

Template petition

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:

- [Overview of the Bill process](#)
- [Guidance on submitting a petition](#)
- [Guidance on the right to be heard](#)

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 – prbohoc@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: [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.

Mrs Lyndsey Sandison
Lostock Gralam Parish Clerk & Responsible Finance Officer
Lostock Gralam Parish Council
PO BOX 768
Northwich
Cheshire
CW9 9TS

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...”.

Your Petitioners are Lostock Gralam Parish Council, representing the inhabitants and Parish of Lostock Gralam, in Northwich. The Bill will result in a high-speed railway line, running alongside the south edge of the parish. A number of residential properties, businesses and a dementia care home lie within close proximity of the proposed line. The nearest properties are located 100m west of the scheme.

The parish of Lostock Gralam is bordered by the industrial and residential fringes of Northwich to the west, the Stubblach Plain to the south and the wooded area Marthall to the north.

The proposed high-speed railway line will be constructed to the south of Lostock Gralam on the Lostock Plain, which has a network of footpaths mainly following farm tracks and field boundaries. The Lostock Plain is also a major brine extraction area which is also utilised for underground gas storage. The A556 Shurlach Road south of the parish of Lostock Gralam, on the Lostock Plain is a busy commuter route serving Northwich, Chester to Manchester and Junction 19 of the M6 and is proposed to be realigned to make way for the high-speed railway line.

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.

LAND QUALITY (L1)

BID LQ-002-0MA02

L1.0 The Lostock Gralam Parish Council **object** to a high-speed railway line being built across the Holford Brinefields, to the south of our parish. The Holford Brinefield measures approximately 3.7km (east to west) and 3km (north to south) and is located partially under the land required for the operation of the proposed HS2 scheme. The land across this stretch of route has poor ground conditions, extensive ground instability due to rapid dissolution of rock salt in the presence of fresh water and /or unsaturated brine, complex geological issues and extensive salt industry infrastructure.

L1.1 INOVYNS operations at the Holford Brinefields focus on the solution mining and processing of brine for the supply to the INOVYN site at Runcorn where it is used as one of the key raw materials for the production of chlorine, caustic soda, chlorinated derivatives and food grade salt. Brine is also supplied to the TATA Ash Plant at Northwich. The Holford Brinefields pump around 30 million cubic metres of water every year, with some 2.5 million tonnes of salt being solution mined. The site comprises a field of some 200 caverns within the Northwich Halite member. Caverns typically range from 100m to 150m in diameter, 100m to 200m high with cavern crown (top) depths of some 200m to 350m below ground level around Lostock Gralam, depending on the depth of the Northwich Halite Member.

L1.2 The effects of solution mining can result in erosion, sinkholes, loss of biodiversity, or the contamination of soil, groundwater and surface water by the chemicals emitted from the mining process.

L1.3 Cavities can be used to store gas due to their minimal permeability to liquids and gases. The underlying mudstones-including those at Holford Brinefields - can then prevent the downward migration into more sensitive aquifers such as the Sherwood Sandstone. On completion of salt extractions, the caverns located in this area are licensed for the storage of waste salt processing products and caverns utilities for gas storage.

CONSTRUCTION TIMELINE (CT2)

CT2.0 We **object** to the ten year timescale HS2 will take to be built at Lostock Gralam. The parish of Lostock Gralam is to be exposed to a potential

construction time of ten years; starting quarter two of 2025 with the Birches Lane satellite compound and ending in quarter three 2035 with testing and commissioning. This does not take into account any unforeseen delays.

CT2.1 The main construction time will be taken up with the building of the Rudheath embankment, north and south Lostock Gralam embankments and the Wade Brook, Lostock Gralam and Smoker Brook viaducts and the realignment of the A556 and rerouting of utilities.

CT2.2 Lostock Gralam residents and local businesses will endure a significant increase in sound, noise, vibration, dust and light pollution, traffic delays and blight for the duration of construction.

