authorities regarding HS2 construction impacts on these roads.

36. The construction traffic flows and changes in AM and PM peak hour traffic flows on major arterial roads south and east of Northwich are included in the AP1 Transport Assessment. Information for A556 Shurlach Road, A556 Chester Road, A530 King Street/ Griffiths Road, and A559 Manchester Road are set out in turn below.

A556 Shurlach Road and A556 Chester Road

37. The A556 Shurlach Road and A556 Chester Road are four-lane dual carriageway roads running south of Northwich.

38. The A556 Shurlach Road and A556 Chester Road are designated as HS2 construction routes. Table 14-5 in the MA2 Transport Assessment Part 3 Addendum, Volume 5, of the Supplementary Environmental Statement 1 (SES1) and Additional Provision 1 Environmental Statement (AP1 ES) summarises the peak daily construction traffic flows associated the AP1 revised scheme. This indicates that:

- the section of the A556 Shurlach Road between the A530 King Street and the B5082 Penny's Lane would carry a peak daily two-way combined flow of 829 HGVs over an assumed 10-hour working day, which equates to just over HGV every minute on average. The busy period is expected to be of eight months duration;
- the section of A556 Shurlach Road between the B5082 Penny's Lane and Birches Lane would carry a peak daily two-way combined flow of 828 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 eight months duration;
- the section of A556 Shurlach Road between Birches Lane and the A559 Manchester Road would carry a peak daily two-way combined flow of 828 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 eight months duration; and
- the section of A556 Chester Road between A559 Manchester Road and Plumley Moor Road would carry a peak daily two-way combined flow of 1140 HGVs over an assumed 10-hour working day, which equates to approximately two HGVs every minute on average. The busy period is expected 12 months duration.

39. There were forecast to be major adverse effects on traffic-related severance due to changes in total traffic and total HGVs on the section of the A556 Shurlach Road between Birches Lane and the A559 Manchester Road during construction, as set out in Table 50 and Table 51 in the MA2, Volume 2, of the main ES respectively. There were also forecast to be moderate adverse effects on traffic-related severance due to changes in total HGVs on the section of the A556 Shurlach Road (between the A530 King Street and Birches Lane), A556 Chester Road (between A559 Manchester Road and Linnards Lane) and A556 Chester Road (between A559 Linnards Lane and Plumley Moor Lane), as set out in Table 51 in the MA2 Area Report, Volume 2, of the main ES.

40. The assessment of the A556 Shurlach Road and A556 Chester Road has been updated for the AP1 revised scheme and is reported in Table 22 and Table 23 of the MA2 Area Report, Volume 2, of the SES1 and AP1. The major adverse effects on traffic-related severance due to changes in total traffic and total HGVs on the section of the A556 Shurlach Road between Birches Lane and the A559 Manchester Road during construction as reported in the main ES remain unchanged in the SES1 and AP1 ES.

41. The AP1 revised scheme sub-divides the section of the A556 Shurlach Road previously reported between the A530 King Street and Birches Lane into two sections; the A556 Shurlach Road between the A530 King Street and Penny's Lane, and the A556 Shurlach Road between Penny's Lane and Birches Lane. Table 23 of the SES1 and AP1 ES, Volume 2: Community Area report MA02 Wimboldsley to Lostock Gralam, reports a moderate adverse effect on traffic-related severance due to changes in total HGVs on the section of the A556 Shurlach Road between the A530 King Street and Penny's Lane, and a major adverse effect on the A556 Shurlach Road between Penny's Lane and Birches Lane. The moderate adverse effect previously reported on the A556 Chester Road between A559 Manchester Road and Linnards Lane remains.

42. The changes to the performance of these sections of road during construction of the AP1 revised scheme are reported in Table 14-7 and 14-8 in the MA2 Transport Assessment Part 3 Addendum, Volume 5, of the SES1 and AP1 ES.

43. This indicates that the section the A556 Shurlach Road between the A530 King Street and the B5082 Penny's Lane would carry 3,267 vehicles per hour in the AM peak hour and 3,356 vehicles per hour in the PM peak hour during the 2030 future baseline.

44. During construction of the AP1 revised scheme, traffic flows on the section of the A556 Shurlach Road between the A530 King Street and the B5082 Penny's Lane are forecast to increase to a maximum of 3,519 vehicles per hour in the AM peak hour, an increase of 252 vehicles (8%) compared with the 2030 future baseline. In the PM peak hour, traffic flows would increase to a maximum of 3,515 vehicles per hour, an increase of 159 vehicles (5%) compared with the 2030 future baseline.

45. The section of the A556 Shurlach Road between B5082 Penny's Lane and Birches Lane would carry 2,643 vehicles per hour in the AM peak hour and 2,887 vehicles per hour in the PM peak hour during the 2030 future baseline.

46. During construction of the AP1 revised scheme, traffic flows on the section of the A556 Shurlach Road between B5082 Penny's Lane and Birches Lane are forecast to increase to a maximum of 3,259 vehicles per hour in the AM peak hour, an increase of 616 vehicles (23%) compared with the 2030 future baseline. In the PM peak hour, traffic flows would increase to a maximum of 3,039 vehicles per hour, an increase of 152 vehicles (5%) compared with the 2030 future baseline.

47. The section the A556 Shurlach Road between Birches Lane and the A559 Manchester Road would carry 2,572 vehicles per hour in the AM peak hour and 2,659 vehicles per hour in the PM peak hour during the 2030 future baseline.

48. During construction of the AP1 revised scheme, traffic flows on the section of the A556 Shurlach Road between Birches Lane and the A559 Manchester Road are forecast to increase to a maximum of 3,232 vehicles per hour in the AM peak hour, an increase of 660 vehicles (26%) compared with the 2030 future baseline. In the PM peak hour, traffic flows would increase to a maximum of 2,738 vehicles per hour, an increase of 79 vehicles (3%) compared with the 2030 future baseline.

49. The changes to the performance of the section of the A556 Chester Road between A559 Manchester Road and Plumley Moor Road during construction of the AP1 revised scheme are not reported in Table 14-7 or 14-8 in the MA2 Transport Assessment Part 3 Addendum, Volume 5, of the SES1 and AP1 ES, as they are either unaffected from the future baseline or there are only small changes in traffic flows compared to the future baseline daily flow.

50. The A556 Shurlach Road and A556 Chester Road are capable of accommodating the forecast traffic flows during construction of the AP1 revised scheme. The Promoter therefore does not consider that the additional construction traffic associated with the

Proposed Scheme would materially impact the operation of A556 Shurlach Road or A556 Chester Road in the area.

A530 King Street/Griffiths Road

51. The A530 King Street/Griffiths Road runs in an approximate north-south direction between the A530 Croxton Lane and the A559 Manchester Road.

