

Petition template – Second Additional Provision for the High Speed Rail (Crewe - Manchester) Bill

The following pages provide the template to be used for petitions against the Second Additional Provision to the High Speed Rail (Crewe - Manchester) Bill. The Second Additional Provision will sometimes be referred to as 'AP2'.

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 Second Additional Provision to the Bill.
- What the petitioners want to be done to address their objections to the Second Additional Provision 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 Additional Provision to 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 Additional Provision to the Bill specially and directly affects you or those you represent.

Submission

You are advised to submit your petition, as a Word document, by using the online portal if possible. The deadline for receipt of petitions is **5pm on Tuesday 15 August 2023**. The portal can be accessed here:

<https://committees.parliament.uk/work/7810/petitioning-against-the-second-additional-provision/>

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 (as a Word document)
- 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 are not required to pay the fee if you have already petitioned against the Bill or the First Additional Provision and paid the £20 fee when submitting that petition.

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.
- Credit card – by contacting our Accounts Department on 020 7219 6308.
- Cash – in person to the Private Bill Office, Clerk of the House Floor, Palace of Westminster.

House of Commons

High Speed Rail (Crewe - Manchester) Bill – Second Additional Provision

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 website. Please note this will include your name and part of your 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 of the House of Commons and the House of Lords.

If you have completed this form on behalf on 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

x 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. Please note that addresses here will be provided to the Bill's promoter, but will be redacted in the version of the petition published on the Parliamentary Website.

West Didsbury Residents Association (WDRA)

Address for contact : westdidsburyresidentsassoc@gmail.com

Chair : Dr Nicola Herd

[Redacted]

[Redacted]

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 Residents association covering the West Didsbury area including the area covered by the proposed vent shaft at The Hollies site in the Mersey Valley, West Didsbury.

The WDRA was established in 1985. We currently have approximately 400 active members including residents and business owners and over 2000 residents who access us via social media platforms. Our committee is made up of 12 elected members. The contact Details on this petition are for our committee chair Dr Nicola Herd

3. Objections to the Second Additional Provision to the Bill

In the box below, write your objections to the Second Additional Provision 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.

WDRA fundamentally objects to the siting of a huge vent shaft in the Mersey Valley flood basin and the green belt. HS2's over engineered solution results increased long term damage, much greater disruption during construction, and a much larger cost to the public purse.

WDRA does accept that the tunnel alignment and ventilation and evacuation requirements mean that a vent and escape shaft is needed somewhere in Didsbury.

WDRA's specific objections are: -

- 1. Vent shaft is grossly oversize at ~50m diameter.**
Requires much more land than needed, more spoil and longer construction.
- 2. Vent shaft in bad location.**
 - a. Vent shaft is in the green belt.
Contrary to public policy, Causes loss of green belt land.
Reduction in residents' amenity.
 - b. Vent shaft is in the flood plain.
Massive unnecessary earthworks needed, making the ground up 6m are needed to prevent tunnel inundation during a flood event.
These earthworks significantly increase flood risk to residents' properties.
 - c. Vent shaft is not adjacent to main road.
Requires hauling road during construction and a permanent access road rendering community facilities and a school "non-viable".
Loss of children's school, disruption to children's education.
- 3. Four tunnel boring machines (TBM's) used to bore tunnels.**
Results in unnecessary extraction requirement and in direct consequence
- 4. Vent shaft has to constructed before tunnel.**
Results in ~200,000 tonnes of spoil being brought to the surface and up to 7,000 HGV round trips needed to remove it – disruption to residents, traffic problems.
- 5. Major environmental damage in Mersey Valley.**
Loss of wildlife habitat, fauna, flora and biodiversity.
Loss of amenity to residents. WDRA to make separate consultation submission.
- 6. Incomplete and poor design.**
Fourth and shoddiest attempt compounded by mis-statements by HS2. HS2 have also stated that once the bill is passed them may change their plans again [without further resident consultation]. Abuse of powers granted by Parliament. Residents and proprietors disadvantaged without any scope for redress.

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 Second Additional Provision 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 Second Additional Provision to the Bill' if you prefer. Please number each paragraph.

The vent shaft should be reduced in size and positioned in a better location.

