

Hybrid Bill Petition

**House of Lords
Session 2017-19
High Speed Rail (West Midlands – Crewe) Bill**

Please do not include any images or graphics in your petition. There will be an opportunity to present these later if you give evidence to the committee.

Your petition does not need to be signed.

Expand the size of the text boxes as you need.

1. Petitioner information

In the box below, give the name and address of each individual, business or organisation(s) submitting the petition.

Ingestre with Tixall Parish Council
c/o Dr Andrews, 2, The Hanyards, Tixall, Stafford ST18 0XY

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 Ingestre with Tixall both of which are directly affected by HS2 Phase 2a.

2. 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 on new matters.

1. Effects of Road Transport to HS2 during construction

- It is essential that access to Ingestre via Hoo Mill crossroads is maintained 24/7 as it is the only public road access to the community. In 12 months there were 53 emergency calls to the ambulance service to Ingestre ST18 0RE, and this does not include Home Farm Court, 36 electors and Little Ingestre Barns, 19 electors, which have different postcodes..

- We welcome HS2s assurance to provide a permanent roundabout at this dangerous junction, or other measures to improve road safety such as better visibility splays.
- Similarly access to Ingestre Pavilion beyond Upper Hanyards Farm must be maintained 24/7, including for large Timber HGVs and Farm tractors and trailers.
- We are concerned at the proposed use of Tixall road from Hoo Mill crossroads to Blackheath Lane for transfer of materials for HS2. The proposed temporary, additional passing places and road widening between Hoo Mill crossroads and Tixall Village do nothing to solve the problems between Tixall obelisk and the junction with Blackheath Lane. HS2 Drawing 2PT02-ARP-PT-DSK-000-100105 shows an additional 52 HGVs travelling along this Tixall Road in both directions.
- This disruption could be partly compensated for by HS2 funding the provision of a wheelchair friendly towpath from Holdiford Road to the Sow Aqueduct on the Staffs & Worcs.Canal, and by improving the land drainage at the lower end of Tixall Churchyard, which periodically floods the path from the Lychgate to the Church.
- Major adverse effects at The Blackheath Lane/Baswich Lane/Tixall Rd traffic signals. In particular the predicted 98% increase in traffic exiting Hanyards Lane by 2023 (HS2 Drawing 2PT02-ARP-PT-DSK-000-100105) with many of these ending up stuck across Tixall Rd and in the path of traffic turning left from Blackheath Lane when the lights change and who are not expecting another junction 22.4m away.
- An additional solution would be to replace the deep cuttings on either side of Upper Hanyards Farm with a cut and cover tunnel to reduce the amount of spoil to be transported away from the site.

2. Noise Effects (E19 Vol.2 Map Book)

- Increase in airborne noise from new train services both daytime and night-time in Ingestre and Tixall, probably 12/hr in both directions. Residents of Ingestre and Tixall have paid higher house prices to be able to live in a quiet and peaceful location. This will no longer be the case.
- Basis for assessment of noise levels in which the lower cut-off for the equivalent continuous power level is 50dB for daytime LAeq. The typical daytime LAeq is currently in the low 30's dB (as your measurements should confirm) so, even the lowest contour on your maps corresponds to a sound level in excess of 15dB above current background.
- The plans show the difference between Day and Night noise, as the baseline at night is likely to be lower:
SV-02-106: More than 10dB - Possible major adverse affect: Lion Lodges (2), Hoo Mill Lane & Hoo Mill (5) Tixall Manor Farmhouse (1)
Night 40-55dB and Day 50 -65dB, 5 – 10dB – Possible moderate adverse affect Tixall Farmhouse,(3) Tixall Court (12)
and SV-02-107: 5 – 10dB – Possible moderate adverse affect Lower Hanyards (2)
Despite this none of these properties will qualify for sound mitigation because HS2 has set the bar so high for this.
- We believe that in Ingestre and Tixall, there are 8 business properties, 106 residences and 1 church within 1 km of the proposed route. All will encounter noise as a result of the construction and operation of the proposed scheme.
- Construction traffic is likely to cause adverse noise effects on occupants of residential dwellings adjacent to Tixall Road, and Hanyards Lane, between the Proposed Scheme and Tixall Road

- The HS2 line will require ongoing maintenance at night which will result in more disturbance for local residents, both from noise and lighting.
- Ingestre Church is now a significant venue for concerts and weddings and any increase in noise levels will impact on this. The number of bookings for weddings has already significantly decreased with consequent loss of income. See below for suitable compensation to Church.
- Solutions to this would be to provide significant mitigation packages to the most severely affected homes and to provide a cut and cover tunnel in place of the deep cuttings on either side of Upper Hanyards Farm
- A further solution is to provide adequate sound barriers on the viaduct and embankments.

