




HS2 – Impacts on Cheshire West and Chester

June 2022



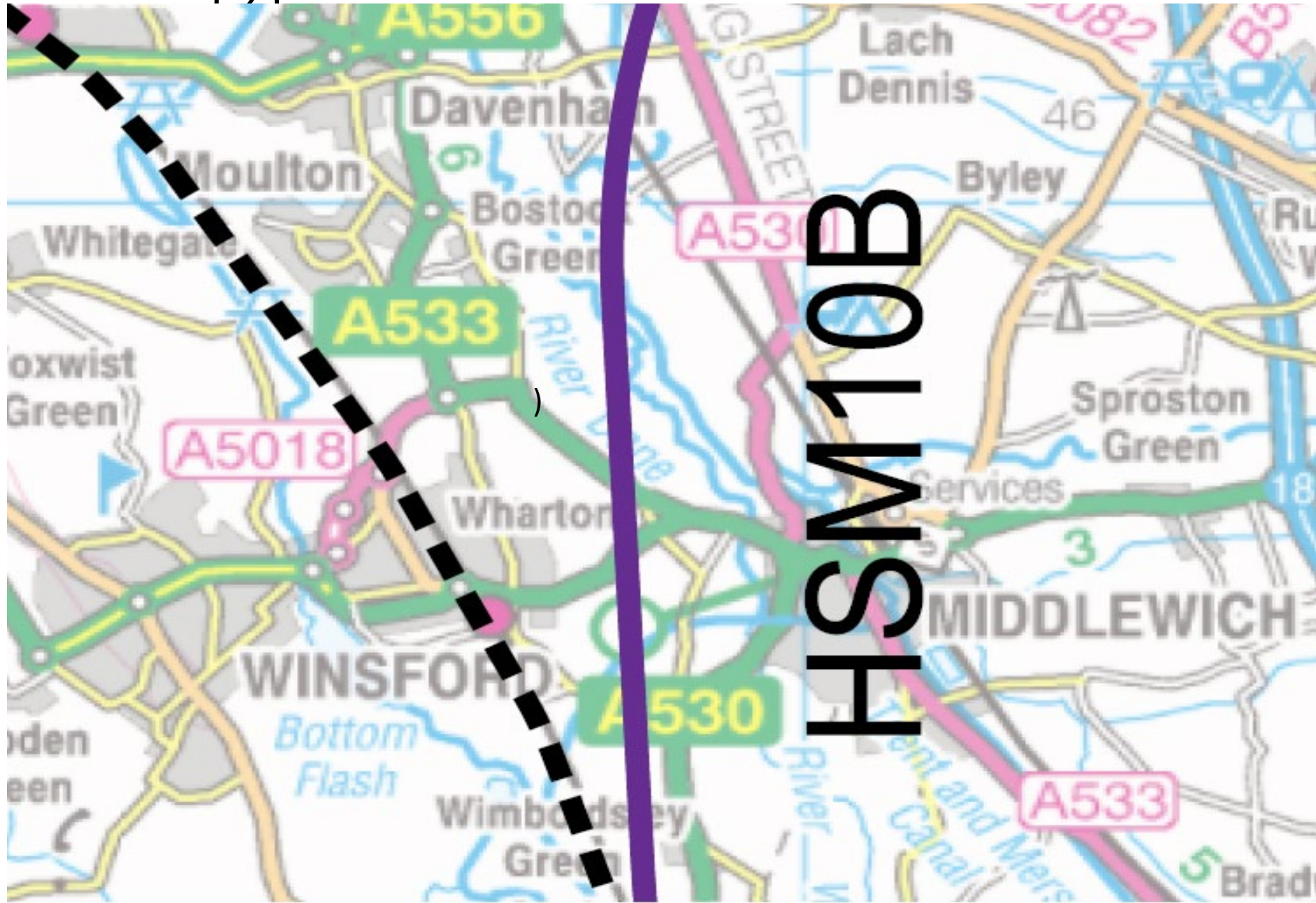


Summary of this presentation

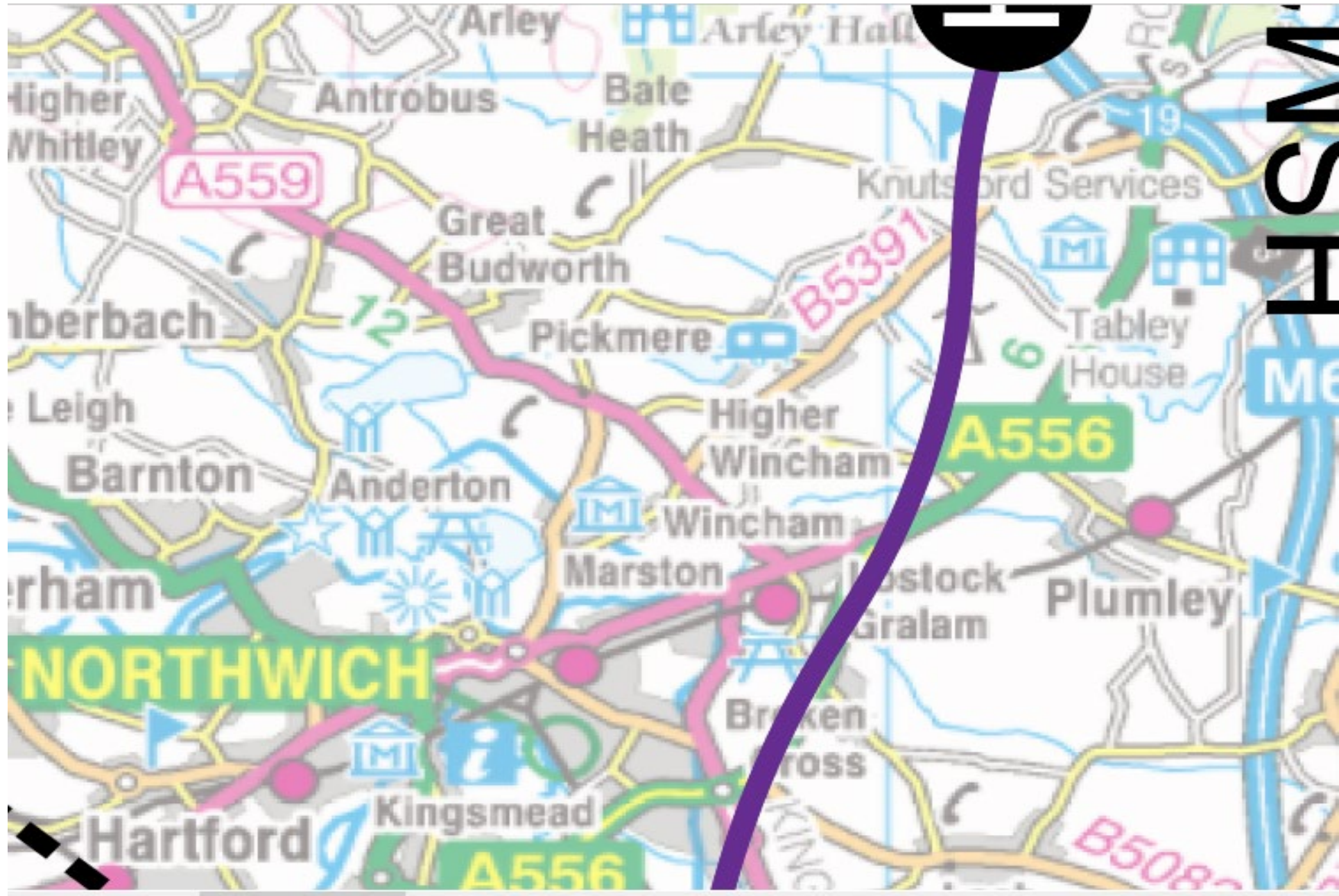
- Route through the borough
 - Current position
 - Parliamentary process including the opportunity to influence proposals
 - Compiling the priorities to influence through petitioning
 - Questions and discussion
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Breakdown of HS2 Route – purple line

(2)



Breakdown of HS2 Route – purple line (3)



Affected Wards - Northwich


WARDS	COUNCILLOR	NOTES	Constituency
Davenham, Moulton & Kingsmead	Helen Weltman Elton Watson	HS2 affects eastern part of Davenham & Moulton. Ward does not now include Leftwich.	Eddisbury –E Timpson MP
Hartford & Greenbank	Phil Herbert Patricia Parkes	No direct affect.	
Leftwich	Andrew Cooper	No direct affect	
Marbury	Lynn Gibbon Phil Marshall Norman Wright	Indirectly affected along eastern border, villages include Wincham and Gt. Budworth	Part Tatton – E McVey MP Part Weaver Vale M Amesbury
Rudheath	Helen Treeby	Direct affect to southern border	Tatton – E McVey MP
Shakerley	Mark Stocks	Majorly affected	Tatton – E McVey MP
Weaver & Cuddington	Gillian Edwards Charles Fifield Paul Williams	No direct affect.	
Winnington & Castle	Robert Cernik Kate Cernik	No direct affect.	
Witton	Sam Naylor	Witton now includes the town centre.	

