

**PICKMERE PARISH COUNCIL - 2<sup>nd</sup> April 2019**

**AGENDA ITEM 9.9 – HS2 – DISCUSSIONS WITH CEC**

**NOTE OF MEETING WITH ANDREW SELLORS (ASe) – CHESHIRE EAST COUNCIL (CEC)**

**14 March 2019**

ALSO PRESENT:

Andrew Shore (ASh) – Chair - Pickmere Parish Council (PPC)

Chris Tarrant – Vice -Chair – PPC

Jack Steel – Clerk – PPC

**1 Introduction**

1.1 PPC had requested the meeting principally to discuss CEC's relationship with HS2 and their potential role and stance in relation to the development of the HS2 project, and to ask for CEC's support in pursuing the objections of PPC to the detailed scheme.

1.2 ASe explained that CEC had responded to HS2's various consultations and had also been represented at the IAG meetings held by HS2 to meet local reps of the various areas through which HS2 would pass.

1.3 ASh explained the three principal areas that PPC had covered in their response to the recent HS2 consultation on the Working Draft Environmental Statement (WDES), and these were discussed in turn:

**2 Proposed Closure of Budworth Road**

2.1 ASh explained, and ASe concurred, that the proposals of HS2 to stop up Budworth Road where it was crossed by the HS2 line would result in significant traffic diversion around surrounding narrow country lanes, which would be unacceptable. ASe said that he had picked this comment up at previous IAG meetings and had raised the issue already with HS2. CEC had also corresponded with Heyrose Golf Club about the issue. CEC's stance is that the project should be amended such that Budworth Road remains open, or a better alternative should be found to the current one to avoid the problems that were foreseen.

**3 Engineering works on Pickmere Lane**

3.1 ASh went on to explain the problem with the HS2 proposal to construct a very large embankment structure to carry the diverted Pickmere Lane over the proposed rail line, onto which the diverted Flittogate Lane would join. It was considered that there was an alternative design solution which would avoid this enormous structure, and that was to divert Pickmere Lane parallel to HS2 at this point, joining Budworth Road, which would remain open in this solution, and would pass under the rail line a little further to the north-east. A diverted Flittogate Lane would then join this road. The engineering works required would be very much smaller in scale and cost than the solution HS2 had proposed. This would also resolve the above objection.

3.2 ASe said that he would be very happy to take this possible solution to HS2 for detailed consideration.

#### **4 Impact of HS2 Construction traffic on surrounding roads**

4.1 The WDES refers in several places (eg pp 185-190, 192) to the likely use of roads such as Frog Lane and School Lane for HS2 construction traffic. PPC considered this unacceptable. ASe agreed with this conclusion and again was agreeable to reinforce these views in discussion with HS2.

#### **5 Other matters**

5.1 ASe confirmed that the proposed scheme for improvement of the M6 J19 road layout by the Highways Agency included the various changes (already seen on Highways Agency plans) to the Pickmere Lane/A556 junction, including traffic lights.

5.2 ASe agreed to look into the possibility of traffic calming methods in relation to Pickmere Lane as it enters the village, including the idea of a false gated entry (gates on the road verges to indicate entry into a 'different' road environment,) and also the idea of a traffic light system linked to speed checking devices. He will also pursue the provision of SIDs data to PPC, as previously requested by PPC to CEC.

5.3 In conclusion, the meeting demonstrated close alignment between the views of PPC and CEC on the detailed HS2 proposals and ASh expressed thanks for ASe's attendance today and assistance.