3. Vibration

- Effects of vibration, during construction. Numerous listed buildings are within a few hundred metres of the route, e.g. Grade I listed church of St Mary the Virgin, Ingestre, 400m from the area of the works; Ingestre Hall (Grade II*) is closer, at 350m and Ingestre Pavilion (Grade II) closer still at 150m. All in proximity to the substantial Hanyards Cuttings, nearly 20m deep, in hard sandstone. Until geological surveys have been conducted, there is a possibility that blasting might be required if particularly tough ground conditions are encountered.

There is particular concern on the effects of any vibration on the above Listed Buildings which have no substantial foundations.

4. Visual Effects

- The Viaduct with noise barrier and Brancote/Hanyards North Cutting will be an unacceptable visual intrusion on this historic landscape, especially the Staffs & Worcs. Canal Conservation Area and Tixall Conservation Area and Listed Buildings. The visual impacts of the static components of the railway will be (and need to be) assessed completely differently from the dynamic components – i.e. the trains.
The visual impact of the viaduct and its noise barriers can be reduced by using transparent noise barriers as in Holland and by having a sandstone effect over the concrete structure. The National Trust is particularly concerned at the visual impact from Hadrians Arch at Shugborough.
- We are strongly opposed to joining Ingestre Wood to Lamberts Coppice as we wish to maintain the historic view across the deer park, at this site known locally as Hell's Gate.
- A millennium avenue of Horse chestnut trees was planted on either side of Hoo Mill Lane with protective fencing and bronze plaques recording the dedications in 2000. The trees nearest the crossroads will be removed by HS2, in addition some of the Horse chestnuts have become diseased and need replacing. Could additional Oak trees be planted further along the lane and the missing plaques reused.
- The EIA notes a medium adverse impact and moderate adverse significant effect for the Ingestre Conservation Area. Trent N embankment and Hanyards S cutting will introduce noise into this quiet rural setting. Outward and inward views from Ingestre Park's historic perimeter and buildings and its historic relationship with Tixall Park to the south. Construction activity will last at least 3 years, and will be visible from the eastern boundary of the Ingestre Conservation Area. We strongly disagree that Ingestre Conservation Area is only an asset of moderate value, and are concerned at the significant adverse impact and effect HS2 will have on it.
- The remnant Golf Course directly in front of Ingestre Hall, will become wasteland, unless the Golf Club is retained at Ingestre.

- Absence of controlled flight zones associated with any civil or military airports in the area, makes this part of the UK a hotspot for recreational air-borne activities:- hot-air ballooning and other enterprises offering: gliding, hang-gliding and micro-light opportunities for the enthusiast and public alike. HS2, and the construction phase in particular, will create an enormous and unnatural linear scar in the landscape, visible for miles, that will seriously degrade the pleasure currently enjoyed by this group of people.
- A cut and cover tunnel instead of the Hanyards cuttings could reduce the amount of spoil to be removed along our local roads and improve the visual and noise effects from both Ingestre and Tixall.