Affected Wards - Winsford

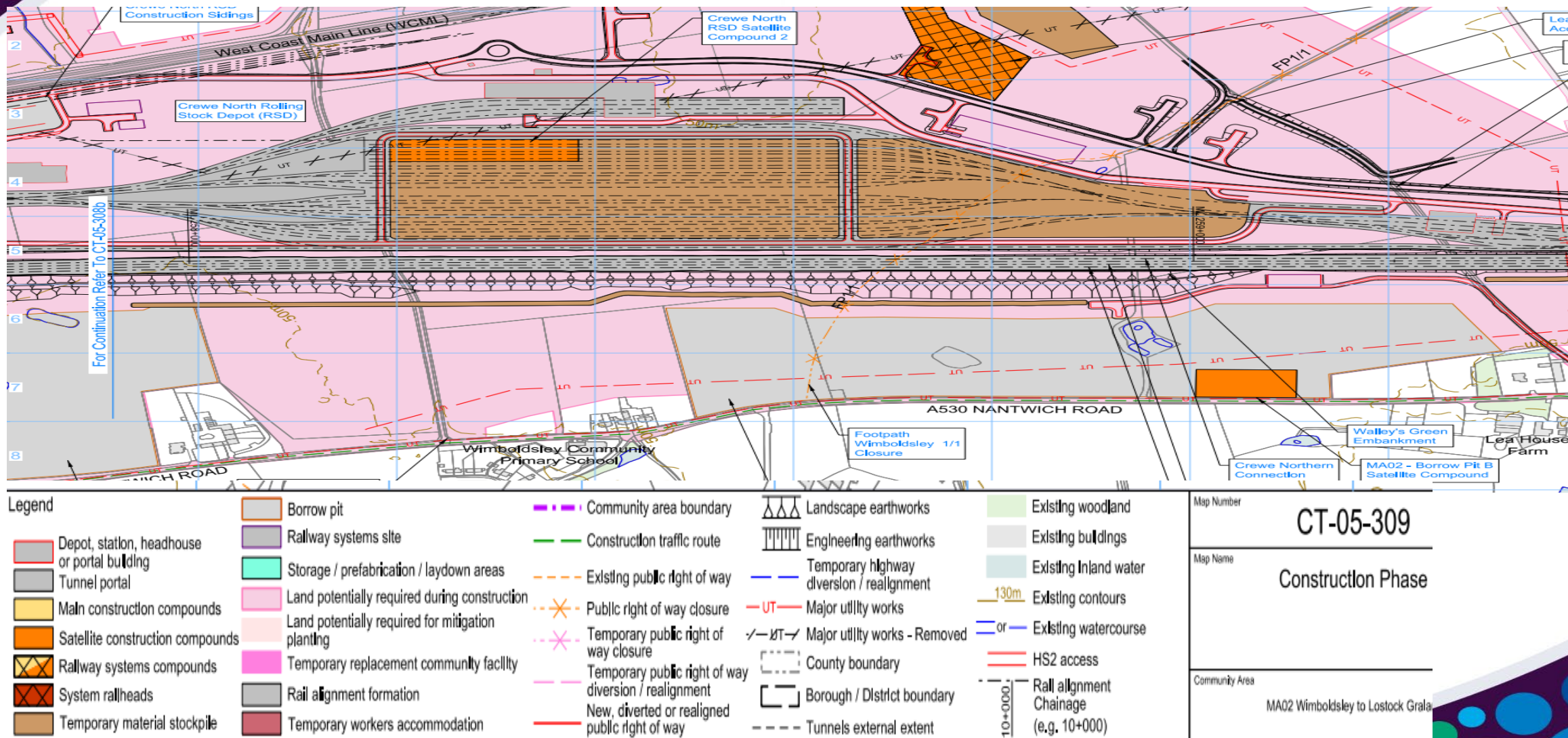
WARDS	COUNCILLOR	NOTES	CONSTITUENCY
DENE	Mandy Clare	No direct affect.	
GRAVEL	Joanne Moorcroft	Includes southern part of 1-5. Directly affected on east and south sides of ward.	Eddisbury – E Timpson MP
OVER & VERDIN	Mike Baynham Gina Lewis Tom Blackmore	No direct affect	
SWANLOW	Malcolm Gaskill	No direct affect.	
WHARTON	Nathan Pardoe	Includes northern part of 1-5. Directly affected to east of ward.	Eddisbury – E Timpson MP