CT2.3 It is noted that HS2 has not carried out extensive groundwork investigations despite local resident and Former Mining Geologist and Applied Geology/ Geophysics Lecturer Rosalind Todhunter Bsc PhD producing an abundance of information and evidence demonstrating the vulnerable, complex geology of the Lostock Plain. It is therefore inexcusable for HS2 to start work on the high-speed railway line and then find that the route is going to take longer to build due to unforeseen ground complexities which hadn't been accounted for. The proposed construction time for the high-speed railway line is in our opinion unacceptable.

VISUAL IMPACT (VI3)

This section of route is illustrated on maps CT-06-314 to CT-06-316a in the Volume 2:MA02 Map Book.

VI3.0 Your petitioners **object** to the significant visual impact that the Rudheath embankment, Lostock Gralam south embankment, Lostock Gralam viaduct, Lostock Gralam north embankment and the Smoker Brook viaduct will have on the Lostock Plain which is predominantly an area of flat agricultural land which was formerly heath and is now characterised in part by the extraction of brine.

VI3.1 Embankments up to 14 metres in height will cut off communities that currently enjoy open views of mature countryside. The Lostock Gralam south embankment and Lostock Gralam north embankments will both have landscape mitigation planting on both sides to help integrate the proposed scheme into the surrounding landscape. In all honesty planting isn't going to hide or blend in a 14m high embankment which is 353m in length (south) and a 655m in length (north) embankment, we therefore **object** to embankments being built across the Lostock Plain. The change in visual impact would be enormous and not in keeping with a predominantly flat landscape.

VI3.2 Lostock Gralam is the first Northwich parish to welcome commuters, visitors and Northwich residents home when travelling along the A556 Chester Road to Lostock Gralam/Northwich. The first thing which will be seen is the Smoker Brook viaduct, this will be like a gateway into our parish and town, it is therefore absolutely essential that the viaduct design is sympathetic to our landscape and existing bridges. The viaduct design is something we feel very passionate about and want to be involved with.

VI3.3 Noise barriers up to 5m in height, extending from Wade Brook, along the western side of the Wade Brook Viaduct, Lostock Gralam south embankment, Lostock Gralam viaduct, to the northern end of Lostock Gralam north embankment for the provision of acoustic screening for properties in Lostock Gralam (see Volume 2: MA01 Map Book, map CT-06-315, E5 to map CT-06-316a, B4) is obviously wanted and needed however the example noise fence barrier (Figure 13- Environmental Statement Pg.30) visual included in the HS2 Environmental Statement is yet another imposing, ugly addition to our parish which enjoys rural views and walks.

VI3.4 NV4.2 An A556 auto-transformer station to be sited directly opposite the Travelodge and Lostock Lodge Care home. This was not in previous bills and has caused grievance within the community. It will be in permanent direct view of Lostock Lodge Care Home, Lostock Gralam Travelodge and properties located on Salary Row.

HIGHWAYS (H4)

H4.0 Lostock Gralam Parish Council **object** to the realignment of the A556 Shurlach Road by up to 90 metres to the north. We are extremely concerned about the impact of traffic flow through Lostock Gralam on Manchester Road and the wider impact on Northwich.

H4.1 If traffic is at a standstill on Manchester Road and on the A556 Shurlach Road this may impact emergency vehicle response times, from the Fire brigade getting to Lostock Gralam from Leftwich, Ambulances getting to Leighton Hospital at Crewe and the Police from Northwich Town centre.

H4.2 The Lostock Gralam Parish Council instructed CWAC Highways to carry out a traffic survey on Manchester Road in 2019, the results of this survey told us that 4619 vehicles travelled east to west over a 12-hour period with 501 of those vehicles being HGV. Travelling west to east over a 12-hour period there were 4580 vehicles of which 547 were HGV. This figure has no doubt increased with the growing number of new properties in the area and HGV's looking for the shortest routes to save on fuel and time. When road works or traffic collisions occur on the A556, Manchester Road becomes very congested and side residential roads used as cut throughs.

