

## 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: [LINK](#)

### **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.

Ashley Parish Council  
c/o Mrs S McDonald, Parish Clerk  
North Arden Lodge, Lamb Lane, Ashley, Altrincham, Cheshire, WA14 3QG  
email clerk@ashleyparishcouncil.org.uk

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 Ashley located in Community Area MA06 and represent the population resident within the parish administrative boundary.

### 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.

#### **Elevation of the HS2 mainline railway through Ashley Parish**

- 3.1 Ashley Parish Council objects to the construction of the HS2 mainline (Work 1/98) at the proposed vertical elevation as it passes from west to east through the parish.
- 3.2 Specifically Work 1/98 is proposed to be constructed on embankments (Birkin Brook, Ashley and Thorns Green) and a 266m long elevated structure (Mid-Cheshire (Railway) and Mobberley Road Viaduct) that would stand 9m above existing ground level and well above the altitude of Ashley village, which is located just 350m to the north.
- 3.3 The current proposals would result in the unnecessary permanent closure of Ashley Road on its western approach to Ashley village and its replacement with a long detour via a new realigned Ashley Road (Work 1/142) and a realigned Mobberley Road (Work 1/144).

#### **Ashley Railhead**

- 3.4 Ashley Parish Council objects to the Ashley Railhead comprising railway works 1/141, 1/141A, 1/141B, 1/141C and 1/141D, together with the associated temporary works required to build it, remove it and restore the land once its purpose is no longer required.
- 3.5 Ashley Parish Council also objects to the consequential demolition of the two separate properties that comprise North Arden Lodge and Lamb Cottage, which are situated on Lamb Lane and which lie under the proposed footprint of the Ashley Railhead.

#### **Ashley IMB-R**

- 3.6 Ashley Parish Council objects to the Ashley IMB-R comprising railway works 1/140, 1/140A, 1/140B and 1/140C, together with the associated temporary works required to build it.

#### **Permanent closure of a section of Ashley Road to the west of Ashley village**

- 3.7 Ashley Parish Council objects to the permanent closure of a section of Ashley Road from near to Birkin Farm to a location approximately 40m west of Stock Farm, which will prevent through access to the western end of Ashley village.

#### **Permanent realignment of Ashley Road to the south of the HS2 mainline**

- 3.8 Ashley Parish Council objects to the permanent realignment of Ashley Road and the requirement to access the village by its eastern side using a diversion via the realigned Mobberley Road.

- 3.9 HS2 Ltd has estimated that the total length of the diversion to be 2.7km, the long-term environmental and financial consequences of which are unacceptable to the residents of the parish.

#### **Permanent closure of Lamb Lane**

- 3.10 Ashley Parish Council objects to the permanent closure of the western end of Lamb Lane and the access from Stock Farm onto the lane.

#### **Realignment of Mobberley Road**

- 3.11 Ashley Parish Council objects to the permanent realignment of Mobberley Road (Works 1/144, Works 1/144A and 1/144/B), up to 142m east of its current alignment for 824m, together with the proposed Mobberley Lane offline overbridge, which would be 110m long and 7m above existing ground level and 6m above track level, because these structures are only required to facilitate the unnecessary Ashley Railhead.
- 3.12 Ashley Parish Council also objects to the diversion of three sections of watercourse (Work 1/143) that HS2 Ltd states are required to accommodate the realignment of Mobberley Road. These are described in paragraph 2.2.19 of the MA06 Volume 2 Environmental Statement as follows:
- diversion of a section of Tributary of Birkin Brook 1 for 910m to the north and south of the realigned Mobberley Road.
  - diversion of Tributary of Birkin Brook 2 for 20m to the south of the realigned Mobberley Road.
  - diversion of Tributary of Birkin Brook 3 for 45m to the south-east of the realigned Mobberley Road.

#### **Footpath closures and diversions**

- 3.13 Ashley Parish Council considers HS2 Ltd's approach to footpath closures and diversions within its administrative area to be unacceptable and requires greater consideration to be given to minimising temporary and permanent severance of these important communication links.
- 3.14 Specifically, Ashley Parish Council objects to the temporary closure of footpaths Ashley FP6/4, FP6/5, FP8/1 and FP8/2 for a period of five years and two months and the temporary closure of footpath Ashley FP3/1 for the full construction period.
- 3.15 Ashley Parish Council also objects to the routes of the permanent diversions of Ashley footpaths 3, 6 and 8, which will be impacted by the creation of the Birkin Brook and Ashley Embankments for the HS2 mainline and Ashley IMB-R.