High impacts in our borough

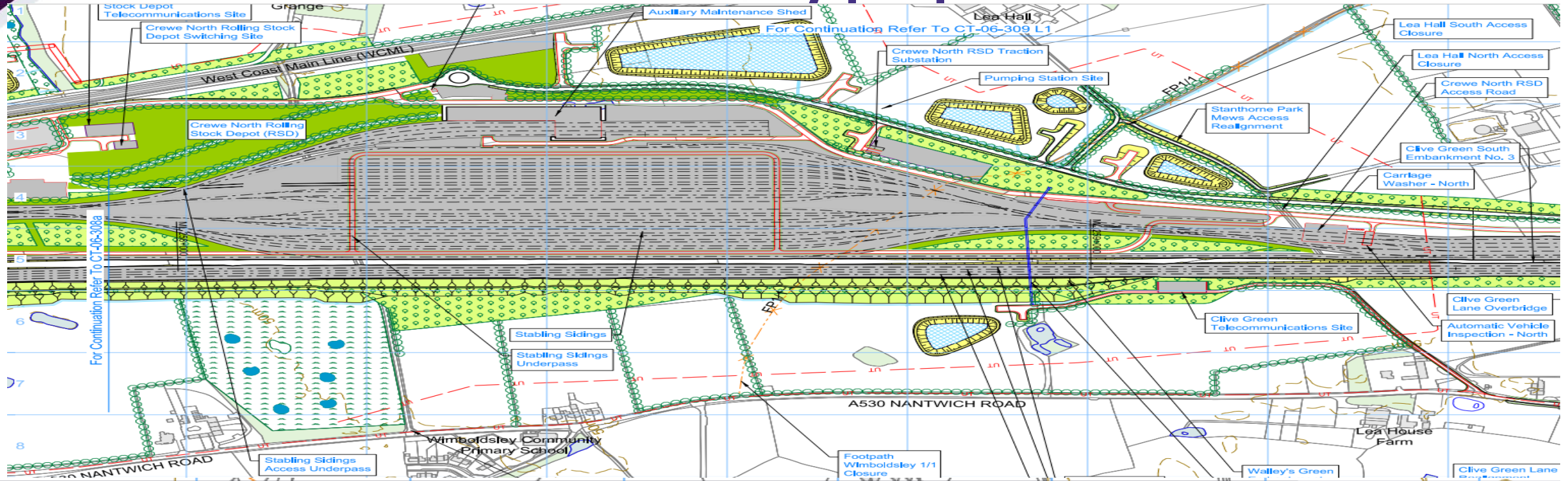
- 4 borrow pits (3 in Wimboldsley, possibly 1 in Byley, see slide 13)
 - Train Depot - Wimboldsley
 - Infrastructure - viaducts & embankments
 - Community severance and change of character
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Wimboldsley borrow pits – during construction






Wimboldsley proposed scheme



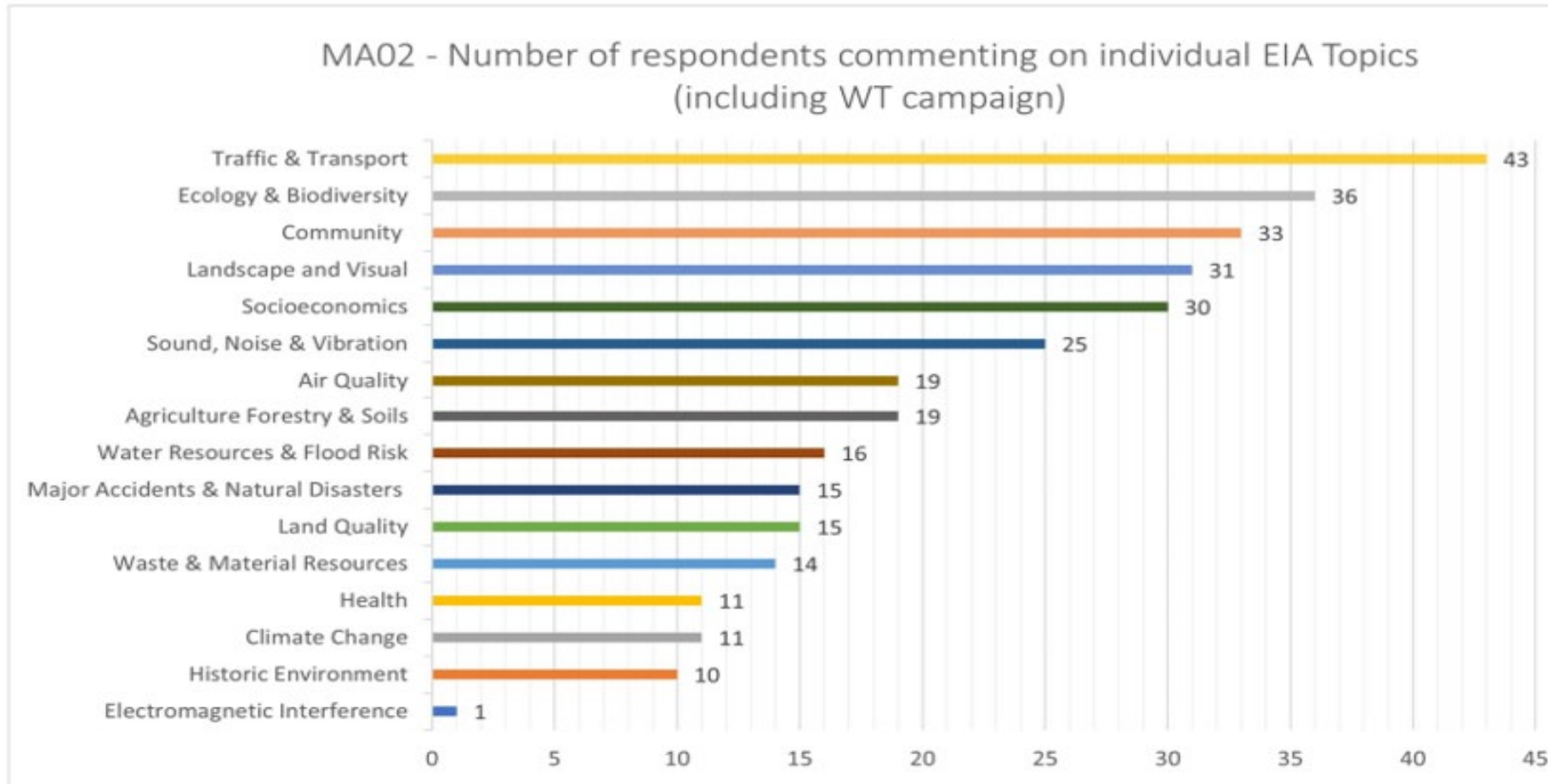
Legend										Map Number	CT-06-309
	Depot, station, headhouse or portal building		Pumping station		Returned to suitable development use		Engineering earthworks		Existing woodland	Map Name	Proposed Scheme
	Tunnel portal		Woodland habitat creation		Hedgerow		Landscape earthworks		Existing buildings		
	Railway Systems Site		Wetland habitat creation		County boundary		Rail alignment formation		Existing inland water	Community Area	MA02 Wimboldsley to Lostock Gral
	Ecological mitigation pond (indicative only)		Grassland habitat creation		Borough / District boundary		Tunnels external extent		Existing contours		
	Balancing pond		Landscape mitigation planting (scrub / woodland)		Community area boundary		Major utility works		HS2 access		
	Replacement floodplain storage area		Grassed areas		Watercourse diversion		Existing public right of way		Noise fence barrier		
			Public realm		Existing watercourse		New, diverted or realigned public right of way		Rail alignment		
			Replacement Community Facility		New ditches		Public right of way closure		Chainage (e.g. 10+000)		