H4.3 Heavy traffic on Manchester Road not only has an environmental impact, made worse by idling HGV's waiting to turn right onto Hall Lane (A559) from Manchester Road but also a health impact on our local residents whose properties line Manchester Road and for the children who walk to preschool and school along this route.

H4.4 We **object** to the proposed construction traffic routes along Manchester Road and Station Road which are unacceptable. Lostock Hollow is susceptible to subsidence due to a naturally occurring spring under the road, this road is also classed as unsuitable for HGVs from the A556. Lostock Hollow runs into

Station Road after the Lostock Gralam railway bridge, Lostock Tiny Tots preschool is on the left just after the bridge followed by St. John the Evangelist Church to the right. The local primary school is just off Station Road onto School Lane. The area is densely residential with on street parking which results in vehicles travelling on the wrong side of the road on the approach to the Hall Lane/Station Road traffic lights.

H4.5 We **object** to Station Road being used as a construction route. Station Road is not suitable for any additional traffic, children, pedestrians and local residents will be put at risk by this proposed construction route. There will also be a significant increase in air pollution of diesel particulates from the construction vehicles. Damage will also be caused to the already depleted road surfaces in our parish. By using Station Road HS2 will impose a significant effect on young children's lives and our community.

H4.6 The use of heavy HGV's transporting earth for the embankments will increase traffic volume, and potentially damage the existing road structure surface around our parish. We **object** to HGVs being used to transport earth and instead suggest the railway is used.

H4.7 HS2 should be aware that the Lostock Sustainable Energy Plant (LSEP) currently under construction at the Lostock Works on Griffiths Road, will look to start operation Q4 2025 which is the same time HS2 plan to start the A556 realignment.

H4.8 LSEP currently has permission for a capacity of 600,000 tonnes of residual waste per year with a Section 36 variation application yet to be determined by BEIS to increase the capacity to 728,000 tonnes per year. This would increase HGV movements from 262 round trips per day to 434, and would require increased operating hours from 07:00-19:00 to 07:00-23:00. Bearing in mind this plant isn't operational yet, this equates to a new HGV lorry movement every two minutes over a 16-hour period travelling from the M6 motorway to Griffiths Road and back. The A556 will be the main route for HGV deliveries. This is yet another reason why Lostock Gralam Parish Council **object** to the A556 being realigned.

NOISE AND VIBRATION (NV5)

Volume 2: MA02 Map Book SV-02, SV-03, SV-05, SV-08 and SV-09 (volume 5, sound, noise and vibration Map Book).

NV5.0 We **object** to construction traffic noise at Station Road. HGV traffic noise at Station Road, will be significant and have an impact on Lostock Tiny Tots and toddler groups who use the Church Hall on Station Road.

NV5.1 HGV and HS2 construction noise will have an adverse effect on around 40 properties on Salary Row, Broseley Way, Gralam Grove, Wells Avenue, Lostock Gralam Travelodge guests, Celandine Court an over 50's apartment block of 64 apartments and Lostock Lodge a specialist dementia care home for

up to 66 residents, and homes on the Harris Road estate in the vicinity of the A556.

NV5.2 The Birches Lane Satellite Compound will have a significant effect on properties along Harris Road as these properties are in direct line of sight and are located 530mtrs away, Lostock Gralam Viaduct Satellite Compound is located 110mtrs away from properties on Harris Road, Smoker Brook Viaduct South Satellite Compound is located 250mtrs from Lostock Lodge a specialist dementia care home. All of these residential locations will be exposed to significant increase in noise pollution for up to 6 years and will have a substantial impact on the local community.

MUD, DUST AND LIGHT POLLUTION (MDL6)

MDL6.0 The Lostock Gralam Parish Council is concerned about potential mud and contamination of the road network, along with dust and light pollution.

BLIGHT, SOCIO-ECONOMICS (BSE7)

BSE7.0 Lostock Gralam residents are going to be adversely impacted by the high-speed railway line over a long period of time, it will affect community well-being and mental health and growth in the Northwich area.

