

Wybunbury Parish Council Response to the public consultation on HS2a November 2015 design consultation Revised documents.

Following are the Parish Council response to the following consultation documents.

1.0 HS2 Phase 2a Draft EIA Report Consultation Response.

2.0 HS2 Phase 2a Draft Equality Impact Assessment Consultation Response.

3.0 HS2 Phase 2a Design Refinement Consultation Response.

A member of Wybunbury Parish Council has attended the public consultation at Wychwood Park as well as the two parish council consultation meetings at Weston & Hough village halls to full understand the impacts, effects and possible benefits from the proposed HS2 railway track to Crewe & beyond.

The Parish Council representative has ask questions of the HS2 representatives at all the meetings and expressed the Parish Council's views on all aspects of the proposals.

To comply with your request for written submissions to your consultation following is the Parish Council's response to all three documents that we are asked to comment on.

1.0 The Parish Council requests that the noise mitigation methods proposed for the scheme be fully consulted with CEC before the Bill is published.

The proposed screening be more reinforced than shown on the drawings to allow both for summer and winter noise and visual impact.

That any power transmission lines from any existing HV transmission network should be laid underground to reduce sky line clutter.

During construction care must be taken to protect any existing field drainage system from contamination and disruption and must not affect their future use as a field drainage system and in certain case improve it to make it future proof with climate change in mind.

When reinstating existing land after construction care must be taken to ensure that the agricultural quality of the land is not reduced but could be improved to compensate for the loss of land.

During construction all construction traffic should be kept within the confines of the working site, whenever construction traffic crosses or leaves the site, wheel washing facilities should be adequate for all traffic. When traffic leaving the site should take the shortest route to the main road network & must only use the rural road network at a minimum as it has a weight limit of 7.5 tons applied to it.

Dust on or from the site should be kept to a minimum especially near adjacent properties.

The Parish Council supports and welcomes the proposal to move the IMD and its associated tracks to the proposed construction site near Stone, this will reduce the height of the finished track and overhead cabling along with a major reduction in land take up for the extra track. It will also remove the blight on the land "Basford West", the alterations to the A500 and other associated roads in that area.

The moving of the tunnel portal further south will also reduce the height of the HS2 track and its WCML connection and viaducts leading to it.

That a community fund be set up which can help with small community scheme projects during or after construction by parish and community groups administered by the Borough and Parish Councils

2.0

The Parish Council requests that the liaison between HS2 continues as at present and may be reinforced at certain time during construction to ensure that the community is not left out and forgotten during the construction period and for a period of 12 months after construction and use commencing.

Would request that no resident or land owner is disadvantaged in any way or from the effects of the construction of the HS2 line before or during its construction or putting a financial burden on them.

3.0

The Parish Council has looked at the proposals as shown on your plans and maps for the area between the A500 and the point where the WCML and HS2 join and would request that serious consideration is given to the following comments.

That the tunnel portal entrance be moved even further South by approximately 150m “as shown in Red on map 1”, this will allow Casey lane to pass over the top of the tunnel in the same route as at present “as marked blue in map 1”, this would save the construction of a new railway crossing using up good quality agricultural land & effecting the residents of Casey Lane and Newcastle Rd.

This would also allow for the Newcastle Rd Bridge to be lengthened “ as marked orange on map 1”, so totally doing away with the proposal for a new diverted Newcastle Road , the removal of the need to replace both Casey Lane and a section of the current Newcastle Road would produce a cost saving which could be used for mitigation measures.

If the South Crewe Auto-Transformer feeder station is moved further south close to the HV transmission lines “as per map 2, dotted lines with intermittent crosses”, near the Checkley Lane it could be screened better there would be no need for feeder transmission lines to the feeder station, so reducing cost.

Instead of a feeder station at the south tunnel portal one could be constructed at the north tunnel portal to feed the underground section of the line.

Summary

Wybunbury Parish Council supports the comments of the following Parish councils.