5. Impacts on the communities of Ingestre and Tixall and lack of any benefit to our residents

- It is still not clear how rail services from Stafford will alter when HS2 is operational. It has been suggested that there will be considerably fewer trains to London with marginally shorter journey times than at present.
- HS2 has not included Ingestre Stables equestrian training and examination centre (which is a Riding for the Disabled registered and has a cafe) or Ingestre Community Open Space by Home Farm Court, in their list of Community Facilities in Ingestre. In addition we now have Ingestre Orangery and both the Orangery and the Riding Stables are likely to have reduced patronage and consequent financial loss due to problems accessing them across the HS2 constructions at Hoo Mill crossroads.
- Failure to acknowledge all businesses in Ingestre & Tixall including: Ingestre Lodges, New Stables - Four Units of self-catering accommodation; or Acorn Services, Birch Hall Farm, Ingestre - Vintage tractor parts; Car and Motorbike repair business on Trent Drive; Tixall Heath Joinery; Tixall Heath Land Rover Garage; Tixall Heath Caravan Store & Repairs, and several arts and crafts businesses.
- We strongly object to the exclusion of the very real issue of impacts on the community of generalised property blight and reduction in property values. It is unacceptable to make a pretence of assessing health impacts while deliberately excluding the single most important contributing factor to anxiety/mental ill-health, especially due to the reduction in value of their properties.
- Potential Loss of Ingestre Park Golf Club and it's social facilities due to the 6 month period when the course will not be available for play and members may join other local clubs. The resulting financial loss would encourage the club to move to an alternative site. The Golf Club also provides employment opportunities for local residents.
- Adverse effect on local businesses/community facilities: Most vulnerable are Ingestre Hall, St Mary's church and Ingestre Orangery all of which have to stand alone financially and for which the peace, tranquillity and historic setting of the area are central to their ability to raise funds. The number of weddings at Ingestre Church has already significantly decreased due to uncertainty about the effects of HS2, especially on access to the Church and the noise effects.
- It is suggested that a contribution from HS2 towards the £80,000 replacement of the current faulty organ could help to ameliorate this. The church has recently suffered a significant loss of lead from the roof and will have to find funds for this as well.
- Similarly a contribution towards the repair of the Apple Store at the Orangery would enable it to serve as a heritage centre.
- The workers camp would impact on Community Services at Gt Haywood such as

Doctor's Surgery, Shops, etc. which are shared by residents of Ingestre and Tixall where there are none of these facilities.

- Many of the houses already purchased by HS2 have remained empty. This has had a significant negative effect on the local community.
- Currently the mobile phone coverage is variable throughout Ingestre and Tixall, and similarly access to superfast broadband. Some compensation for the impact of HS2 would be to improve these communications.

6. Failure to act on previous requests by Parish Council - no 2-way communications

- We are very concerned to find that most information provided to HS2 Ltd in previous communications has been ignored. This is partly because consultations responses are combined in a report which just summarises the main points raised, losing much of the specific details.

e.g. We have consistently said that the deep cutting should be called Hanyards Cutting and not Brancote Cutting. This error is no doubt due to HS2 using an incorrect Google Map which wrongly showed Brancote Farm at Upper Hanyards. Brancote S cutting is actually N of Brancote. This will lead to considerable confusion for local contractors, and in the rare event of a major rail accident, e.g. terrorist activity, in the cutting would hinder the prompt arrival of emergency vehicles.

More recently a utility compound has been name as Hanyards Compound, although it is nowhere near Hanyards.

- HS2 Ltd has pursued a route alignment in our area that is more expensive to build, more environmentally damaging and which has greater impact on communities than available alternative alignments. Primarily because HS2 Ltd have refused to carry out an Appropriate Assessment to show that there would be no significant effect on the Pasturefields SAC. This would involve new borehole evidence, etc. and was very different from the Habitat Regulations Assessment (HRA) already carried out by HS2 with regard to the SAC. The BGS (January 2014) said: "The review of the information that has been presented leads us to conclude that each phase of investigation of the PSMSAC has built upon the previous phase. As a consequence alternative conceptual ground models have not been presented or tested. Furthermore, there has been little resolution in issues regarding the alleged deterioration in the quality of the PSMSAC, e.g. whether or not leakage from the canal is diluting the emerging groundwater, the impacts of flooding of the River Trent and the source of nutrients that impact on biodiversity. Without this baseline data it is hard for anyone to predict the potential impact of the proposed HS2 construction along any of the proposed alignments."
- We are concerned that provisions to mitigate community effects during construction have not worked well for Phase 1. It is important that there is an efficient procedure for us to report back problems which arise, especially if they arise from issues which we had previously identified to HS2. Some of the changes to the local hydrology may take a long time to become apparent.