ENVIRONMENTAL (E8)

E8.0 The Lostock Plain has a network of footpaths mainly following farm tracks and field boundaries. The Lostock Plain is also a major brine extraction area which is also utilised for underground gas storage. Ditches are found across much of the land to take away excess water, HS2 may well have a detrimental impact on the way water is managed with the potential for flooding.

E8.1 Work associated with the diversion of three high pressure gas pipelines and the underground diversion of an existing 11kV power line between Lostock Gralam and Plumley Lime Beds SSSI will result in the permanent loss of 1.1ha (79%) of Square Wood. The loss of this woodland will have a permanent adverse effect that is significant at the district/borough level.

E8.2 Construction of Lostock Gralam north embankment and Smoker Brook viaduct will result in the permanent loss of 1.0ha (38%) of deciduous woodland within Long Wood LWS. The diversion of three high pressure gas pipelines between Lostock Gralam and Plumley Lime Beds SSSI and temporary works associated with Lostock Gralam north embankment will result in the permanent loss of a further 1.3ha (50%) of the woodland. The loss of this woodland will have a permanent adverse effect that is significant at the county/metropolitan levels.

E8.3 The land grab, construction compounds, rerouting of roads, utilities, loss of public footpaths, hedgerow removal and destruction of natural habitats are likely to impact wildlife species as a result of this build.

E8.4 There is a clear risk of land collapse, gas explosion, economic decline, destruction of ancient woodland and natural habitats, major decrease in the quality of life, permanent sound pollution and permanent visual destruction of the landscape.

E8.5 Lostock Gramam Parish Council **objects** to the environmental impact HS2 will have on our parish and the destruction of woodland, natural habitats and ecosystems.

UTILITIES (U9)

U9.0 We are very concerned about the major utility re-routing which is required, not only the impact this will have on traffic flow in the area but also the safety of our community.

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.

LAND QUALITY (LR1)

LR1.0 The Lostock Gralam Parish Council is not satisfied with the current level of groundwork investigations which HS2 have carried out. It is still unfathomable that the stretch of track from Rudheath to Lostock Gralam is the best option for building the highspeed railway. We ask that extensive groundwork investigations are carried out and that HS2 look again at an alternative route alignment away from Northwich.

LR1.1 We want assurances from HS2 that our community will not be put at risk of ground collapse, flooding, or explosion from the build process of HS2. We are particularly concerned about the rerouting of high-pressure gas mains and gas storage and the proposed HyNet hydrogen pipeline which may be routed across this parish around the same time HS2 is proposed to begin construction.

CONSTRUCTION TIMELINE RESPONSE (CTR2)

CTR2.0 The longer the HS2 line takes to construct from the first construction compound to track testing, the more blight, economic hardship, effects of quality-of-life HS2 impose on Lostock Gralam and Northwich.

CTR2.1 We note that the Smoker Brook viaduct at 806m in length and up to 25m in height (see Volume 2: Map Book, map CT-06-316a, B4 to F4) will take 2.5 years to construct, in comparison to the Lostock Gralam north embankment at 655m in length and up to 14m in height (see Volume 2:MA02 Map Book, map CTR-06-315, H6 to map CT-06-316a, B4) which will take 3 years to construct. This suggests to us that by asking HS2 to replace the Rudheath embankment, Lostock Gralam south embankment and Lostock Gralam north embankment with one viaduct straight through from the Gadbrook Viaduct to the Smoker Brook Viaduct that construction time of the high-speed railway line can be reduced thus resulting in less impact on our parish and town of Northwich.

CTR2.2 By using the construction techniques of the Colne Valley viaduct, we are confident that a launch girder system which will pick up each individually cast segment, put them into position, post tension in place, then repeat the process to construct the viaduct can not only reduce the currently proposed build time but also reduce the lifespan of each of the construction compounds and earth stockpiles.

CRT2.3 At what cost is too much? We ask HS2 to openly detail the cost of HS2 crossing Lostock Gralam and whether it is the best financial option for the tax payer.

