

Hybrid Bill Petition

House of Commons

Session 2017-19

High Speed Rail (West Midlands – Crewe) Bill

Do not include any images or graphics in your petition. There will be an opportunity to present these later if you give evidence to the committee.

Your bill petition does not need to be signed.

Expand the size of the text boxes as you need.

1. Petitioner information

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

Cllr Janet Clowes: Wybunbury Ward
The Old Vicarage
Doddington
Nantwich
Cheshire
CW5 7PR

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...”.

I am submitting this petition on behalf of

The Wybunbury Combined Parishes Neighbourhood Plan Steering Group,

which includes ten members with Parish Council Representation from (1) Doddington & District Parish Council, (2) Hough & Chorlton Parish Council, (3) Hatherton & Walgherton Parish Council, (4) Wybunbury Parish Council and also (5) Weston & Basford Parish Council.

(The qualifying body (under the 2011 Localism Act) is Hough & Chorlton Parish Council).

Whilst I am the Wybunbury Ward Councillor, I am submitting this petition in my role as the Doddington & District Parish Councillor (for Hunsterson) and in my role as a member of the formally constituted “Wybunbury Combined Parishes Neighbourhood Plan Steering Group”.

It is important to note that in compliance with the Guidance on Petitioning, this petition is NOT to give evidence on behalf of the local authority (Cheshire East Council).

The proposed HS2a route (Community Area CA5 – South Cheshire) passes through Parished Areas 1,2, and 5 of the Wybunbury Ward, whilst HS2a construction activity directly impacts on ALL Parishes both in the Neighbourhood Plan Area and wider Wybunbury Ward.

2. Objections to the Bill

In the box below, write your objections to the Bill and why your property or other interests are [specially and directly 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 on new matters.

(1) DETRIMENTAL IMPACT OF PROPOSED ROUTES FOR HS2a CONSTRUCTION TRAFFIC through the CA 5 – South Cheshire.

HS2 Ltd propose that Construction Traffic transporting tunnel spoil from Bar Hill (Madeley, on the Staffordshire/South Cheshire Boundary) should be routed via Woore (on the Shropshire/South Cheshire Border) into the Wybunbury Ward Parishes of CA 5. This proposal takes high levels of HGV traffic onto predominantly narrow (in places single-lane) rural highways. With the exception of the A51, the remaining routes are all on roads with 7.5t weight restrictions.

- **This proposal includes HGV traffic passing through Wybunbury Village on weight restricted roads** past the primary school and two bridges. One bridge has been restricted to single lane traffic due to its narrow width and restricted engineering design. The other is an important raised bridge/culvert that provides the only drainage of excess water from the SSSI/RAMSAR site; the Wybunbury Moss (currently under the wardenship of Natural England.)
- **The Combined Parishes are deeply concerned about the impact on school traffic and pedestrian movements** conflicting with Construction traffic. Part of this route (from the Boar's Head junction with the A51) has no pedestrian pavements. Parking is limited (and congested). Proposals by HS2 Ltd to provide parking bays for 8 (eight) vehicles do not adequately address this issue.
- **The proposed route passes down Bridge Street**, a residential street on a steep hill into the main village.

There is a new housing development of 20 homes (Tower View), nearing completion that must access Bridge Street at the bottom of the hill.

Bridge Street homes are approximately 3 metres higher than the road (due to its hill-side location) and so offer only on-street parking for residents, (there are no driveways or garages).

In summary, Bridge Street is on a steep gradient with on-road parked vehicles throughout the day. It is the only access point for additional back-fill housing and culminates in an aged, single-lane road bridge into Wybunbury Village.

- **Wrinehill Road:** the route turns 90 degrees from Bridge Street on to Wrinehill Road, **past the iconic 'leaning' Wybunbury Tower**. There is no evidence that HS2 Ltd have conducted any structural surveys to assess the impact of HGV traffic on this important listed landmark (nor have they contacted the 'Tower Trust' for advice).
- **Wrinehill Road is again a weight restricted route** and includes the Wybunbury Moss Culvert drainage bridge.
- Wrinehill Road is primarily a rural lane with many stretches **where only single lane traffic is possible**. There are no passing places at these points.
- **Den Lane:** Wrinehill Lane joins Den Lane at the hamlet of Blakenhall (in Doddington & District Parish) – the main destination for much of the tunnel spoil and other construction materials.

It is also the site of the junction with Mill Lane. This web of narrow lanes are the only connections between the hamlets of Blakenhall, Lea and Upper Den Lane to outside service centres. There are no shops or services and no public transport.

Using these lanes for HS2 Construction traffic will effectively isolate these communities throughout the extended working day.

