



**PLUMLEY WITH TOFT & BEXTON
PARISH COUNCIL**

6th March 2017

**MINUTES OF THE MEETING OF THE PARISH COUNCIL
HELD ON WEDNESDAY, 1st March 2017 at 7.30 pm Plumley Village Hall**

Councillors Present: A Gabbott (Chair) C Wilson (Vice Chair) G Coates J Wright, ,
Mrs S Crossman H Lawton D Nichols S Wharfe A Shaw Mrs A Thomson Walton (CEC)

Public Forum:

One resident requested an update with regards to the trees on the pathway

Police Surgery:

- 5/2 reported burglaries via patio doors
- New PCSO Gary Fulton will be working in the area
- Speeding on Plumley Moor Road – police attention as it is viewed as a hotspot

Meeting Agenda

1. Apologies;

To receive and accept apologies for absence from those members unable to attend.

Apologies were received from Cllrs J Beever

2. Declaration of interests

To receive from Councillors any declarations of pecuniary and non-pecuniary interests

Declarations of interest were received from Cllrs S Crossman, non pecuniary for Richard Comberbach Trust and Plumley Village Hall, Cheshire Community Action and Cllr Nichols, non pecuniary for Plumley Village Hall. Cllr A Shaw non pecuniary Richard Comberbach Trust, Cllr C Wilson Mid Cheshire against HS2

3. Minutes - To approve & sign the Minutes of the meeting on the 1st February 2017
Resolved to approve the minutes of the meeting 1st February 2017

4. Cheshire East Council Matters: To receive a report on Cheshire East Council Matters.

- Major road closures caused by storm Doris – primarily fallen trees
- Building of 275 houses on Alderley Park

- Chelford market situation not resolved
- Tatton Park chosen as wedding venue of the year 2017 nationally and regionally
- CEC meeting to consider consultation response to HS2

5. Clerks Report – To receive

5.1 Correspondence and to take decisions on items specified in Appendix 3/17 attached

Resolved to receive correspondence from appendix 3/17

5.2 Reports of RTA

Reports of vehicles turning right from the A556 at the Smoker onto Plumley Moor Road

Previous reports from Cllr Crossman re issues with fallen tree Trouthall Lane

5.3 Website

Website to go live by mid March 2017

6. Financial Payments –

6.1 To approve payments in Appendix 3/17 attached. Includes: Salaries & expenses.

Resolved to approve payments in Appendix 3/17

7. To receive any comments and reports by Councilors concerning transport, planning, footpaths, highways, Village Hall, Parish Plan, Community Pride, Community Resilience, Home watch

Note - When receiving reports and making resolutions perceived risks need to be identified and if necessary agreed actions required to mitigate them

7.1 General Highways issues

Meeting to be arranged with Highways to review issues raised, date to be confirmed suggested timing between 3.30 and 4.00pm – cllrs available A Gabbott, G Coates, J Wright, D Nichols, H Lawton, G Walton

7.2 Planning JW

- **17/0876M Moorside, Plumley Moor Road**

Resolved to not comment on this application

- **17/0936M PINFOLD FARM, PINFOLD LANE, PLUMLEY**

Resolved to not object but to request a Construction Management Plan to embrace keeping the highway clear of vehicles and mud

- **17/0974T Oak Cottage, MERRY FARM DRIVE, PLUMLEY**

Resolved to not comment on this application

7.3 Cheshire Oil Development update

No additional information to update

7.4 HS2 consultation response

Resolved to approve the consultation response as appendix 3.17.1

7.5 Knutsford Town Council CAB contribution

Resolved to approve a contribution of £380 towards the CAB contribution based on previous years contribution and to provide CAB contact details on the website and newsletter.

Action Clerk to write to Knutsford Town Council to outline that the contribution will be reviewed annually

8. **Meetings** – To note feedback from meetings attended since the meeting 7th December 2016 and to note attendance to take place at meetings during February 2017
9. **To receive any items for inclusion in the agenda for the next meeting, proposed to be held at 7.30pm on Wednesday 5th April 2017 in the Committee Room at Plumley Village Hall**

10. Close Meeting

APPENDIX 3/17

5.0 Clerk's Report

- Website update

Pictures required still for cllrs – Have received images from cllrs Crossman – Wright and Thomson n
Going live on the 7th March – adjustments to structure in progress – recent minutes agendas updated
recent newsletters brought through to the front

5.1 Correspondence

A	1.2.17	Lyndsey Whitehead Cheshire PNN -Jan 2017 monthly rural report
B	1.2.17	Hazell Merrill Chalce bulletin
C	1.2.17	Graham Dellow HS2
D	2.2.17	Adam Keppel Garner Knutsford CAB Donation
E	13.2.17	alert@neighbourhoodalert.co.uk
F	15.2.17	Cheshire homechoice Newsletter H Merrill
G	17.2.17	17/0876M Moorside, Plumley Moor Road
H	20.2.17	Highway Issues -Plumley Parish formal correspondence
I	20.2.17	17/0936M PINFOLD FARM, PINFOLD LANE, PLUMLEY
J	21.2.17	17/0974T Oak Cottage, MERRY FARM DRIVE, PLUMLEY,
K	21.2.17	17/0876M Moorside, Plumley Moor Road, Plumley
L		

5.2. Road Traffic accidents - To note the occurrence of RTA's since the last meeting

6. Financial Payments

6.1 To note the current financial position

Income	Community Account £	*Business Premium Account £
Balance brought forward	14764.42	6159.75
Total	14764.42	6159.75

*Business Premium Account Earmarked Reserves

Donald Sterling Legacy	367.67
Donation for daffodil bulbs	6.50
Playing Fields provision	3,550.00

Ref	Payee	£
	I Print – Colour newsletter	318.00
	D McGifford -Clerk salary	195.00
	Total for period	513.00
	Total Carried forward	14,251.42

Appendix 3.17.1

Clerk to Plumley with Toft and Bexton Parish Council

Clerk's address

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Postcode

Email:

Date: 21st February 2017

The revised route through Cheshire and through the parish of Plumley presents various changes to the vertical and horizontal alignment compared to that of the 2013 proposed route; the stated aims of these revisions being to avoid some of the principal geotechnical problems identified along the earlier route. HS2 Ltd has stated that the 2016 route has been elevated, across the area between Crewe and the Manchester junction, to allow for careful management of drainage and geological risks and to make easier provision for road, canal and other crossings. The new 2016 alignment will however have more of the route through areas of higher risk wet rockhead and some of the road, canal and other crossings are now more complex (with two additional canal crossings).