Where are we now?

- HS2 Phase 2B hybrid Bill submitted in Parliament was on 24th January 2022 immediately followed by consultations on the Environmental Statement and Equality Impact Assessment (EQIA) Report.
 - The consultation submissions from Cheshire West and Chester Council robustly highlighted the vast extent of adverse impacts of HS2 on residents, communities, businesses and the natural & built environment.
 - A report summarising the issues raised in the responses has been published by Parliament and is available via the HS2 website at www.hs2.org.uk/crewe-manchester . Responses to the consultation on the EQIA are being analysed by a response analysis company and a report will be published in due course.
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Environmental Statement consultation – Independent Assessor's report



Graph 26. MA02 - Number of respondents commenting on individual EIA Topics




Changes announced on 7th June 2022

- Removal of the borrow pit proposed at Byley (On Monday 20th June we received clarification from HS2 Ltd. that Byley Borrow pit site is currently subject to a safeguarding order).
 - Using more land to provide surface water drainage at the planned A530 Nantwich Road and Shropshire Union Canal North construction compounds.
 - Provision of additional landscape mitigation and hedgerow planting at Wimboldsley.
 - Realignment and extension of the Smoker Brook viaduct in Lostock Gralam.
 - Provision of new shared-use cycle and pedestrian paths along the A556 Shurlach Road, and at Clive Green Lane.
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Changes announced on 7th June 2022

- Changes to the designs of several highway junctions, to increase their capacity and/or reduce potential impacts of construction traffic, including:
 - the A54 Newton Bank/A54 Chester Road/A530 Newton Bank/A530 Croxton Lane junction;
 - the A54 Middlewich Road and Chester Road junction; and
 - the A530 Griffiths Road and A559 Manchester Road junction.
 - Provision of temporary traffic signals around the M6 junction 18, to reduce the potential impact of construction traffic on the A54 Middlewich Road.
 - Changes to the diversion route planned for an 11kv Scottish Power Energy Network overhead line at Birches Lane.
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Byley borrow pit & Golborne Link


- The Golborne Link is a 22km (13.5 mile) stretch of HS2, branching off from the core route at Hoo Green in a north-westerly direction, joining the main line at Bamfurlong, north of Golborne.
- In response to findings of the Union Connectivity Review and the Integrated Rail Plan, published in November 2021, the Secretary of State made a decision to develop wider opportunities for Union connectivity
- This means that the Government will no longer be seeking to construct the Link **as part of this Bill** or Byley borrow pit which was only required as a consequence of constructing this Link.