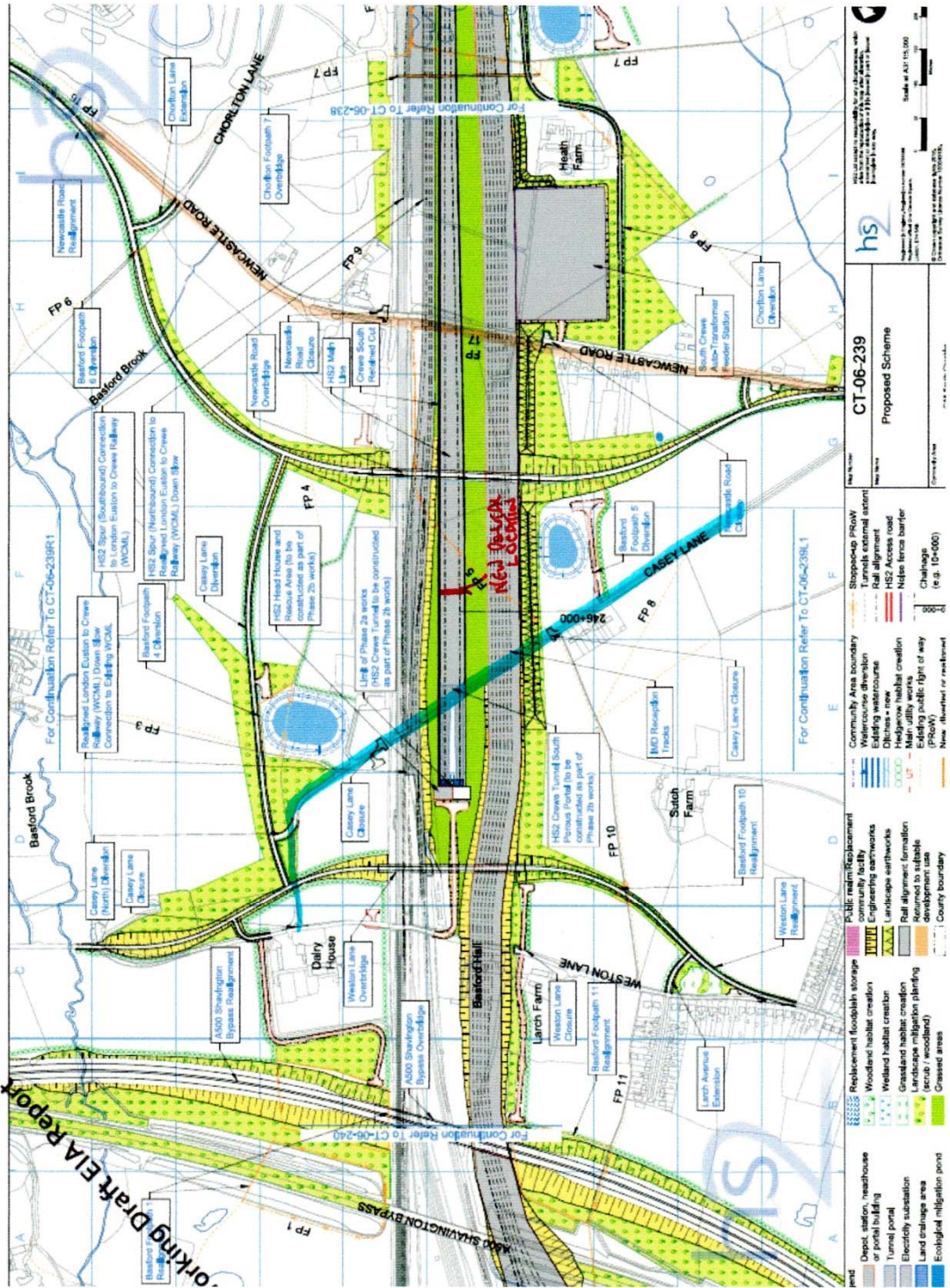
Weston & Basford, the combined Doddington Parishes and Hough & Chorlton Parish Councils

Cheshire East Borough Council.

We would therefore ask that serious consideration be given to both our and the other councils comments as we have consulted as much as possible with residents that will be effected during and after the construction of HS2a.

P W Jackson Wybunbury Parish Council & Chairman of Chalco on behalf of Wybunbury Parish Council.

Map 1



Map 2