The 2016 route alignment drawings lack detail of several important features including major viaducts and detail of the diversion of the A556 and other road realignments. It is therefore difficult to fully assess the impact of the revised route, during construction and operation, on the surrounding areas and their economy. The diversion of the A556, between the Broken Cross roundabout and the Lostock triangle, and the construction of the new rail line will however cause chaos for several years and will severely impact major employers, Morrisons (distribution depot), Roberts Bakery and Gadbrook Business Park, with the possibly of putting many jobs at risk.

An independent Ground Engineering report on the HS2 route through Cheshire is highly critical of the route selection, particularly the stretch that runs over areas where salt dissolution has occurred over the centuries, such as Billinge Flashes, and also over the Winsford Salt Mine. It concludes that neither of HS2's stated objectives of Value and Safety has been met and that the estimated increase in costs to build along this route is £750 million when comparing the HS2 route through Mid Cheshire with a similar section of line in rural countryside with stable ground conditions.

The report concludes that the 'new' route is worse than the previous one, although it avoids vital commercial gas storage ventures, the overall risk and cost is much higher due to clashes with existing infrastructure and the length of track on "higher-risk" surfaces has increased by more than 3,000 feet. The 2013 route alignment ran mainly at grade and in cuttings which, whilst not ideal, was better than the revised route which has been raised onto very high embankments varying from generally 8 to 16 metres high or more in certain areas. The earthworks and viaducts being significantly higher than the original proposals will result in greater land take, a significant increase in noise pollution (requiring a commensurate increase in noise abatement measures), increased visual impact and will also affect a larger area and population.

The section of the proposed route close to the Cheshire West and Chester border between Lostock Gramam and Pickmere, map ref: SG-02-107, has a significant impact on the properties at Ascol Drive, which are within the parish of Plumley. The line is now some 100 metres closer to these properties and the area is nominated as requiring mitigation measures. HS2 Ltd expect adverse noise impacts at most sensitive receptors near the proposed route with the worst affected receptors being those near raised sections of the route.

At Ascol Drive the proposed route passes 150 metres to the front of the properties at a height of +17 metres on an 1170 metre long viaduct. The noise and visual effects cannot be adequately mitigated due to both the height and proximity of the track.

The A556, at Ascol Drive, is already designated as a priority location for noise reduction and mitigation under the, adopted, European Noise Directive. Noise mapping by Defra shows an existing noise level of 60 to 75 (Lden)dB along the length of the A556 corridor. The proposed High Speed rail line will only exacerbate this situation.

It should be noted that the consideration of other background noise sources must not be used as a tool to limit the maximum mitigation of any noise attributable to HS2 as this would impact on any future mitigation of background noise to comply with the European Noise Directive. It must also be noted that the operation of services from 5am to midnight Monday to Saturday and 8am to midnight on Sunday, as is expected, with maintenance and engineering activities undertaken at other times, will increase the period over which a noise nuisance will occur.

The impact of the revised route on an ancient woodland, Winnington Wood (designated Ancient Semi-Natural), has increased to the point where this woodland will now be decimated with subsequent detrimental impact on the flora and fauna associated with such rare woodlands.

The increased number of movements of larger vehicles using the A556 during the construction phase, an estimated 378,500 vehicle deliveries of material needed to construct the embankments alone, will have a detrimental effect on properties adjacent to the A556.

Also the increased number of vehicular movements in general and larger vehicles in particular using the A556 during the construction phase will have a detrimental effect on air quality. Annual mean concentrations of NO₂ (Nitrogen Dioxide) beside busy roads frequently exceed 40µg/m³ (the air quality objective). A monitoring exercise at Ascot Drive showed NO₂ levels above the air quality objective level for 5 months of the year; NO₂ together with PM₁₀ and PM_{2.5} (particulate matters) are the main pollutants produced by vehicles. Research shows that these pollutants can have a range of health effects, including respiratory and cardiovascular illness and mortality. No threshold of PM₁₀ has been identified below which no effects occur.

The suggested benefits to Cheshire of the movement of the HS2 Rolling Stock Depot from a brownfield site near Golborne to a rural area on a greenfield site in Wimboldsley will not mitigate the massive environmental damage to a rural local which is prime dairy farm land.

The area's farmers are extremely concerned about their future. Modern agriculture requires that farmers plan ahead to survive and they are unable to do this planning due to the lack of detailed and specific information about the intent of HS2 Ltd with regard to the land and farms. Many of our local dairy farmers are already struggling to survive because of the downward volatility of the price of milk; exclusion of their ability to plan their way out of this crisis is causing untold stress in the farming community.

Finally we believe that quality of life and financial wellbeing of our residents will be severely affected by the construction and operation of HS2 and that HS2 Ltd engineers and politicians should not be adopting the approach 'because we can' but should be choosing a route based on best Value and Safety.

Yours sincerely,

Clerk

Plumley with toft and Bexton Parish Council