House of Commons announcement on 16th June

- On Thursday 16th June, the Leader of the House of Commons announced that Second Reading of the Bill (including debate) would be in the programme of business planned for Monday 20th June 2022, and that, if the Bill is passed at Second Reading, the petitioning period would run until 04 August 2022.
- On Friday 17th June the Council contacted MPs whose constituencies include our borough to highlight key issues that they may wish to reflect in any comments during the debate, including.....



Key issues highlighted to MPs for the Second Reading of the Bill

- To transform communication with local communities, providing information and engagement in easily understandable formats including for under-represented groups.
 - To transform its communication with local communities, providing information and engagement in easily understandable formats including for our under-represented groups.
 - To seek alternative locations for the rolling stock depot and borrow pits.
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Key issues highlighted to MPs for the Second Reading of the Bill

- That an alternative route would negate the need for extensive, costly and ongoing interventions that will be essential to ensure the safety of HS2 and of underground assets of national importance.
- Infrastructure will be proportionately large to the surrounding communities, creating severance and fundamentally changing the local character, and amenities as will impacts on the ability for many community services to be maintained (e.g. bus services, health care transport and business).

Cheshire West and Chester Council can't stop this hybrid Bill or the HS2 line, but can follow the process and attempt to mitigate and influence through the process of the Bill including petitioning