- **A51: London Road; Woore to Walgherton.**

HGV traffic along this route creates specific issues:

a) Impact on Local Businesses: Bridgemere Garden Centre, Dagfields Craft Centre and the Boars Head Public House are major destination points on the A51 attracting visitors from Stone, the Potteries, M6 and wider Cheshire.

b) Impact on rural/agricultural activity: Our parishes are highly dependent on our farms and on agriculture. Monopolisation by HS2 Ltd of our fragile rural infrastructure will negatively impact on the daily and seasonal activities of our communities and on their economic viability.

c) HGV manoeuvres at the Boar's Head Junction (A51 / Wybunbury Road, Walgherton).

This junction, despite road safety improvement measures, remains a dangerous **junction with a record of serious incidents** (including a fatality).

There is deep concern that HS2 Ltd are considering using this junction..

The A51 at Walgherton also provides access to the Hough Mill Quarry site where there is regular HGV traffic activity. HS2 traffic will exacerbate this impact in and around this dangerous junction

This same section of the A51 contains several listed properties.

Currently, these properties are experiencing structural issues caused by vibration from passing HGV traffic. (Currently being investigated by Cheshire East Highways). HS2 Ltd have not conducted any structural surveys on these properties to evaluate the impact of higher levels of HGV traffic on these important historic assets.

Weston & Basford Parish: Main Road Weston, Casey Lane, Weston Lane, Whites Lane, Englesea Brook Lane

Construction traffic will further overload the indigenous road network in this parish. HGV vehicles currently use these local roads to circumnavigate the heavily trafficked primary road network as alternative routes to junction 16 on the M6. This will be greatly exacerbated by HS2 construction traffic to the extreme detriment to the quality of life of the local communities within the parish

(2) ECOLOGICAL AND ENVIRONMENTAL IMPACTS

The majority of the Wybunbury Ward (including the HS2a route and safeguarded land) **lies within the nationally designated 'Nature Improvement Area' (NIA) for Meres and Mosses.**

The Combined Wybunbury Parishes Neighbourhood Plan Steering Group have liaised with Natural England and commissioned a 'Distinctive Habitats and Ecology' report for this area, (including the impacts of HS2a), from the Cheshire Wildlife Trust (CWT).

This report has highlighted significant differences in the CWT findings and those of initial HS2 Environmental Impact and Mitigation statements.

It is clear that important 'Local Wildlife Sites' have been omitted from the HS2a Environmental Impact Assessment (2017) and there are omissions in terms of necessary mitigation measures.

These variances must be further investigated and appropriate mitigation designed.

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. You do not have to complete this box if you do not want to.

The committee cannot reject the Bill outright or propose amendments which conflict with the

principle of the Bill. But it can require changes to the Government's plans in response to petitioners' concerns, which can take the form of amendments to the Bill or commitments by HS2 Ltd.

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

(1) DETRIMENTAL IMPACT OF PROPOSED ROUTES FOR HS2a CONSTRUCTION TRAFFIC through the CA 5 – South Cheshire.

The Wybunbury Combined Parishes (WCP) believe that alternative mechanisms for managing the logistics of transporting spoil, materials, heavy plant and machinery to and from the HS2a route are possible, without accessing the fragile highways system in the ways suggested.

The WCP have shared potential solutions with HS2 Ltd, in basic outline, through the consultations in Autumn 2017.

An alternative solution is likely to also have significant, consequential benefits to local, adjoining villages in Shropshire (Woore and Onneley Villages) and Staffordshire (Madeley).

The Parishes of the Wybunbury Ward have worked with HS2 Ltd throughout the past 4 years of this project and will continue to proactively discuss proposed solutions moving forward.

(2) ECOLOGICAL AND ENVIRONMENTAL IMPACTS

The Wybunbury Combined Parishes (WCP) understand that the Cheshire Wildlife Trust (CWT) and Natural England will be working with HS2 Ltd with regard to Ecology, habitat diversity and mitigation.

The WCP Neighbourhood Plan Steering Group have already commissioned a Habitat Diversity Report for this area from the CWT and it is clear that important identified 'Local Wildlife Sites' (that have material status within the planning system), have been omitted from the HS2a Environmental Impact Assessment (E.I.A: 2017).

HS2 Ltd must complete omissions in the Environmental Impact Assessment for the CA 5 section in appropriate detail and work with the CWT and local landowners to determine balanced and effective mitigation solutions.

The Wybunbury Combined Parishes Neighbourhood Plan Steering Group believe that their local knowledge of the CA 5 – South Cheshire area will be pivotal in designing acceptable solutions.

We would request our inclusion in these on-going deliberations.

Next steps

Once you have completed your petition template, please save it and [continue on our website](#).

If clicking 'continue on our website' doesn't work, copy this link and paste it into your browser: <https://beta.parliament.uk/petition-a-hybrid-bill/1?step=writing-your-petition-online#complete-petition>