52. The A530 King Street/Griffiths Road is designated as an HS2 construction route. Table 14-5 in the MA2 Transport Assessment Part 3 Addendum, Volume 5, of the SES1 and AP1 ES, summarises the peak daily construction traffic flows associated the AP1 revised scheme. This indicates that:

- the section of A530 King Street between the A530 Croxton Lane and Whatcroft Hall Lane would carry a peak daily two-way combined flow of 514 HGVs over an assumed 10-hour working day, which equates to less than one HGV every minute on average. The busy period is expected to be of four months duration;
- the section of A530 King Street between Whatcroft Hall Lane and Davenham Road would carry a peak daily two-way combined flow of 472 HGVs over an assumed 10-hour working day, which equates to approximately one HGV every 10 minutes on average. The busy period is expected to be of three months duration;
- the section of the A530 King Street between Crowders Lane and the B5082 Penny's Lane diversion would carry a peak daily two-way combined flow of 71 HGVs over an assumed 10-hour working day, which equates to approximately one HGV every 10 minutes on average. The busy period is expected to be 14 months in duration;
- the section of the A530 King Street between B5082 Penny's Lane diversion and the A556 Shurlach Road would carry a peak daily two-way combined flow of 473 HGVs over an assumed 10-hour working day, which equates to approximately one HGV every minute on average. The busy period is expected to be of nine months duration;
- the section of A530 King Street between the A556 Shurlach Road and the B5082 Middlewich Road would carry a peak daily two-way combined flow of 20 HGVs over an assumed 10-hour working day, which equates to approximately one HGV every 30 minutes on average; and
- the section of A530 Griffiths Road between the A559 Manchester Road and B5082 Middlewich Road would carry a peak daily two-way combined flow of 20 HGVs over an assumed 10-hour working day, which equates to approximately one HGV every 30 minutes on average.

53. There is forecast to be a major adverse effect on traffic-related severance due to changes in total HGVs on the section of the A530 King Street between Whatcroft Hall Lane and Davenham Road, a moderate adverse effect on traffic-related severance due to changes in total HGVs on the section of the A530 King Street between Davenham Road and Gadbrook Distribution Centre, a major adverse effect on traffic-related severance due to changes in total HGVs on the section of the A530 King Street

between Gadbrook Distribution Centre Access and A556 Shurlach Road, and a major adverse effect on traffic-related severance due to changes in total HGVs on the section of the A530 Griffiths Road between A559 Manchester Road and B5082 Middlewich Road as set out in Table 51 in the MA2 Area Report, Volume 2, of the main ES. No effects are reported for the section of A530 King Street between the A556 Shurlach Road and the B5082 Middlewich Road and the section of A530 King Street between the A530 Croxton Lane and Whatcroft Hall Lane.

54. The assessment has been updated for the AP1 revised scheme and is reported in Table 22 and Table 23 of the MA2 Area Report, Volume 2, of the SES1 and AP1 ES. The reporting of no effects on traffic-related severance during construction on the section of the A530 King Street between the B5082 Penny's Lane diversion and A556 Shurlach Road as reported in the main ES has been changed to a major adverse effect in the SES1 and AP1 ES. The major adverse effect on traffic-related severance on the section of the A530 King Street between Whatcroft Hall Lane and Davenham Road as reported in the main ES remains unchanged in the SES1 and AP1 ES. The moderate adverse effect on traffic-related severance due to changes in total HGVs on the section of the A530 King Street between Davenham Road and Gadbrook Distribution Centre as reported in the main ES has been removed in the SES1 and AP1 ES. The major adverse effect on traffic-related severance due to changes in total HGVs on the section of the A530 King Street between Gadbrook Distribution Centre Access and A556 Shurlach Road as reported in the main ES remains unchanged in the SES1 and AP1 ES. No effects are reported for the section of A530 King Street between the A556 Shurlach Road and the B5082 Middlewich Road and the section of A530 King Street between the A530 Croxton Lane and Whatcroft Hall Lane. The major adverse effect on traffic-related severance on the section of the A530 Griffiths Road Street between A559 Manchester Road and B5082 Middlewich Road as reported in the main ES is removed in the SES1 and AP1 ES.

55. The changes to the performance of these sections of road during construction of the AP1 revised scheme are reported in Table 14-7 and 14-8 in the MA2 Transport Assessment Part 3 Addendum, Volume 5, of the SES1 and AP1 ES.

56. This indicates that the section of the A530 King Street between the B5082 Penny's Lane diversion and the A556 Shurlach Road would carry 1,491 vehicles per hour in the AM peak hour and 1,579 vehicles per hour in the PM peak hour during the 2030 future baseline.

57. During construction of the AP1 revised scheme, traffic flows on the section of the A530 King Street between the B5082 Penny's Lane diversion and the A556 Shurlach Road are forecast to increase to a maximum of 2,673 vehicles per hour in the AM peak hour, an increase of 1,182 vehicles (79%) compared with the 2030 future baseline. In the PM peak hour, traffic flows would increase to a maximum of 2,298 vehicles per hour, an increase of 719 vehicles (45%) compared with the 2030 future baseline.

58. The section the A530 King Street between Whatcroft Hall Lane and Davenham Road would carry 1,715 vehicles per hour in the AM peak hour and 1,879 vehicles per hour in the PM peak hour during the 2030 future baseline.

59. During construction of the AP1 revised scheme, traffic flows on the section of the A530 King Street between Whatcroft Hall Lane and Davenham Road are forecast to increase to a maximum of 1,964 vehicles per hour in the AM peak hour, an increase of 249 vehicles (15%) compared with the 2030 future baseline. In the PM peak hour, traffic flows would increase to a maximum of 1,883 vehicles per hour, an increase of four vehicles (0%) compared with the 2030 future baseline.

60. The section the A530 King Street between Davenham Road and the Gadbrook Distribution Centre would carry 1,466 vehicles per hour in the AM peak hour and 1,580 vehicles per hour in the PM peak hour during the 2030 future baseline.

61. During construction of the AP1 revised scheme, traffic flows on the section of the A530 King Street between Davenham Road and the Gadbrook Distribution Centre are forecast to increase to a maximum of 1,950 vehicles per hour in the AM peak hour, an increase of 484 vehicles (33%) compared with the 2030 future baseline. In the PM peak hour, traffic flows would increase to a maximum of 1,592 vehicles per hour, an increase of 12 vehicles (1%) compared with the 2030 future baseline.

62. The changes to the performance of the section of the A530 Griffiths Road between A559 Manchester Road and B5082 Middlewich Road during construction of the AP1 revised scheme are not reported in Table 14-7 or 14-8 in the MA2 Transport Assessment Part 3 Addendum, Volume 5, of the SES1 and AP1 ES as they are either unaffected from the future baseline or there are only small changes in traffic flows (HGV or all vehicles of less than 10%) compared to the future baseline daily flow.

63. The Promoter considers that the A530 King Street/Griffiths Road route is capable of accommodating the forecast traffic flows during construction of the AP1 revised scheme. The Promoter does not therefore consider that the additional construction traffic associated with the Proposed Scheme would materially impact the operation of A530 King Street/Griffiths Road.