7. Failure to fully understand local hydrology

- Route C has been routed so that it passed directly through the middle of a previously unrecognised historical inland salt marsh whose brine springs remain active today (and could well be linked with those at Pasturefields). HS2 has not carried out sufficient investigations to understand the complex hydrology in this area.

The salt marsh part of the site is non-designated yet is potentially of national importance.

Apart from the corrosive nature of brine, it appears that HS2 Ltd has created for itself significant engineering challenges in maintaining track stability in the face of the loss of supporting ground amounting to several hundred cubic metres per annum.

The proposed northern balancing pond by Hoo Mill crossroads is positioned over a known culvert (roughly aligned from Lion Lodges to Nos 1&2 Hoo Mill Lane Cottages) that is part of the drainage system for the salt marsh, CT-06-213..

The map kindly forwarded by Mr Simon Dale-Lace - HS2 Hydrogeologist confirms that HS2 is not aware of any springs in the area around Lion Lodge Covert, contrary to the map previously sent to HS2 by Mr M.Woodhouse, which suggests the presence of springs near Congreves Plantation, Ingestre Village, Flushing Covert and at Salt spring Pool in Lion Lodge Covert:

In addition to these springs, we believe that the presence of the Tixall Fault has a significant effect on drainage in this area, and in particular its effect on Pasturefields SAC.

- an Appropriate Assessment of the effect on Pasturefields SAC is essential to determine if there would be any risk of an adverse impact arising from Route B.
- the creation of deep cuttings through sandstone aquifers, as in the vicinity of Upper Hanyards, has the potential to lower the water table to the detriment of the adjoining farmland and woodland.

We note that the solution to all the above problems would be for HS2 to adopt the less expensive and less environmentally intrusive route up the Trent Valley, which was originally favoured by HS2 technical advisors. The only reason we have been given for not using this route is that it required an appropriate assessment to ensure that it would not have a detrimental effect on Pasturefields SAC.

The British Geological Survey have pointed out none of the routes proposed by HS2 can be guaranteed not to have an effect on the SAC.

However, planning permission for a marina at Pasturefields has been passed, and there have been industrial development nearby, none of which appear to have had any effect on the SAC.

3. 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. You do not have to complete this box if you do not want to.

The committee cannot reject the Bill outright or propose amendments which conflict with the principle of the Bill. But it can require changes to the Government's plans in response to petitioners' concerns which can take the form of amendments to the Bill or commitments by HS2 Ltd.

You can include this information in your response to section 2 'Objections to the Bill' if you prefer. Please number each paragraph.

See above.

Next steps

Once you have completed your petition template please save it and go to our website to submit it during the petitioning period. Alternatively, you can either email it to hlprivatebills@parliament.uk ; post it to the Private Bill Office, House of Lords, London SW1A 0AA; or call 020 7219 3231 to arrange a time to deliver it in person.

October 2019

**HIGH SPEED RAIL (WEST MIDLANDS -
CREWE) BILL**

**HOUSE OF LORDS
SELECT COMMITTEE**

**Petition No. HS2-HOL-018:
Ingestre with Tixall Parish Council**

Promoter's Response Document

INTRODUCTION

This Promoter's Response Document (PRD) forms the Promoter's response to Petition No. HS2-HOL-018, from Ingestre with Tixall Parish Council.

In this PRD, 'the Promoter' means the Secretary of State and HS2 Ltd acting on his behalf.

The purpose of the PRD is to advise you and the Select Committee of the Promoter's position in relation to the petitioning points raised. It is intended that the PRD will alleviate many of the concerns raised in the petition.

The Table of Contents overleaf lists the page number, petitioning points in the order they appear in the petition, and a summary statement of the issue(s) contained in the petition for quick reference. Other supporting material (e.g. reports, drawings and photographs) referred to in the response are attached where applicable.

Copies of the HS2 Phase 2A Information Papers referred to in the response can be found at
<http://www.gov.uk/government/collections/high-speed-rail-west-midlands-to-crewe-bill>.

Department for Transport
High Speed Two (HS2) Limited

BACKGROUND

Ingestre with Tixall Parish Council (the Petitioner) represent the residents of Ingestre with Tixall. The route of the Proposed Scheme would run adjacent to Ingestre Park and through Ingestre Park Golf Club, with Pasturefields Salt Marsh Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) approximately 900m north of the route of the Proposed Scheme.