VISUAL IMPACT RESPONSE (VIR3)

VIR3.0 With HS2 unable to use railway cuttings and tunnelling in our parish, we will be left with a visual legacy of HS2. It is therefore our duty as the Lostock Gralam Parish Council to ensure that the design and visual appearance of HS2 is as sympathetic to our landscape as possible. As one of the gateways into Northwich we would like to see viaduct design which is sympathetic to our existing arched bridges which surround the Northwich Town. We particularly prefer the Colne Valley viaduct design to that of a generic high viaduct (Figure 6. Illustration of a generic high viaduct Pg 25 Environmental Statement, Non-technical summary).

VIR3.1 We are very concerned about the visual impact of 14m high embankments to the degree that we would prefer to see a viaduct. Long high embankments are a total block on the vision of what is beyond, they act as a wall dividing communities. It is simply not enough to plant shrubs on the embankments, a sympathetically designed viaduct would allow light and views through and beyond the HS2 line over the Lostock Plain.

VIR3.2 As with the Colne Valley Viaduct design we ask HS2 to, where possible, use innovative transparent sound barriers to reduce the apparent scale of the viaducts and embankments experienced at ground level. We want the barriers to be designed to appear as light as possible to ensure that HS2 passes through the Lostock Plain as sensitively as possible.

VTI3.3 The Auto-transformer station would ideally be located on the southern side of the HS2 line away from view of properties on Salary Row, Lostock Lodge Care Home and Celandine Court. Mature planting to screen the auto-transformer station would be welcomed.

HIGHWAYS (HR4)

HR4.0 We note that the proposed timeline for the A556 Shurlach Road realignment is from Q4 2025 to the end of 2028. This is simply unacceptable, the disruption from recent utility works at Roberts Bakery in Rudheath which lasted around 6 months was unbearable for local residents and Lostock Gralam residents who had to endure Manchester Road being used as an alternative route.

HR4.1 The realignment work must be carried out in a way that ensures that two lanes of traffic continue to flow in both directions. If HS2 remove the embankments and instead build one viaduct across the Lostock plain, the land grab required may reduce and therefore lessen the realignment requirement of the A556 Shurlach Road.

HR4.2 We request that the road surface of the realigned A556 Shurlach Road is low noise due to the impact on properties and the Lostock Lodge dementia care home.

HR4.3 We ask that the Manchester Road/Hall Lane traffic lights be modernised to incorporate a right hand turn onto Hall Lane, this would allow traffic to continue flowing towards Northwich despite vehicles waiting to turn right, something which does not currently happen.

HR4.4 With increased traffic proposed for Manchester Road, we would like to ask that a controlled pedestrian crossing be installed on the existing traffic refuge island near to the Stubbs Lane junction on Manchester Road. This would allow school children and members of our community to safely cross the road to the Stubbs Lane play area and primary school on School Lane. We also suggest that a 'Keep Clear' is painted on the Stubbs Lane junction to Manchester Road, as residents of Stubbs Lane struggle to safely pull out of the junction when traffic is backed up along Manchester Road heading towards Northwich.

HR4.5 Construction traffic should not be permitted past the Lostock Gralam train station onto Station Road, for the safety of pre-school and school children and due to the parked vehicles, which line the road up to the Station Road/Hall Lane traffic lights.

HR4.6 The realignment of the A556 is not in our opinion an option. It is the main artery bringing in and taking away traffic to the M6 motorway and Chester. By disrupting this road, HS2 will not only inflict long delays and traffic congestion but also impact businesses operating in the area, adding to the negative economic impact of HS2 at Northwich.

NOISE AND VIBRATION (NVR5)

NVR5.0 The Lostock Gralam Parish Council urge HS2 not to use Station Road as a construction traffic route due to the number of young children who attend Lostock Tiny Tots, toddler play groups at the Church Hall and primary school age children walking along this route to the Lostock Gralam Primary School on School Lane. This is a residential area with vehicles parked on the road.

