

## Petition template

The following pages provide the template to be used for petitions against the High Speed Rail (Crewe - Manchester) Bill.

A separate template will be made available for petitions against any Additional Provisions deposited by the Government in relation to this Bill. Please note that separate petitions need to be submitted should a petitioner wish to petition against both the Bill and an Additional Provision (i.e. objections cannot be stated on the same petition).

Before completing or submitting your petition, you are advised to read the guidance produced by the Private Bill Office on the petitioning process. All guidance can be found on the [Committee's website](#).

### Content

Your petition should include:

- The names and details of the petitioner/s (and of their nominated representative, if appropriate)
- The petitioners' objections to the Bill
- What the petitioners want to be done to address their objections to the Bill.

You should fill in each of the text boxes in the sections below. The text boxes will expand to accommodate your text.

Your petition should only include text, and not any images. You will have an opportunity to present any photos, maps, diagrams etc in your evidence before the Committee.

The Committee is only able to consider aspects of the project proposed in the Bill which affect people in their private capacity, not fundamental principles involving broader issues such as whether the railway should be constructed at all. You should not, therefore, make political comments, raise general objections to the Bill or raise broad issues of policy in your petition. You should concentrate instead on the specific ways in which the Bill specially and directly affects you or those you represent.

### Submission

You are advised to submit your petition by using the online portal if possible. The portal can be accessed here: <https://committees.parliament.uk/work/6779/petitioning-against-the-high-speed-rail-crewe-manchester-bill/>

Should you wish to submit your petition via email or post, you should fill in the template petition fields on the following pages and send your petition:

- By email – [hs2committee@parliament.uk](mailto:hs2committee@parliament.uk)
- By post – Private Bill Office, House of Commons, London, SW1A 0AA

## **Payment**

Once you have submitted your petition, you must pay a £20 administration fee. Petitions will not be heard by the Committee without the payment of the fee.

You can pay the required fee by:

- Bank transfer – to sort code 60-70-80 and account number 10022317. Please ensure that you quote your surname as a reference, so that we can identify received payments with received petition.
- Cheque – payable to 'HOC Administration 2' and posted to Private Bill Office, House of Commons, London, SW1A 0AA.

## House of Commons

### High Speed Rail (Crewe - Manchester) Bill

#### 1. Terms and conditions

We need your consent to use your data and to keep you updated on the progress of your petition.

##### **Your data**

Your petition will be published on the UK Parliament's website. Please note this will include your name and address. We will store your data and a copy of your petition in the Private Bill Office and as a record in the Parliamentary Archives.

##### **Communications**

Your data is stored so that you can be invited to have your petition heard by the Committee.

Private Bill Office staff may contact any of the people named in the petition to verify the information provided. Those communications will be stored with the information you have given.

Your petition and communications regarding it may be shared between the Private Bill Offices.

If you have completed this form on behalf of an individual, group of individuals, on organisation or group of organisations, please ensure you have been authorised to do so.

For more information on how we handle your data, please see our [privacy notice](#).

##### **Consent**

☒ I give consent for my information to be used for the purposes set out above.

## 2. 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.

### 3. Objections to the Bill

In the box below, write your objections to the Bill and why your property or other interests are **directly and specially affected**. Please number each paragraph.

Only objections outlined in this petition can be presented when giving evidence to the Committee. You will not be entitled to be heard by the Committee on new matters not included in your written petition.

#### 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.

## 4. What do you want to be done in response?

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

You can include this information in your response to 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.”



## 5. Petitioner details

Organisation/group name (if relevant)

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First name(s)

Jack

Last name

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WA16 0LP

County

Cheshire

Email

clerk@pickmereparishcouncil.gov.uk

Phone (landline or mobile)

01565 734618  
07821 906670

Who should be contacted about this petition?

- ☒ Individual above
- ☐ Another contact (for example, Roll A Agent or other representative)

If another contact, complete the 'Main contact's details' section below.



## 6. Main contact's details

First name(s)

Last name

Address line 1

Address line 2

Post code

County

Email

Phone (landline or mobile)

## 7. Next steps

Once you have completed your petition template, please save it.

After doing so, please visit the Committee's webpage on the link below and follow the instructions to submit your petition through the dedicated online portal.

<https://committees.parliament.uk/work/6779/petitioning-against-the-high-speed-rail-crewe-manchester-bill/>

Alternatively, you can email your petition to [hs2committee@parliament.uk](mailto:hs2committee@parliament.uk) or submit your petition by post to: Private Bill Office, House of Commons, London, SW1A 0AA.

Please pay the £20 administration fee within 2 working days of submitting your petition. Payment should be made by bank transfer (sort code 60-70-80 and account number 10022317, **quoting your surname as a reference**) or cheque payable to "HOC Administration 2". Cheques should be posted to Private Bill Office, House of Commons, London, SW1A 0AA.

Once your petition has been received and accepted, it will be sent to the Bill's promoter (HS2 Ltd, on behalf of the Secretary of State for Transport) and published online on the Committee's website. Copies of petitions submitted in hard copy (i.e. delivered by post or in person) will also be kept in the Private Bill Office and then as a record in the Parliamentary Archives.

Petitions sent to the Bill's promoter will include all personal information provided by the petitioner/s. Petitions published online will include only the name and address of the petitioner/s. More detailed personal information, provided in Sections 5 and 6, will be removed before publication.