#### **Associated works**

- 3.16 Ashley Parish Council objects to the construction of a range of engineering works associated with the construction of Ashley Railhead, Ashley IMB-R and the road realignments. These include various culverts and balancing ponds that would either not be required, or be subject to redesign and amendment, if the measures outlined in Section 4 of this petition were adopted.

#### **Road Satellite Compounds**

- 3.17 Ashley Parish Council objects to the excessive number of HS2 road satellite compounds and associated materials stockpiles located within its parish, which will be used to construct structures that the Parish Council has objected to on the grounds that they form part of a sub-optimal project design. These include the:

- Birkin Brook Satellite Compound
- Ashley IMB-R Satellite Compound
- Birkinheath Covert Satellite Compound
- Mobberley Road South Satellite Compound
- Mobberley Road Satellite Compound
- Mobberley Road North Satellite Compound
- Ashley Station Satellite Compound

#### **Use of local roads for HS2 construction traffic**

- 3.18 Ashley Parish Council objects to the use of the following local unclassified roads by HS2 construction traffic, which are unsuitable for use by HGVs:
- Ashley Road from Mereside Road to the junction with Mobberley Road, Cow Lane and Back Lane on the eastern side of Ashley village.
  - Mobberley Road from its junction with Ashley Road, Cow Lane and Back Lane on the eastern side of Ashley village and the proposed Mobberley Road South Satellite Compound.
  - Back Lane, Tanyard Lane and Castle Mill Lane from the junction with Ashley Road, Cow Lane and Mobberley Road on the eastern side of Ashley village.
- 3.19 Ashley Parish Council is particularly concerned about the impact of HS2 construction HGVs on the local roads used to access Tatton Park, an important cultural heritage location and public amenity of National importance and objects to the use of these roads by the HS2 project.

#### **Overhead line (OHL) diversions**

- 3.20 As a matter of principle, Ashley Parish Council objects to overhead power and telecommunication lines being diverted along overhead routes.
- 3.21 Ashley Parish Council specifically objects to the proposed 1.9km diversion of the 400kv overhead electricity line where it is impacted by the construction of the proposed Blackburn's Brook Viaduct.
- 3.22 Ashley Parish Council therefore considers the proposals for the diversion of the 400kv OHL to be unnecessarily long and the resultant visual impacts and adverse effects on local landscape character to be unacceptable. The current sub-optimal design therefore requires amendment.

#### **Noise assessment**

- 3.23 Ashley Parish Council objects to the inadequacy of the baseline noise monitoring, which it considers insufficient to accurately characterise the baseline noise environment of Ashley village and other residential properties within the parish.
- 3.24 Ashley Parish Council also objects to the absence of an assessment of construction noise during the civil engineering phase of the works.

#### **Hours of working**

- 3.25 Ashley Parish Council objects to the caveats included in the Hybrid Bill with respect to core working hours for the construction of Phase 2b, together with the operating hours of the proposed Ashley Railhead.

## 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.

### **Elevation of the HS2 mainline railway through Ashley Parish**

- 4.1 Ashley Parish Council requires the HS2 mainline to be lowered and be constructed in a cutting as it traverses through the parish. Such an approach would result in the HS2 mainline passing beneath the Mid-Cheshire Line (MCL) and the existing Mobberley Road via one or more underbridges.
- 4.2 Ashley Parish Council considers that the cutting option would commence immediately east of the proposed Blackburn's Brook North Viaduct, i.e. near to chainage 283+800, and continue to the western end of River Bollin South Viaduct near chainage 287+400.
- 4.3 The resultant Ashley and Thorns Green Cutting, together with any underbridges, would total approximately 3.6km in length and would replace the Birkin Brook Embankment, Ashley Embankment, Mid-Cheshire (Railway) and Mobberley Road Viaduct and Thorns Green Viaduct.