NVR5.1 HGV and construction noise may well become too much for the properties in close proximity to the A556, provision should be in place to offer noise insulation e.g. triple glazing and if necessary alternative temporary housing. The Parish Council through the local authority will want to be kept abreast of noise and vibration monitoring data to demonstrate compliance with all noise and vibration commitments.

NVR5.2 To reduce likely community significant effects, taller screening (provided by solid temporary hoarding, temporary stockpiles, screening close to activities or other means to provide equivalent noise reduction) should be used to lessen the noise effects for properties on Harris Road, and homes in close proximity to the A556.

NVR5.3 Power driving alternatives should be considered to reduce noise. We note that Lostock Sustainable Energy are using a piling process which is virtually vibration free and dramatically reduces the level of noise created, by using

continuous flight auger (CFA) piles. Is this something HS2 could consider? This method removed the need for the use of a piling hammer to drive piles into the ground, dramatically reducing the level of noise and vibration generated.

MUD, DUST AND LIGHT POLLUTION (MDLR6)

MDLR6.0 Restricted working hours must be fixed with no option of variations to increase work hours from that proposed in the Hybrid Bill.

MDLR6.1 Dampening down for dust management and wheel wash systems should be in place at all construction compounds. A light management plan should be agreed to limit light pollution.

BLIGHT, SOCIO-ECONOMICS (BSER7)

BSER7.0 The Lostock Gralam Parish Council request that the homeowner payment zone be increased to 500 metres due to the extensive work and timeline to complete HS2 at Lostock Gralam.

BSER7.1 HS2 will not bring any benefit to Northwich, the effect the build will have on our community and local businesses will cripple our ability to thrive whilst construction takes place between 2025 and 2035. We ask HS2 to consider offering apprenticeships to our community and promote learning, use local contractors to support the town, hold regular community engagement events to bring some benefit to a community that will not likely be able to afford to travel on HS2.

ENVIRONMENTAL (ER8)

ER8.0 The Lostock Gralam Parish Council is concerned about the negative effect embankments will have on the Lostock plain, particularly the way water runoff will be controlled and the impact the weight will have on the brine fields. We believe a viaduct will have less impact as ditches and natural animal tracks can be reinstated, and less woodland and natural habitats destroyed due to the lesser land grab. Local footpaths and walking routes could also be retained, allowing neighbouring communities to stay connected and not severed as currently proposed.

ER8.1 We ask for evident plans to achieve the very best outcome for nature. We ask that HS2 improves its environmental mitigation and compensation commitment. Nature should be left in a better state than before, with provision for bat nesting, provision for birds and crested newts. We would welcome a compensation plan to achieve a 'no net losses of biodiversity. For every one tree cut down, we ask HS2 to plant two.

ER8.2 Will HS2 be resilient against climate change effects as the track lifespan is 120 years?

ER8.3 With the move towards cleaner transport we expect that fully electric vehicles will be used as much as possible to reduce the impact of diesel engine emissions in our parish.

ER8.4 We ask that the high-speed railway, carefully, tiptoes across our landscape watching where to place each step as opposed to the proposed destructive clomping across our landscape without a care of what's destroyed.

UTILITIES (UR9)

UR9.0 We do not have the knowledge required to make recommendations on the utility rerouting and trust that HS2 will work with the utility companies to ensure that disruption is kept to a minimum and that safety of our community is paramount.

5. Petitioner details

Organisation/group name (if relevant)

Lostock Gralam Parish Council

First name(s)

Lyndsey

Last name

Sandison

Address line 1

Lostock Gralam Parish Council

Address line 2

PO BOX 768

Post code

CW9 9TS

County

Cheshire

Email

Clerk@Lostockgralamparishcouncil.co.uk

Phone (landline or mobile)

07739 926 025

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)

Lyndsey

Last name

Sandison

Address line 1

Lostock Gralam Parish Council

Address line 2

PO BOX 768

Post code

CW9 9TS

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Phone (landline or mobile)

07739 926 025

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 or submit your petition by post to: Private Bill Office, House of Commons, London, SW1A 0AA.

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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.