A559 Manchester Road

64. The A559 Manchester Road is a single carriageway road to the east of Northwich. The A559 Manchester Road between A530 Griffiths Road and A556 Shurlach Road is designated as a HS2 construction route. Table 14-5 in the MA2 Transport Assessment Part 3 Addendum, Volume 5, of the SES1 and AP1 ES summarises the peak daily construction traffic flows associated the AP1 revised scheme. This indicates that:

- the section of the A559 Manchester Road between the A530 Griffiths Road and the A559 Hall Lane would carry a peak daily two-way combined flow of 20 HGVs over an assumed 10-hour working day, which equates to one HGV every 30 minutes on average;

- the section of the A559 Manchester Road between the A559 Hall Lane and Stubbs Lane would carry a peak daily two-way combined flow of 20 HGVs over an assumed 10-hour working day, which equates to one HGV every 30 minutes on average;
- the section of the A559 Manchester Road between Stubbs Lane and Fryer Road would carry a peak daily two-way combined flow of 20 HGVs over an assumed 10-hour working day, which equates to one HGV every 30 minutes on average; and
- the section of the A559 Manchester Road between Fryer Road and A556 Shurlach Road would carry a peak daily two-way combined flow of 20 HGVs over an assumed 10-hour working day, which equates to one HGV every 30 minutes on average.

65. There are forecast to be moderate adverse effects on traffic-related severance due to changes in total HGVs on the sections of the A559 Manchester Road between the A530 Griffiths Road and the A559 Hall Lane, the A559 Hall Lane and Stubbs Lane, Stubbs Lane and Fryer Road, and Fryer Road and A556 Shurlach Road during construction, as set out in Table 51 in the MA2 Area Report, Volume 2, of the main ES.

66. 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 ES. The major adverse effects on traffic-related severance as reported in the main ES on the sections of the A559 Manchester Road between the A530 Griffiths Road and the A559 Hall Lane, the A559 Hall Lane and Stubbs Lane, Stubbs Lane and Fryer Road, and Fryer Road and A556 Shurlach Road, have been removed in the SES1 and AP1 ES.

67. The changes to the performance of these sections of road during construction of the Proposed Scheme are reported in Table 14-7 and 14-8 in the MA2 Transport Assessment Part 3 Addendum, Volume 5, of the SES1 and AP1 ES.

68. This indicates that the section of the A559 Manchester Road between A530 Griffiths Road and the A559 Hall Lane would carry 1,445 vehicles per hour in the AM peak hour and 1,586 vehicles per hour in the PM peak hour during the 2030 future baseline.

69. During construction of the AP1 revised scheme, traffic flows on the section of the A559 Manchester Road between the A530 Griffiths Road and the A559 Hall Lane are forecast to decrease to a maximum of 1,380 vehicles per hour in the AM peak hour, a decrease of 65 vehicles (-4%) compared with the 2030 future baseline. In the PM peak hour, traffic flows remain the same as the 2030 future baseline.

70. The section of the A559 Manchester Road between the A559 Hall Lane and Stubbs Lane is forecast to carry 1,026 vehicles per hour in the AM peak hour and 1,046 vehicles per hour in the PM peak hour during the 2030 future baseline.

71. During construction of the AP1 revised scheme, traffic flows on the section of the A559 Manchester Road between the A559 Hall Lane and Stubbs Lane is forecast to decrease to a maximum of 1,020 vehicles per hour in the AM peak hour, a decrease of six vehicles (-1%) compared with the 2030 future baseline. In the PM peak hour, traffic flows will increase to a maximum of 1,047 vehicles per hour, an increase of one vehicle (0%) compared with the 2030 future baseline.

72. The Promoter considers that the A559 Manchester Road is capable of accommodating the forecast traffic flows during construction of the AP1 revised scheme. The Promoter therefore does not consider that the additional construction traffic associated with the Proposed Scheme would materially impact the operation of A559 Manchester Road.

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Pickmere Parish Council

PETITION NO: HS2-P2B-061

PARAGRAPH NO: 3.3.9

ISSUE RAISED: Pickmere Embankment

PETITION PARAGRAPH: 3.3.9. The construction of the Pickmere Embankment along 2.5k of the village reaching heights of 12m does not meet the approach 'avoid or reduce effects on the visual amenity of residential communities, receptors and users of the landscape' Environmental Statement Document Non-Technical Summary Doc M13 Pages 65 to 67.

PROMOTER'S RESPONSE:

Vertical alignment of the railway in Pickmere parish

1. The route of the Proposed Scheme has been designed without tight curves or steep gradients so that the high train speeds required can be achieved. The route continues from the Wimboldsley to Lostock Gralam area (MA02), north on Smoker Brook viaduct and continues on Pickmere embankment until it transitions onto Arley Brook viaduct at the northern boundary of Pickmere parish. The heights of embankments that are reported in the main Environmental Statement (ES) are taken from existing ground level up to the top of the rail of the Proposed Scheme. The description of Pickmere embankment of 'up to 12m in height' included within 2.2.15 of the MA03 Area Report, Volume 2, of the ES is based on a measurement taken from the lowest existing ground level along the line of the embankment, in proximity to the Smoker Brook.

2. Through the majority of the embankment length, Pickmere embankment's height is anticipated to vary between 2m and 7m above existing ground level. This can be seen on the deposited plan and profile map: M2 Hough to Bamfurlong Plan & Profile Sheet 5 of 10, Chainage 269+500 to 275+500.

3. There are established vertical limits of deviation that apply to the Bill, such as up to three metres upwards and to any extent downwards. In many cases, deviation to the full extent permitted is not a practical possibility and where it is, this has been assessed in the ES.

Reducing visual impacts during construction of Pickmere embankment

4. The visual effects within the vicinity of the Pickmere embankment have been assessed in the ES and significant effects are reported in section 11, MA03 Area Report, Volume 2, of the main ES. The following viewpoints have been assessed as representative of views within the vicinity the Pickmere embankment that are potentially affected by the Proposed Scheme:

- Viewpoint 313-03-005: view west from Footpath Tabley Inferior 1/1;
- Viewpoint 313-02-006: view east from Footpath Pickmere 5/1 and Providence Farm;
- Viewpoint 313-03-010: view north-west from Footpath Tabley Inferior 2/2;
- Viewpoint 314-04-001: view north-west from Flittogate Lane;
- Viewpoint 314-03-002: view north-east from Pickmere Lane;
- Viewpoint 314-03-003: view west from Footpath Pickmere 9/1; and
- Viewpoint 314-02-004: view south-east from School Lane.

5. During construction, the following viewpoints are reported as experiencing significant effects due to construction of the Proposed Scheme:

- Viewpoint 313-03-005: view west from Footpath Tabley Inferior 1/1;
- Viewpoint 313-02-006: view east from Footpath Pickmere 5/1 and Providence Farm;
- Viewpoint 313-03-010: view north-west from Footpath Tabley Inferior 2/2;
- Viewpoint 314-04-001: view north-west from Flittogate Lane;
- Viewpoint 314-03-002: view north-east from Pickmere Lane;
- Viewpoint 314-03-003: view west from Footpath Pickmere 9/1; and
- Viewpoint 314-02-004: view south-east from School Lane.

6. The draft Code of Construction Practice (CoCP) includes measures to limit landscape and visual impacts during construction. These include protecting existing trees where possible, use of well-maintained fencing around construction areas, and designing lighting to avoid intrusion on adjacent residential properties. This is explained further in HS2 Phase 2b Western Leg Information Paper D3: Code of Construction Practice.