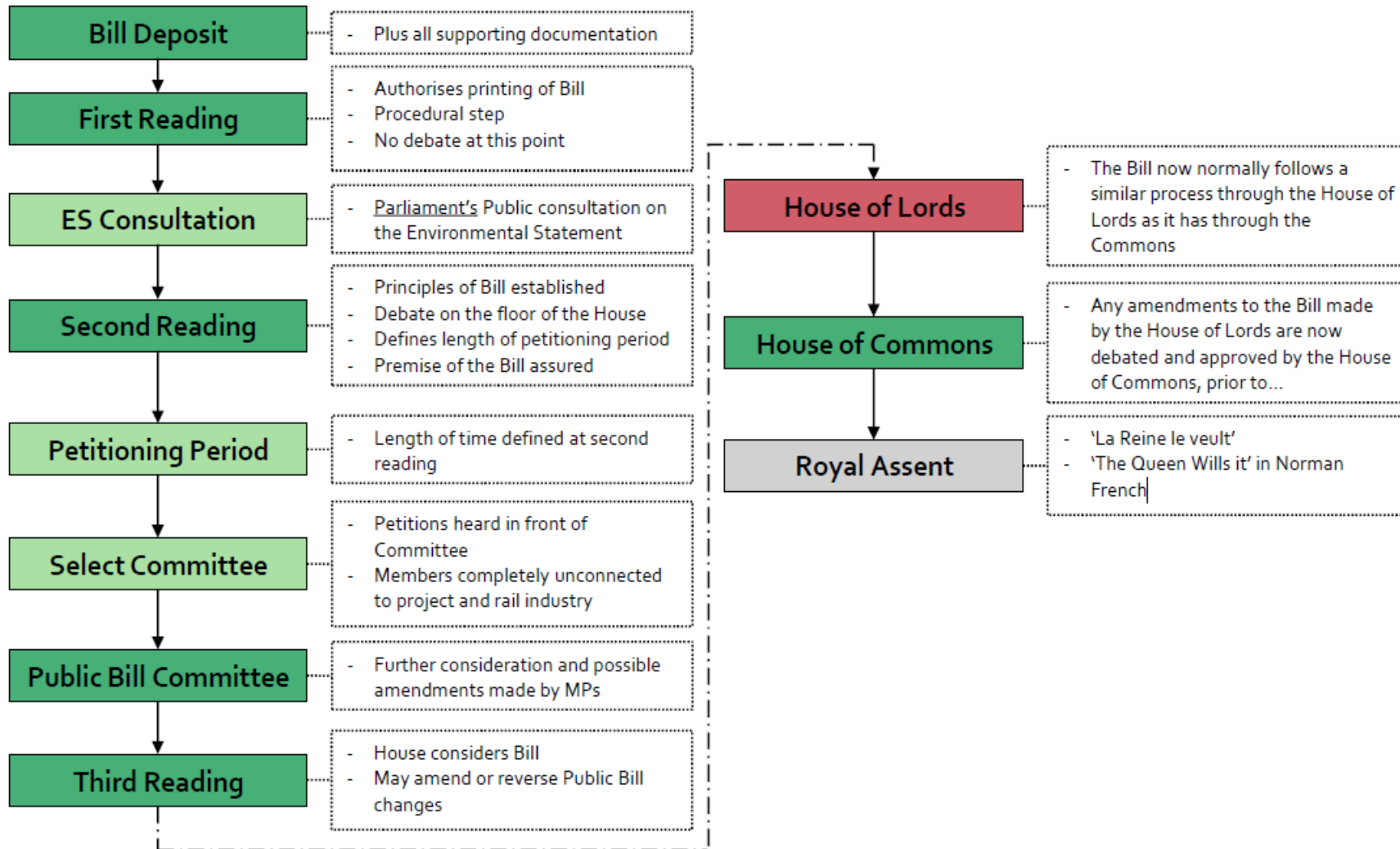


Second Reading – Monday 20th June

The vote was in favour of passing the Bill.




Hybrid Bill process





What is petitioning?

- Petitioning is an important stage of the Parliamentary process for submitting petitions seeking to influence the proposals and/or to secure additional mitigations against any adverse impacts before it becomes an Act of Parliament.
 - The process is set by Parliament, not by HS2 Ltd or CW&C.
 - Anyone 'directly and specially affected' by the Bill is eligible to petition.
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Select Committee hearings

- Petitions can be presented either by the petitioner or by their agent/counsel – Cheshire West and Chester Council has appointed a Parliamentary Agent.
- For each case heard the Promoter has to defend a position
- Following hearings a Committee issue reports which include instructions to which the Secretary of State has to respond
- HS2 Phase 1: Commons Committee: 2,586 petitions & sat 160 days (over 2 years)
Lords Committee: 821 petitions & sat 64 days
- HS2 Phase 2a: Commons Committee: 302 petitions & sat 51 days
Lords Committee: 36 petitions & sat 14 days



Can petitioning achieve results?

- Cheshire East Council petitioned against the HS2 Phase 2a Bill (West Midlands to Crewe) and, as a result, secured a number of assurances. This included a £700,000 Landscape and Environment Enhancement Fund to provide additional environmental and ecological mitigations in and around the line of route.
- This Fund was increased to £850,000 following the petition of Cheshire Wildlife Trust.




Timescales

- The petitioning period ends at 5.00 p.m. on Thursday 4th August 2022.
- This will be followed by a period during which Parliament will receive and hear petitions against the Bill from those whose property or interests are directly and specially affected by it.
- Anticipate the Select Committee will start its proceedings early September and hearing petitions **may be from** mid-October.
- Parliamentary process could take several years



Petitioning priorities

- The next slides summarise potential main themes to consider for the petition to be made by Cheshire West and Chester Council.
 - Our Parliamentary Agent has already started to draft the Council's petition, using the Council's consultation submissions – Commending those responses.
 - As a reminder, the Council invited contributions to these responses and we are asking for your input to the petitioning process.
 - We would like your feedback and to know of any themes you think should be added.
 - We need to have discussion with other petitioners so that petitions cross reference each other and to avoid duplication of themes presented to the Select Committee.
 - Please respond by the end of **Friday 22nd July 2022 (or earlier if possible)** by e mail to NorthwichWinsfordLocality@cheshirewestandchester.gov.uk
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Petitioning priorities – overarching themes

Disproportionate and detrimental impacts:

- The combined, simultaneous significant, and long-lasting impacts on residents, communities, businesses, and public services of the HS2 construction and subsequent operation.

Commitments from HS2 Ltd.

- To significantly improve its engagement with communities and businesses to help answer questions and provide information in a more understandable format.
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Petition priorities – overarching themes

Community driven

- Strengthened portfolio of community driven phased and robust measures to mitigate the full extent of major impacts on local communities, businesses and the natural environment.

Full impact assessments

- A thorough assessment of the full impacts of construction and operation of the rolling stock depot
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Petitioning priorities – overarching themes


Ground conditions

- Complex geological and ground stability & infrastructure issues to be addressed

Ongoing maintenance of mitigation measures

- That the cost of providing, monitoring and maintaining any mitigation measures needs to be fully funded from HS2 Ltd. on an ongoing basis.