### **Ashley Railhead**

- 4.4 Ashley Parish Council wants the Ashley Railhead removed from the Phase 2b proposals because its function can be better served from an alternative location.
- 4.5 The removal of Ashley Railhead from the project would simplify the construction of Phase 2b and result in significant reductions in the environmental effects of the project within Ashley parish, especially from HS2 HGV construction traffic, construction noise and from visual impact.
- 4.6 The removal of Ashley Railhead will also negate any need to realign Mobberley Road, permanently close Lamb Lane, demolish the two properties at North Arden Lodge and Lamb Cottage or divert three sections of the Birkin Brook.

### **Ashley IMB-R**

- 4.7 Ashley Parish Council wants the Ashley IMB-R removed from the Phase 2b proposals because its function can be better served from an alternative location.
- 4.8 The removal of Ashley IMB-R from the project would simplify the construction of Phase 2b and result in significant reductions in the environmental effects of the project within Ashley parish during both the construction and operational phases.

### **Permanent closure of a section of Ashley Road to the west of Ashley village**

- 4.9 Ashley Parish Council requires Ashley Road to be reinstated on its existing or similar alignment.
- 4.10 Ashley Parish Council considers that this objective would be most easily achieved if the HS2 mainline was constructed in a cutting through this section and the Ashley IMB-R and Ashley Retaining Wall were removed from the proposals, with Ashley Road being reinstated on a new overbridge.
- 4.11 Alternatively, if the Phase 2b design remains unchanged, Ashley Parish Council considers that Ashley Road could still be retained on its existing or similar

alignment by routing it under the HS2 mainline and Ashley IMB-R, and that HS2 Ltd should be instructed to prepare alternative design options for independent and impartial comparative assessment.

#### **Permanent realignment of Ashley Road to the south of the HS2 mainline**

- 4.12 Given Ashley Parish Council proposals for lowering the HS2 mainline and removing the Ashley Railhead and Ashley IMB-R from the Phase 2b project and reinstating Ashley Road on the same or similar alignment, there is no longer any need to permanently realign Ashley Road and this element could also be removed from the project.

#### **Permanent closure of Lamb Lane**

- 4.13 Ashley Parish Council requires Lamb Lane to be retained and remain connected to Ashley Road at its northern end, even if this means being reinstated on an alternative alignment.
- 4.14 The retention of Lamb Lane should be accompanied by the retention of North Arden Lodge, and would be easily achievable if accompanied by Ashley Parish Council's proposals to lower the HS2 mainline and remove the Ashley Railhead and Ashley IMB-R from the Phase 2b proposals.
- 4.15 Ashley Parish Council also wants HS2 Ltd to ensure that a direct road connection be maintained between Stock Farm and Lamb Lane.

#### **Realignment of Mobberley Road**

- 4.16 Given its proposals for the removal of the Ashley Railhead, Ashley Parish Council considers that there is no longer any justification for the Mobberley Road realignment as currently proposed.
- 4.17 Ashley Parish Council therefore requires any realignment to be minimised and considered only in the context to lower the elevation of the HS2 mainline through Ashley parish and take Mobberley Road over the HS2 mainline close to the road's existing alignment.

#### **Footpath closures and diversions**

- 4.18 Ashley Parish Council requires the duration of all temporary footpath closures, and subsequent lengths of temporary and permanent footpath diversions to be minimised.
- 4.19 Permanent footpath diversions should also be designed to follow as closely to the existing route as practicable.
- 4.20 Ashley Parish Council also considers that the use of underpasses to route footpaths under the HS2 mainline to be sub-optimal because of the increased risk to the personal safety of users.
- 4.21 Ashley Parish Council's requirements would be significantly easier to achieve by the removal of Ashley IMB-R and Ashley Railhead from the project, combined with the lowering of the HS2 mainline into a cutting, which would facilitate Ashley FP3 and FP6 to be routed over the HS2 mainline on overbridges.
- 4.22 Specifically, Ashley FP6 could be routed along the same (or very similar) alignment as it crosses the route of the HS2 mainline at right angles, whilst the route of FP3 would need to be adjusted to enable the length of the overbridge to be minimised.
- 4.23 Ashley Parish Council supports the aspirations of the Bollin Cycle Route and therefore requires all sections of permanently diverted paths to be constructed as multi-user paths for future use by cyclists and horse-riders.