7. As set out in paragraph 2.2.15, of the MA3 Area Report, Volume 2, of the main ES, the following mitigation measures have been proposed to reduce the visual impact of the Pickmere embankment:

- landscape mitigation planting to the east of the route of the Proposed Scheme to help integrate the Proposed Scheme into the surrounding landscape and provide visual screening for users of Footpath Tabley Inferior 1/1;
- landscape mitigation planting to the west of the route of the Proposed Scheme to help integrate the Proposed Scheme into the surrounding landscape and provide visual screening for users of Footpath Pickmere 5/1 and residents of Pickmere and Providence Farm;
- two areas of woodland habitat creation along the western and eastern sides of Pickmere embankment, 100m and 50m north of Smoker Brook, to provide replacement habitat and increase habitat connectivity;

- landscape mitigation planting to the east of the route of the Proposed Scheme to help integrate the Proposed Scheme into the surrounding landscape and to provide visual screening for users of Footpath Tabley Inferior 1/1, Footpath Tabley Inferior 3/1 and Footpath Tabley Inferior 2/2;
- landscape mitigation planting to the west of the route of the Proposed Scheme to help integrate the Proposed Scheme into the surrounding landscape and to provide visual screening for Providence Farm, users of Footpath Tabley Inferior 1/1 and residents of Pickmere; and
- landscape mitigation planting to the west of the route of the Proposed Scheme to help integrate the Proposed Scheme into the surrounding landscape and to provide visual screening for users of Footpath Tabley Inferior 3/1 and Footpath Tabley Inferior 4/1, and residents of School Farm.

8. During operation, by year 15 the maturing proposed mitigation planting would partially screen views of the Proposed Scheme. As a result, the main ES reports that the following viewpoints are no longer significantly affected:

- Viewpoint 314-04-001: view north-west from Flittogate Lane; and
- Viewpoint 314-02-004: view south-east from School Lane.

9. By year 30 of operation, the proposed mitigation planting would have further matured and serve to partially screen views of the Proposed Scheme. As a result, the main ES reports that the following viewpoints are no longer significantly affected:

- Viewpoint 313-03-005: view west from Footpath Tabley Inferior 1/1;
- Viewpoint 313-02-006: view east from Footpath Pickmere 5/1 and Providence Farm;
- Viewpoint 313-03-010: view north-west from Footpath Tabley Inferior 2/2;
- Viewpoint 314-03-002: view north-east from Pickmere Lane; and
- Viewpoint 314-03-003: view west from Footpath Pickmere 9/1.

Schedule 17 of the Bill

10. The Bill provides powers for the construction and operation of HS2. It grants a deemed planning permission for the works it authorises and establishes a planning regime in Schedule 17, under which certain matters and details of the deemed consent are reserved for subsequent planning authority approval.

11. Part 2 of Schedule 17 requires the Secretary of State, by means of regulations, to name “qualifying authorities” for the purposes of Schedule 17. These are the local planning authorities which, by the time the Bill is reported from the Select Committee in the House of Lords, have given the Secretary of State satisfactory undertaking about the handling of planning requests. The Planning Memorandum sets out those undertakings.

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Pickmere Parish Council

PETITION NO: HS2-P2B-061

PARAGRAPH NO: 3.3.12 – 3.3.18, 4.2.1

ISSUE RAISED: Proposed closure of Budworth Road, Tabley

PETITION PARAGRAPH: 3.3.12 Budworth Road currently forms part of the boundary between Pickmere and Tabley Civil Parishes. It currently joins Pickmere Lane (B5391) within the parish of Tabley but close to the Pickmere/Tabley boundary. The permanent closure of Budworth Road as is currently proposed would throw additional road traffic onto Pickmere's own country lanes, and further detrimentally impact the rural character of Pickmere beyond the impacts that other aspects of the HS2 will have.

3.3.13 The Parish Council therefore wishes to object specifically to the permanent closure of Budworth Road, Pickmere, as is proposed in the Hybrid Bill scheme.

3.3.14 Budworth Road carries a significant amount of traffic for what remains a country lane in a rural area. It is a Secondary Road. It carries traffic accessing M6 Junction 19 from the northwest, and also carries a significant amount of commuter traffic travelling between east and west, including Knutsford, and between north and south, including Lymm.

The Hybrid Bill proposes that Budworth Road be permanently closed where it is crossed by the proposed railway. Traffic that currently uses it would be diverted onto School Lane, Pickmere and a new section of road that will replace part of Frog Lane, Pickmere. These lanes are currently narrow rural lanes, shown as generally less than 4m wide on Ordnance Survey maps, with no footways. These roads primarily carry local traffic, and also many walkers, horse-riders and cyclists. They would require widening if they are to replace the closed section of Budworth Road, and this is indicated in very broad terms on the scheme map.

3.3.15 The proposed scheme would therefore throw additional traffic onto narrow lanes that do not carry much vehicle traffic at the present time and would take such traffic past existing residential properties, thereby exacerbating issues of noise, disturbance and pollution for their occupiers.

3.3.16 The widening of these lanes would urbanise this part of rural Pickmere, resulting in a loss of amenity to Pickmere residents and visitors. Further, widening would mean that traffic speeds along these lanes would be likely to increase. That would result in danger to the many cyclists, walkers and horse-riders that currently use these lanes – the provision of footways would assist only pedestrians and that at the cost of reducing the rural character and attractiveness of the lanes.

3.3.17 Further, the closure of Budworth Road where it crosses the Proposed Scheme, with access to properties retained on both sides of the route will involve a diversion along a realigned Frog Lane, and a realigned School Lane and the B5391 realignment increasing journey length by 3km.

3.3.18 Potential alternative solutions exist. The Parish Council would wish to see such a solution seriously explored by HS2Ltd.

4.2.1 Potential alternative solutions exist to the closure of Budworth Road. The Parish Council would wish to see such solutions seriously explored by HS2 Ltd in conjunction with the Parish Council and other stakeholders.

PROMOTER'S RESPONSE:

Closure of Budworth Road

1. As set out in paragraph 2.2.18 in the MA3 Area Report, Volume 2, of the main Environmental Statement (ES), Budworth Road would be closed where it crosses the route of the Proposed Scheme, with access to properties retained on both sides of the route as shown on map number CT-06-318 in the MA3 Area Map Book, Volume 2, of the ES. Users would be diverted along Frog Lane realignment, School Lane realignment, and the B5391 Pickmere Lane realignment, increasing journey length by 3km.

2. Paragraph 2.3.45 sets out that the permanent realignment of School Lane, which would take one year to complete, would be constructed offline. During the construction period, the road would be temporarily closed, and traffic would be diverted via Budworth Road and the B5391 Pickmere Lane, increasing journey length by 2.3km. A new junction would be formed with the realigned B5391 Pickmere Lane

and the junction between School Lane realignment and the existing School Lane would be reopened.

3. Moreover, paragraph 2.3.54 also sets out that the permanent realignment of Frog Lane would take six months to complete and it would also be constructed offline. During the construction period, the road would be temporarily closed, and traffic would be diverted via School Lane and the B5391 Pickmere Lane, increasing journey length by 3km.