1. If four TBM's must be used they can nevertheless be extracted via a 25m diameter shaft (as with similar size Crossrail TBM's) over each bore at successive locations. If only two TBM's are used then HS2 should only construct 17m diameter shaft(s) as in the much deeper Chilterns tunnels.
This would reduce the area of the shaft by 75% and 88% respectively with a corresponding reduction in the size of compound required.
2. The vent shaft should be located elsewhere [nearby]: -
 - a. The vent shaft should be in a brownfield site.
 - b. The vent shaft should be outside the flood plain or only require minor works to protect the shaft from flooding.
 - c. The vent shaft should be located next to a classified road.

Two alternative locations are proposed for this:

i) **108 Palatine Road** (~1km north)

This site has previously been proposed by HS2 ~2012 (but discarded because then there was actually a busy pub on it). HS2 did produce plans and reports etc., so HS2 regard it as suitable. It is currently vacant, although some minor works have been done to convert the ex-pub and build housing instead. It abuts the B5167, and benefits from a recent and favourable flood risk assessment. WDRA reluctantly suggests this site, even though it is in a Conservation Area, and the owners adjusted their plans for us.

ii) **228-230 Palatine Road** (~300m SE) + unused gardens 232-236.

This site has previously been proposed three times by WDRA and local councillor(s). This site is directly above the original proposed tunnel alignment. It was cleared of buildings over twenty years ago and is used for overspill parking. It would require raising 90cm to be above the current projected 1,000 year flood risk level (agreed Environment Agency & HS2) and possibly construction a short flood relief channel (similar to one previously proposed by the Environment Agency on nearby Ford Lane). Also abuts the B5167.

- 3.** Two tunnel boring machines should be used to bore tunnels.
Saves the cost of two TBM's, cost and time of extraction and they can be simply rolled out at the end of their drives. This results in: -
- 4.** Vent shaft can be constructed above the tunnel and spoil removed by rail.
Most spoil can be dropped down a pilot shaft to rail wagons already used to remove spoil from the TBM's, minimising surface road transport.
- 5.** Avoid major environmental damage in Mersey Valley by relocating the shaft.
Retention of wildlife habitat, fauna, flora and biodiversity.
- 6.** Incomplete and poor design.
After over ten years and three previous attempts this time compounded by HS2 mis-statements. To resolve this the Select Committee should instigate an engineering audit of HS2's proposals to ensure that they are sufficiently developed and technically viable.

4. Petitioner details

Organisation/group name (if relevant)

West Didsbury Residents Association

First name(s)

Nicola

Last name

Herd

Address line 1

[REDACTED]

Address line 2

West Didsbury

Post code

M20 1QA

County

Greater Manchester

Email

Westdidsburyresidentsassoc@gmail.com

Phone (landline or mobile)

[REDACTED]

Who should be contacted about this petition?

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

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

5. Main contact's details

First name(s)

Last name

Address line 1

Address line 2

Post code

County

Email

Phone (landline or mobile)

6. 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/7810/petitioning-against-the-second-additional-provision/>

Alternatively, you can email your petition to 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 (unless you have already paid the fee when petitioning against the Bill or the First Additional Provision). 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. Credit card payments can be made by contacting our Accounts Department on 020 7219 6308.

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 part of the address of the petitioner/s. More detailed personal information, provided in Sections 5 and 6, will be removed before publication.

As the Government is attempting to collect information on how people find out about private and hybrid bills and their associated petitioning periods, we would appreciate your responses to the following questions:

Q1. How did you find out about the petitioning period against the Second Additional Provision to the High Speed Rail (Crewe - Manchester) Bill? Please select all boxes that apply.

- HS2 leaflet posted to your home
- Email
- Legal notice describing the works published in the newspaper
- Adverts on social media
- An article in the news
- From the Parliamentary website or a Parliamentary mailing list
- x Via a local organisation, or local representatives, such as your Parish council, MP or local councillor – Please describe:

Cllrs John Leech and Richard Kilpatrick

- On Twitter or Facebook
- Word of mouth
- Poster in your local community
- x From elsewhere – Please describe:

HS2 Stephen Cunningham and others

- Prefer not to say

Q2. Can you provide any further details on how easily you found out information about the Second Additional Provision and the petitioning process?