**Associated works**

- 4.24 Ashley Parish Council wants the associated works proposed to support HS2 Ltd's current proposals to be re-evaluated in the context of its amended design proposals, as outlined in the preceding paragraphs of Section 4.

**Road Satellite Compounds**

- 4.25 Ashley Parish Council wants the number of road satellite compounds within its parish to be minimised and believes that its proposals to lower the HS2 mainline and remove the Ashley Railhead and Ashley IMB-R, together with the engineering works associated with these structures, would enable this to happen.

**Use of local roads for HS2 construction traffic**

- 4.26 Ashley Parish Council requires HS2 HGV movements on the local road network to be minimised.
- 4.27 Ashley Parish Council believes that this could best be achieved by the adoption of its proposed design changes, together with the accompanying use of selective landscape placement areas along the length of the proposed Ashley and Thorns Green Cutting, with an overland conveyor used to move excess spoil from the route of the HS2 mainline to the temporary material stockpile adjoining the Rostherne Cutting Satellite Compound, for onward dispatch via Junction 7 of the M56.
- 4.28 Ashley Parish Council requires a moratorium to be implemented to prevent the use of Ashley Road between its junctions with Mereside Road and Mobberley Road by HS2 construction traffic during all major events held at Tatton Park.

**400kv overhead line (OHL) diversion**

- 4.29 Ashley Parish Council requires the impacts on land and landscape of all overhead lines to be minimised by routing underground.
- 4.30 Specifically, the planned 1.9km diversion of the 400kv OHL should be cancelled and instead it should be routed underground beneath Blackburn's Brook Viaduct over the shortest practical distance.

**Noise assessment**

- 4.31 Ashley Parish Council considers HS2 Ltd's approach to noise assessment to be sub-optimal and requires further baseline monitoring to be undertaken at appropriately representative residential locations within the parish.
- 4.32 Ashley Parish Council also requires a detailed assessment of the predicted effects of construction noise to be carried out. Such an assessment should be targeted at residential receptor locations agreed with the Environmental Health Department of Cheshire East Council, following consultation with Ashley Parish Council, and based on the worst-case scenario of the construction phasing.
- 4.33 The construction noise assessment outlined above should be based on the current project proposals and, for comparison, the amended scheme as proposed by Ashley Parish Council in this petition, unless the former is removed from the Hybrid Bill beforehand.

**Hours of working**

- 4.34 Ashley Parish Council requires the caveats included in the Hybrid Bill with respect to core working hours for the construction of Phase 2b to be set aside and



guarantees to be provided that the core working hours would not be exceeded, other than exceptional circumstances because of emergency.

- 4.35 Although the removal of the Ashley Railhead from the Hybrid Bill would address Ashley Parish Council's concerns over operating hours, in the event that it is retained, Ashley Parish Council considers that it is unreasonable for trains to be permitted to enter and leave the Ashley Railhead at all times of day or night and requires appropriate restrictions to be put in place.
- 4.36 Ashley Parish Council therefore considers that, since it is intended for trains to be unloaded during the standard working hours (0800-1800), trains entering and leaving the site should operate within a slightly extended window only:
- Trains should not be able to enter or leave the Ashley Railhead via the MCL within the evening/night-time period of 1900-0700 from Monday evening to Saturday morning.
  - Weekend restrictions should apply that prevent any trains from entering or leaving the Ashley Railhead via the MCL within the period commencing at 1300 hours on Saturdays and ending at 0700 on Monday mornings.
  - Bank holidays should be subject to the same Sunday restrictions, with no trains permitted to enter or leave the site via the MCL from 1900 hours on the evening preceding the bank holiday and 0700 on the morning following it.
- 4.37 Ashley Parish Council also considers that it is unacceptable to include the caveat "*where reasonably practicable*" to the standard working hours (0800-1800) and that this wording should be withdrawn.

## 5. Petitioner details

Organisation/group name (if relevant)

Ashley Parish Council

First name(s)

Sue

Last name

McDonald

Address line 1

c/o North Arden Lodge

Address line 2

Lamb Lane, Ashley, Altrincham,

Post code

WA14 3QG

County

Cheshire

Email

clerk@ashleyparishcouncil.org.uk

Phone (landline or mobile)

07747 631727

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 [prbohoc@parliament.uk](mailto:prbohoc@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.