4. It is anticipated that the realignment works to School Lane and Frog Lane would be undertaken prior to the permanent closure of Budworth Road. Following the construction period, a new junction would be formed with Budworth Road and the realigned School Lane.

5. The Promoter wishes to point out that traffic counts on the road have recorded very limited traffic numbers. Tables 11 and 12 in Annex D of the Transport Assessment Annexes B - G Report (2 of 2), Volume 5, of the ES, provides 2018 observed flows along Budworth Road, with 72 vehicles (two-way) observed in the AM peak and 107 vehicles (two-way) observed in the PM peak. When Budworth Road is closed, some of these vehicles would be diverted via Pickmere Lane and School Lane to re-join Budworth Road on the other side of the railway line.

6. The forecast traffic flows in the Future Baseline (without HS2 construction activity) on Budworth Road (between Old Hall Lane and B5391 Pickmere Lane) for the AM and PM peak hours are set out in Tables 15-7 and 15-8 of the SES1 and AP1 ES Volume 5, Appendix: TR-003-00003 Traffic and transport MA03 Transport Assessment Part 3 Addendum. The AM peak hour traffic is forecast to be 102 vehicles and the PM peak hour traffic is forecast to be 122 vehicles.

Investigations into alternatives to Budworth Road closure

7. Table 6 of the Alternatives Report, Volume 5, of the main ES, provides considerations of local alternatives for the highway realignment at the B5391 Pickmere Lane, compares the Sift Baseline Option against an Option A and B. Option B, which is presented as the Proposed Scheme, maintained Budworth Road on its current alignment in cutting.

8. As set out in paragraph 6.4.5 in the Alternatives Report, after further design development following the detailed appraisal shown in Volume 2, MA03 Area Map Book: map CT-06-317 to map CT-06-318, it was decided on balance that there was insufficient justification to re-provide connectivity along Budworth Road given the relatively low traffic numbers using the road and the associated costs to undertake these works. It was therefore decided that Budworth Road would remain permanently closed during operation of the Proposed Scheme.

9. The Promoter has noted the Petitioner's concerns in relation to proposed closure of Budworth Road, Tabley and is in ongoing dialogue with the Petitioner in relation to this topic.

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF:

Pickmere Parish Council

PETITION NO:

HS2-P2B-061

PARAGRAPH NO:

4.1.1 – 4.1.4, 4.5.1 – 4.5.2

ISSUE RAISED:

Alignment of Phase 2b Scheme through Pickmere

PETITION PARAGRAPH:

4.1.1 In the broadest of terms the proposed route of HS2B passes twice into Pickmere parish's slightly unusual boundary in this locality. At this point the proposed railway is on embankment where it continues north to cross Pickmere Lane by viaduct.

4.1.2 In part the need for an embankment is so that it is eventually able to cross M6 at the M6 Mere viaduct. However shortly after that the proposed railway must suddenly duck down into cutting in order to cross A50 and M56.

4.1.3 It was suggested early on in the HS2 project discussions with Pickmere Parish Council that if the line of the railway was moved further east, it could go under the M6 (thereby avoiding the need to cross the M6 at high level immediately followed by a descent below ground level), and would therefore be at a more suitable level to cross M56 etc.

4.1.4. If, as seems likely, the Golborne Link will not be built; and given the unlikelihood of 'third party funding' materialising for the as-yet undefined Manchester Airport station, we believe that now is a timely opportunity to re-consider the route of Phase 2b in its entirety in order to choose a safer, cheaper alternative to its current proposed route, which includes constructing the line over mid-Cheshire's unstable geology. The rising sea levels caused by climate change will only increase the inherent risks and costs.

4.5.1 HS2 terminating at the Crewe Hub should be seriously considered. We are convinced that the budget for Phase 2b has been underestimated as 90% of the route has yet to be surveyed. The 'open chequebook' expense of HS2 will inevitably mean less funding will be available for local railway infrastructure upgrading as there will be little or no money left over to complete the Integrated Rail Project. Terminating

at Crewe and investing the existing funding estimate for Phase 2b into the present railway network would have an immediate impact on local capacity and services.

4.5.2 We would also urge that Michael Byng's Alternative Scheme should be considered as it is becoming clear that "current funding for the Integrated Rail Plan is inadequate to complete the HS2 Project or to deliver any of the non-HS2 projects described in it."

PROMOTER'S RESPONSE:

History of Route Development

1. As stated above in the Promoter's Response to paragraphs 3.1.1 – 3.1.5 of the Petition (pages 6 - 8), the Crewe to Manchester - Understanding the Ground Risk across the Cheshire Plain report was published on 3 March 2023. Appendix B of that report sets out the history of the Phase 2b Western Leg route development, including consideration of alternative routes following the M6 corridor.
2. The report states that the proposed route via Crewe with a connection with the West Coast Main Line (WCML) near Crewe provided greater strategic benefit including connectivity to northwest England (including Chester, Liverpool and Warrington) and north Wales. This route also performed more favourably from a sustainability perspective compared with the other alternative routes including the M6 corridor, as it would require fewer demolitions and would be further away from a number of settlements across the Cheshire plain. Routes following the M6 corridor would have similar geological challenges associated with passing over the Cheshire Plain but would require a less favourable location for the junction of the HS2 WCML connection and the HS2 Manchester spur.
3. As part of the announcement on the 2016 post-consultation preferred route for Phase 2b, the Government recommended a number of refinements for further consultation. This included the revised route in the Middlewich to Northwich area to avoid brining and gas storage infrastructure, minimise the risk of subsidence due to underlying geological conditions, and raise the route onto a series of embankments and viaducts in the area between Winsford and Middlewich to allow better management of drainage.
4. The 2016 post-consultation preferred route avoided direct interfaces with existing brining and gas storage infrastructure, such as caverns, wellheads, and surface infrastructure, and would minimise the risk of subsidence from ground movements in the brinefield site. This reduced construction and operational risk and addressed specific concerns over the long-term liability to HS2 Ltd as a result of passing over underground caverns.

5. In response to the formal consultation, local community stakeholders including Mid-Cheshire Against HS2, raised further concerns regarding the geological challenges associated with the proposed route. In March 2017, Mid-Cheshire Against HS2 proposed an alternative route to the published 2016 post-consultation preferred route that ran northeast from Crewe across towards and along the M6 corridor.

6. 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. 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.

7. Following further review of previous route options and alternatives proposed during the 2016/17 consultation, in July 2017 the Government announced its decision to proceed with the recommended refinements introduced through the Middlewich to Pickmere area as part of the 2016 Post-Consultation Preferred Route.

8. In supporting the recommendation, it was stated that the 2016 post-consultation preferred route carried the least risk regarding the construction, operation and long-term maintenance of the railway. To avoid existing brining and gas storage caverns in the area, the 2016 post-consultation alignment was the preferred route.