HS2 service provision

- Importance of having 5 – 7 HS2 trains per hour (in each direction) calling at Crewe, along with support for the Crewe Hub to enhance regional connectivity
 - We are seeking a commitment for 1 HS2 train per hour to operate beyond Crewe to serve Chester
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Petition priorities – specific themes


Environmental Health

- Impact of noise is unlikely to be entirely addressed during construction and operational phases. There is need for an effective community engagement strategy about noise.
 - Temporary noise may last for a period of years which will not be acceptable in many cases.
 - To have commitment to provide mitigation measures on a pragmatic basis as opposed to solely based on triggers of decibel levels. – For example, irregular incidents of significant noise over a significant period of time that disrupt loss of amenities.
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Petition priorities – specific themes


Education Service

- Additional mitigation measures for the impacts on Wimboldsley Community Primary School (and Byley Primary School and Nursery). - From borrow pits A, B (and D), and of the rolling stock depot for Wimboldsley school as well as of the construction and subsequent operation of HS2 services.
 - To make reference to impacts of Byley borrow pit on Byley Primary School and Nursery and findings of the specialist reports commissioned by the Council of the impacts on (Byley Primary School and Nursery) and Wimboldsley Community Primary School to shape resultant undertakings by HS2 Ltd.
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Petition priorities – Specific themes


Equality and Diversity

- Specific commitment to employ local people from under-represented groups.
 - Ensure under-represented groups and those with additional needs have access to information in an understandable format.
 - A minimum width of 2 metres for footways to help wheelchair users
 - Wheelchair accessible bridge to maintain a direct link between Lostock Green & Lostock Gralam – rail station & local amenities.
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Petition priorities – specific themes

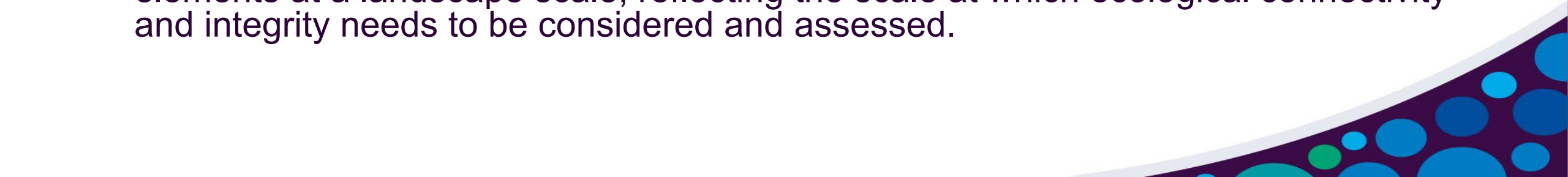
Highways

- Measures to reduce the impact of HS2 construction traffic on the Highway network (including passenger transport services) and local communities during the construction phase. Particularly in the Lostock Green, Wimboldsley (and Byley) communities given the rural nature of the road network and the proposed duration of the works.
 - Ensuring the movement of traffic during the construction phase and the mitigation measures implemented are robust and consider future transport growth and do not have a detrimental effect on the Council's corporate vision to provide a safe and accessible Borough for residents and businesses.
 - Additional measures to encourage sustainable, cycling, and active travel including for HS2 staff as well as local communities.
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Petition priorities – specific themes


Natural Environment

- Adopt a landscape scale approach to considering the best means of compensating for the impacts of HS2, that is focused upon mitigating for the effects of severance and disconnection within the landscape and the significant detrimental impacts upon natural systems and processes along the entire route within the Borough (and beyond).
 - One consideration might be to focus (on a project basis) upon the river valley corridors of both the Dane and Weaver to look to enhance natural environment elements at a landscape scale, reflecting the scale at which ecological connectivity and integrity needs to be considered and assessed.
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Petition priorities – specific themes


Ecology & Biodiversity

- Additional mitigation measures for direct loss of habitats and species.
 - Fragmentation and isolation caused by the line severing existing habitat links and foraging/commuting areas for protected species.
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Petition priorities – specific themes


Landscape and Visual

- To have more clarity and detail of mitigation proposals or information on benefits to local communities on the receiving landscape or how such a legacy scheme is to be achieved.
 - For example, this could include the creation of a strategic and interconnected route of corridors for landscape character, climate change and biodiversity net gain.
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Petition priorities – specific themes


Archaeology

- A programme of field evaluation will be required to establish the significance of areas already identified as being of archaeological interest as well as sections of the proposed line which, at present, do not contain any known areas of archaeological interest.
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Petition priorities – specific themes

Built Heritage Assets

- Significant residual effects at a route-wide level (i.e. at a geographical scale greater than the community areas) including off-route
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Information events

- In June and July HS2 Ltd. are holding a series of events for people to talk to about the Crewe – Manchester Bill, as well as updating communities on changes to the Bill.

Details at www.hs2.org.uk/events


Including Tuesday 28th June, 2.00 – 8:00, Middlewich Community Church, Canalside Conference Centre, 34-36 Brooks Lane, Middlewich, CW10 0JG.

- Booking required.





Working in Partnership

- We are working closely with Warrington Borough Council and Cheshire East Council as well as with other local authorities in the HS2 Phase 2b area. – To strengthen mutual support and efficient use of expertise where possible whilst making sure priorities for our borough are not compromised.
 - We also maintain ongoing dialogue with HS2 Ltd.
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Thank you

We hope this presentation is helpful for you.