9. The route was raised throughout the Middlewich to Pickmere area to a minimum of one metre above ground, removing all cuttings to allow for careful management of surface water drainage and providing more flexibility with regard to ground stability mitigation options. Commitment was made to undertake further detailed consideration of the specific salt dissolution risks and the possible range of alternative risk mitigation measures, with a view to developing a design solution where the Proposed Scheme route can be lowered in the vicinity of local communities.

10. Further route refinements were undertaken following the announcement of the 2017 Preferred Route. These focussed on the opportunity to reduce the height of the embankments between Wimboldsley and Lostock Gralam, and Lostock Gralam to Lostock Green. These are detailed within the High Speed Rail (Crewe – Manchester) Environmental Statement in January 2022.

Golborne Link

11. On 6 June 2022 the HS2 Minister announced the Government's intention to remove the connection from the HS2 mainline to the West Coast Mainline at Golborne (also known as the "Golborne Link". The Golborne Link, part of the HS2 Crewe – Manchester scheme, was a proposed 13-mile connection that would branch off the main HS2 line towards Manchester near Knutsford, in Cheshire, to re-join the WCML near Golborne, just south of Wigan.

12. The changes to the Crewe-Manchester Bill in MA03 are set out in Supplementary Environmental Statement 1 (SES1) and Additional Provision 1 Environmental

Statement (AP1 ES). Paragraph 2.2.24 to 2.2.26 of the MA3 Area Report, Volume 2, of the SES1 and AP1 ES, states the as a result, the construction of a 2.3km section of the HS2 WCML connection, including line of route elements, in the Pickmere to Agden and Hulseheath area will be removed.

13. Although removing the Golborne Link at this stage means it is no longer part of the Crewe-Manchester Bill the Government does wish to consider affordable alternatives. This will allow work to continue while retaining optionality (as retaining the Golborne Link in the Bill would, in effect, create a commitment to build it).

14. Work is at an early stage on alternatives and the costs and benefits of such options are currently uncertain. This means that a 900m section of the HS2 WCML connection will be retained between where it diverges from the HS2 route west of Hulseheath to a point immediately north of the Peacock Lane auto-transformer feeder station. This would make it possible to reintroduce the Golborne Link or a redesigned option at this location by a separate process if no viable alternative is identified.

15. Therefore, the 900m section and all design elements to the south of the Crewe-Manchester HS2 mainline, which include the Hoo Green junction will remain in the Bill as described in the main ES. Plans for Northern Powerhouse Rail (NPR) will also be unaffected so as to reduce any impact from future NPR works on the operation of the Phase 2b HS2 railway. Other remaining scheduled works and infrastructure are set out in SES1 and AP1 ES.

Manchester Airport Station

16. As set out in HS2 Phase 2b Western Leg Information Paper F2: Manchester Airport High Speed Station, the proposed Manchester Airport High Speed Station would be a new, intermodal through station, occupying land west of the M56 motorway between Junctions 5 and 6 and north of the A538 Hale Road.

17. Until the Bill is enacted, the station design is at 'concept' stage. The layout has been planned so that it would comply with operational requirements and statutory regulations. It defines the scale and massing of the buildings and structures so that their environmental effects can be assessed. Detailed designs for both the station building and the external areas will be prepared in due course. They will be submitted to the local planning authority for approval before construction.

18. As part of the preparation of the Bill, the potential environmental impacts of the Manchester Airport High Speed station have been assessed and are set out in the Environmental Statement. This details the impacts and mitigation measures for both construction and operation of the Proposed Scheme, including for Manchester Piccadilly Station.

Funding

19. Given the potential for significant development around an HS2 station at this location, the Government has been clear that the delivery of the airport station is

subject to agreeing a suitable funding package with the airport and the wider region in order to deliver a fair deal for the taxpayer.

Climate change

20. For the Promoter's response regarding consideration of climate change in the development of the Proposed Scheme, see the Promoter's Response to paragraphs to 3.1.1 and 3.1.5 of the Petition (pages 6 - 8).

Reconsideration of Phase 2b route

21. The Promoter considers this issue to be against the principle of the Bill established at second reading and therefore the Promoter retains the right to argue that this issue is outside the remit of the Select Committee, should the Petitioner seek to raise this issue before the Select Committee.

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Pickmere Parish Council

PETITION NO: HS2-P2B-061

PARAGRAPH NO: 4.3.1 – 4.3.3

ISSUE RAISED: Post-construction environmental mitigation works – traffic and highways

PETITION PARAGRAPH: 4.3.1 Analysis of HS2's construction traffic forecasts for roads in and around Pickmere show that:

- Pickmere Lane (part) will carry major volumes of HS2 construction traffic
- Pickmere Lane (part) will carry moderate volumes of such traffic
- Budworth Road will carry moderate volumes of such traffic
- Flittogate Lane will carry major volumes of such traffic
- School Lane and Frog Lane, Pickmere will carry minor volumes of such traffic

4.3.2 Such levels of traffic and associated improvement or widening works will inevitably cause diversion of normal traffic onto other lanes in the vicinity to the detriment of Pickmere's residents.

4.3.3 It should be a firm requirement of the scheme that any such roads which are 'improved' to accommodate construction traffic, and which post-construction will revert to their pre-scheme traffic status, should on completion of the scheme be 're-improved' back into a character reflecting their local rural function and character, and should not be left as urbanised roads unrelated to their future role.

PROMOTER'S RESPONSE:

Volume of Traffic and diversions of normal traffic onto other lanes

Pickmere Lane

1. Pickmere Lane between School Lane and A556 Chester Road is a designated HS2 construction route. Table 15-5 in the MA3 Transport Assessment Part 3, Volume 5, of the Supplementary Environmental Statement 1 (SES1) and Additional Provision 1 Environmental Statement (AP1 ES) summarises the peak daily construction traffic flows associated with the AP1 revised scheme. This indicates that:

- the section of B5391 Pickmere Lane realignment between School Lane and Budworth Road would carry a peak daily two-way combined flow of 510 HGVs over an assumed 10 hour working day, which equates to approximately one HGV every minute on average. The busy period is expected to be of nine months duration; and
- the section of B5391 Pickmere Lane between Budworth Road and A556 Chester Road would carry a peak daily two-way combined flow 510 HGVs over an assumed 10 hour working day, which equates to approximately one HGV every minute on average. The busy period is expected to be 12 months in duration.

2. There was forecast to be a moderate adverse effect on traffic-related severance due to changes in total traffic and HGVs on the section B5391 Pickmere Lane between School Lane and Budworth Road during construction as set out in Table 43 and Table 44 in the MA3 Area Report, Volume 2, of the main ES.

3. There was forecast to be a major adverse effect on traffic-related severance due to changes in HGVs on the section B5391 Pickmere Lane between Budworth Road and A556 Chester Road during construction, as set out in Table 44 in the MA3 Area Report, Volume 2, of the main ES.

4. The assessment of B5391 Pickmere Lane has been updated for the AP1 revised scheme and is reported in Table 17 and Table 18 in the MA3 Area Report, Volume 2, of the SES1 and AP1 ES. The moderate adverse effect on traffic-related severance (due to changes in both total traffic and HGVs) on the B5391 Pickmere Lane between School Lane and Budworth Road during construction as reported in the main ES has changed to a major adverse effect in the SES1 and AP1 ES. The reporting of a major adverse effect on traffic-related severance due to changes in HGVs on the section of B5391 Pickmere Lane between Budworth Road and A556 Chester Road as reported in the main ES is reported as an increased major adverse effect in the SES1 and AP1 ES. There is also a major adverse effect now being reported due to changes in all traffic on this section where previously there was no adverse effect.

5. Following the publication of the main ES and the SES1 And AP1 ES, the Promoter has made the following correction to the main ES which remains relevant in the SES1 and AP1 ES:

“On the section of the B5391 Pickmere Lane between Park Lane and School Lane, a moderate adverse effect on traffic-related severance was reported in the main ES and a major adverse effect on traffic-related severance was reported in SES1 and AP1 ES due to all traffic and HGVs. However, this section of the B5391 Pickmere Lane is not designated as a construction route and consequently there would be no effect on traffic-related severance on the section of the B5391 Pickmere Lane between Park Lane and School Lane”.

6. The changes to the traffic on Pickmere Road during construction of the AP1 revised scheme are reported in Table 15-7, Table 15-8, Table 15-8.1 and Table 15-8.2 of the MA3 Transport Assessment Part 3 Addendum, Volume 5, of the SES1 and AP1 ES.

7. The tables show that the section of B5391 Pickmere Lane realignment between School Lane and Budworth Road would carry 135 vehicles per hour in the AM peak hour and 307 vehicles per hour in the PM peak hour during the 2030 future baseline. The section of B5391 Pickmere Lane between Budworth Road and A556 Chester Road would carry 192 vehicles per hour in the AM peak hour and 444 vehicles per hour in the PM peak hour during the 2030 future baseline.

8. During construction of the AP1 revised scheme, traffic on the section of B5391 Pickmere Lane realignment between School Lane and Budworth Road is forecast to increase to a maximum of 458 vehicles per hour in the AM peak hour, an increase of 323 vehicles (239%) compared with the 2030 future baseline. In the PM peak hour traffic would increase to a maximum of 561 vehicles per hour, an increase of 254 vehicles (83%) compared with the 2030 future baseline.

9. During construction of the AP1 revised scheme, traffic on the section of B5391 Pickmere Lane between Budworth Road and A556 Chester Road is forecast to increase to a maximum of 436 vehicles per hour in the AM peak hour an increase of 244 vehicles (127%) compared with the 2030 future baseline. In the PM peak hour, traffic flows would increase to a maximum of 627 vehicles per hour, an increase of 183 vehicles (41%) compared with the 2030 future baseline.

10. The Promoter considers that Pickmere Lane is capable of accommodating the forecast traffic flows on B5391 Pickmere Lane during construction of the AP1 revised scheme.

Budworth Road

11. Budworth Road is designated as an HS2 construction route. It would be used by HS2 construction traffic accessing the Budworth Road Satellite Compound and the Arley Brook Viaduct Satellite Compound and Transfer Node.

12. As set out in Section 2.2 of the MA3 Area Report, Volume 2, of the main ES, Budworth Road is closed where it crosses the route of the Proposed Scheme, with access to properties retained on both sides of the route. Users would be diverted along Frog Lane realignment, School Lane realignment and the B5391 Pickmere Lane realignment, increasing journey length by 3km.

13. Table 15-5, in the MA3 Transport Assessment Part 3 Addendum, Volume 5, 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 Budworth Road between Old Hall Lane and B5391 Pickmere Lane would carry a peak daily two-way combined flow of 178 HGVs over an assumed 10-hour working day, which equates to approximately one HGV every three to four minutes on average. The busy period is expected to be of four months duration.

14. There is forecast to be moderate adverse on traffic-related severance due to changes in HGVs on the section Budworth Road between Old Hall Lane and B5391

Pickmere Lane during construction of the Proposed Scheme, as set out in Table 44 in MA3 Area Report, Volume 2, of the main ES.

15. The assessment of this section of road has been updated for the AP1 revised scheme. The moderate adverse effect on traffic-related severance on Budworth Road between Old Hall Lane and B5391 Pickmere Lane during construction of the Proposed Scheme has changed to a major adverse effect during construction of the AP1 revised scheme, as set out in Table 18 in the MA3 Area Report, Volume 2, of the SES1 and AP1 ES.

16. The changes to the performance of these sections of road during construction of the AP1 revised scheme are reported in Table 15-7, Table 15-8, Table 15-8.1, and Table 15.8-2 in the MA3 Transport Assessment Part 3 Addendum, Volume 5, of the SES1 and AP1 ES.

17. This indicates that this section of road would carry 102 vehicles per hour in the AM peak hour and 179 vehicles per hour in the PM peak hour during the 2030 future baseline. During construction of the AP1 revised scheme, traffic flows on the section of Budworth Road between Old Hall Lane and B5391 Pickmere Lane are forecast to increase to a maximum of 134 vehicles per hour in the AM peak hour, an increase of 32 vehicles (31%) compared with the 2030 future baseline. In the PM peak hour, traffic flows would increase to a maximum of 300 vehicles per hour, an increase of 121 vehicles (68%) compared with the 2030 future baseline.

18. The Promoter considers that Budworth Road would be able to accommodate the forecast level of HS2 construction traffic.

School Lane/ Frog Lane

19. The section of School Lane between B5391 Pickmere Lane and Frog Lane, and the section of Frog Lane between School Lane and Budworth Road would carry a peak daily two-way combined flow of 126 HGVs over an assumed 10-hour working day, which equates to approximately one HGV every five minutes on average. The busy period is expected to be of six months duration.

20. There would be a minor adverse effect on the section of School Lane between the B5391 Pickmere Lane and Frog Lane, and the section of Frog Lane between School Lane and Budworth Road due to all traffic, and a moderate adverse effect on traffic-related severance due to HGVs. This was omitted from the main ES and the SES1 and AP1 ES.

21. The section of School Lane between Frog Lane and B5391 Pickmere Lane would carry 33 vehicles per hour in the AM peak hour and 31 vehicles per hour in the PM peak hour during the 2030 future baseline.

22. The section of Frog Lane between School Lane and Budworth Road would carry 33 vehicles per hour in the AM peak hour and 38 vehicles per hour in the PM peak hour during the 2030 future baseline.

23. Traffic on the section of School Lane between Frog Lane and B5391 Pickmere Lane is forecast to decrease to a maximum of 24 vehicles per hour in the AM peak hour, a decrease of nine vehicles (-27%) compared with the 2030 future baseline. In the PM peak hour traffic would increase to a maximum of 48 vehicles per hour, an increase of 17 vehicles (55%) compared with the 2030 future baseline.

24. Traffic on the section of Frog Lane between School Lane and Budworth Road is forecast to decrease to a maximum of 24 vehicles per hour in the AM peak hour, a decrease of nine vehicles (-24%) compared with the 2030 future baseline. In the PM peak hour, traffic would increase to a maximum of 48 vehicles per hour, an increase of 10 vehicles (26%) compared with the 2030 future baseline.

25. There would be no material increase in traffic on Flittogate Lane as a result of HS2 construction-related activity. The Promoter does not consider that this level of traffic on roads within Pickmere would encourage 'normal traffic' to divert onto other lanes.

26. The Promoter has noted the Petitioner's concerns in relation to Proposed closure of Budworth Road, Tabley. The Promoter is in ongoing dialogue with the Petitioner in relation to this topic.

27. The School Lane/Frog Lane realignment is the only case within Pickmere Parish where permanent widening of the carriageway is proposed. It is clarified within section 14.5.6 in the MA3 Area Report, Volume 2, of the main ES, that as part of the proposed realignment of School Lane, widening from its current width of 4m to 7.3m is required to accommodate the diverted traffic that is associated with the permanent closure of Budworth Road. This diverted traffic would be a combination of both HS2 construction traffic and non-HS2 background traffic. It is therefore not considered feasible to return the road to its former state following completion of the Proposed Scheme.

28. This is shown in maps CT-06-317 (cells I5 to J1) and CT-06-318-L1 (cells A9 to C8), MA03 Area Map Book, Volume 2, of the main ES. Hedgerow planting is proposed along the realigned School Lane and Frog Lane to integrate the Proposed Scheme into the existing landscape.

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Pickmere Parish Council

PETITION NO: HS2-P2B-061

PARAGRAPH NO: 4.4.1 – 4.4.2

ISSUE RAISED: Post-construction environmental mitigation works – community

PETITION PARAGRAPH: 4.4.1 The Hybrid Bill scheme shows a minimal amount of mitigation works, comprising small-scale planted strips and areas which will do little or nothing to soften the enormous impact this scheme will have on Pickmere and its residents, in particular the works in the area of the Pickmere Lane/HS2 crossing. The impact of the proposed scheme on the character of Pickmere and the general living conditions of the parish's residents as they pass into, out of, and around the parish to work, to shop, for leisure purposes, etc (including walkers, horse-riders, cyclists using the parish's footpaths and lanes), will be immense and irreparable.

4.4.2 It is considered only reasonable that to make up for such qualitative losses, there should be a considerable investment from HS2 Ltd in other parts of Pickmere's built and natural environment. One possibility is to fund either substantial improvements to, or direct replacement on the same site of the parish's aged and basic Village Hall and small car park, the Parish Council's other small, not fit for purpose community building at Pickmere Lake, and/or substantial environmental or cultural improvements in other parts of the parish. The Parish and its residents will not benefit in any way at all from the construction of the proposed scheme. Only in a way just described might the local community feel that it has been in any way compensated for the very substantial loss of environment and quality of life that the proposed scheme will bring.

PROMOTER'S RESPONSE:

Approach to the Landscape design

1. The Promoter does not agree that there is a minimal amount of mitigation works proposed in the Pickmere area. As set out above, paragraph 2.2.15, Volume 2 of the Environmental Statement (ES) for MA03, contains a number of proposed mitigation

measures to reduce the landscape and visual impact of the Proposed Scheme in the Pickmere area.

2. The Promoter fully recognises the importance of mitigating the landscape and visual effects of the Proposed Scheme on the landscape setting of Pickmere and views from the village, other nearby settlements, and local public rights of way. The proposed planting aims to screen and integrate the new structures into the landscape with landscape mitigation planting (trees and woodland) and hedgerow planting. The approach to the landscape and visual mitigation of the Proposed Scheme is set out in the Scope and Methodology Report Section 9: Approach to mitigation and monitoring of the ES.

3. The design of the mitigation balances the need for screening and landscape integration with the requirement to minimise the loss of productive farmland and to maintain the existing open character of the landscape, which typically comprises fields bordered by trees, hedgerows, and woodland belts. This has informed the approach to mitigation, which is to concentrate woodland planting along the route of the Proposed Scheme between Pickmere and Old Hall Lane, keeping it relatively narrow where the route passes through large fields, but widening out to fill remaining pockets of land too small to be useful as farmland. Off-site planting close to receptors has been avoided. This is partly to maintain open views over the landscape from properties and partly to reduce additional loss of farmland. The pattern of the landscape would be maintained through the replacement of existing hedgerows and planting new hedgerow along new field boundaries and access tracks.

4. It would not be possible to screen the construction of the Proposed Scheme using landscape mitigation, due to the time it would take for planting to grow taller enough to be an effective screen. It would in time, however, be possible to largely screen or filter views of the Proposed Scheme in operation with woodland planting on the embankments and land either side. The permanent elements of the Proposed Scheme which would be most visible from Pickmere and the landscape to the north and west are the elevated Pickmere and Heyrose embankments, Arley Brook viaduct, Budworth Road auto-transformer station, and the changes to Pickmere Lane and School Lane. These would be prominent new features in the landscape in the early years of operation.

5. The landscape and visual effects in the Pickmere parish have been assessed in the ES and are reported in section 11, Volume 2, in the Pickmere to Agden and Hulseheath Community Area 2 Report. The following viewpoints have been used within the assessment as being representative of views potentially affected by the Proposed Scheme:

- Viewpoints 314-02-007 views from the view north from Frog Lane and Footpath Pickmere 4/1;
- Viewpoint 314-02-004 view from the south-east from School Lane;
- Viewpoint 314-03-002 view from the north-east from Pickmere Lane;
- Viewpoint 313-02-007 view from the east from Pickmere Lane; and

- Viewpoint 313-02-006 views from the east from Footpath Pickmere 5/1 and Providence Farm.

6. During construction, the following viewpoints are reported as experiencing significant effects due to views of the railhead and the construction of the Proposed Scheme:

- Viewpoints 314-02-007 views from the view north from Frog Lane and Footpath Pickmere 4/1;
- Viewpoint 314-02-004 view from the south-east from School Lane;
- Viewpoint 314-03-002 view from the north-east from Pickmere Lane; and
- Viewpoint 313-02-006 views from the east from Footpath Pickmere 5/1 and Providence Farm.

7. By year 15 of operation, the maturing proposed mitigation planting would partially screen views of the Proposed Scheme.

8. By year 30 of operation, the proposed mitigation planting would have matured and would serve to fully screen views of the Proposed Scheme.

Community and Environment Fund and the Business and Local Economy Fund

9. 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.

10. On 25 January 2018 it was confirmed that £5m was to be made available for Phase 2a of the Proposed Scheme, bringing the total funding pot to £45m for Phase One and Phase 2a combined. As announced by the HS2 Minister in June 2022, an additional £10m has been made available for communities and businesses disrupted along the line of route from Crewe to Manchester, geographical allocations for the Funds will be the subject of a future announcement by the Minister and the Department for Transport.

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

12. The HS2 Phase 2b Western Leg Information Paper C11: The Community and Environment Fund and Business and Local Economy Fund, provides further details of the extension to CEF and BLEF for the Proposed Scheme, including the objectives and initiatives for each Fund. The governance for the Funds will be the same for the Proposed Scheme allocation as it has been for the Phase One and Phase 2a allocations, operating with a Grant Management Body, an independent Chair and independent Panel across all Phases. Full details can be found in section 7 of Information Paper C11 and more information is available at <https://hs2funds.org.uk>.