The Petitioner submitted a combined petition against the original Bill scheme in the House of Commons together with St Mary's Ingestre Parochial Church Council and Friends of Ingestre Orangery (HS2-P2A-000110). In April 2018 a Promoter's Response Document (PRD) was sent in response to this petition (a copy of which is attached at Annex A). The Petitioner appeared before the House of Commons Select Committee on 15 May 2018.

In April 2019 the Petitioner was sent a PRD for their petition against Additional Provision 2 (AP2) to the Bill (Petition No. HS2-AP2-021), a copy of which is attached at Annex B. The Petitioner appeared before the House of Commons Select Committee on 8 May 2019.

PETITION NO. HS2-HOL-018

INGESTRE WITH TIXALL PARISH COUNCIL

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ATTACHMENTS

Title	
Annex A	Promoter's Response Document for House of Commons Petition No. HS2-P2A-000110
Annex B	Promoter's Response Document for House of Commons Petition No. HS2-AP2-021
Annex C	Assurance letter of 7 May 2019
Annex D	Great Haywood and Tixall Average Daily Weekday Traffic Flows in Peak Month – AP2 Revised Scheme P1470 (3)
Annex E	Great Haywood – AP2 Revised Scheme – Histogram 11A. Great Haywood Road (between Ingestre Park Road and Holdiford Road) P1470 (4)

HOUSE OF LORDS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Ingestre with Tixall Parish Council

PETITION NO: HS2-HOL-018

PARAGRAPH NO: 1

ISSUE RAISED: Access, traffic and transport

PETITION PARAGRAPH: Effects of Road Transport to HS2 during construction

1. It is essential that access to Ingestre via Hoo Mill crossroads is maintained 24/7 as it is the only public road access to the community. In the last 12 months there were 53 emergency calls to the ambulance service to Ingestre ST18 0RE, and this does not include Home Farm Court, 36 electors and Little Ingestre Barns, 19 electors, which have different postcodes.

We welcome HS2s assurance to provide a permanent roundabout at this dangerous junction, or other measures to improve road safety such as better visibility splays.

Similarly access to Ingestre Pavilion beyond Upper Hanyards Farm must be maintained 24/7, including for large Timber HGVs and Farm tractors and trailers.

We are concerned at the proposed use of Tixall road from Hoo Mill crossroads to Blackheath Lane for transfer of materials for HS2. The proposed temporary, additional passing places and road widening between Hoo Mill crossroads and Tixall Village do nothing to solve the problems between Tixall obelisk and the junction with Blackheath Lane. HS2 drawing 2PT02-ARP-PT-DSK-000-100-105 shows an additional 52 HGV's along this Tixall Road in both directions.

Requests

This disruption could be partly compensated for by HS2 funding the provision of a wheelchair friendly towpath from Holdiford Road to the Sow Aqueduct on the Staffs & Worcs. Canal, and by improving the land drainage at the lower end of

Tixall Churchyard, which periodically floods the path from the Lychgate to the Church.

Major adverse effects at The Blackheath Lane/Baswich Lane/Tixall Rd traffic signals. In particular the predicted 98% increase in traffic exiting Hanyards Lane by 2023 (HS2 Drawing 2PT02-ARP-PT-DSK-000-100105) with many of these ending up stuck across Tixall Rd and in the path of traffic turning left from Blackheath Lane when the lights change and who are not expecting another junction 22.4m away.

An additional solution would be to replace the deep cuttings on either side of Upper Hanyards Farm with a cut and cover tunnel to reduce the amount of spoil to be transported away from the site.

PROMOTER'S RESPONSE:

Hoo Mill crossroads (access)

1. The Promoter can confirm that the following assurance provided to the Parish Council on 11 May 2018 remains valid (U&A ref id c10.1)¹:

“The Secretary of State will require the nominated undertaker in exercising the powers under the Bill not to prevent vehicular access to Ingestre from Hoo Mill crossroads via Ingestre Park Road in all reasonably foreseeable circumstances.”

2. Following the Petitioners concerns in relation to safety at the Hoo Mill crossroads and the subsequent request in their petition against Additional Provision 2 (AP2) to the Bill in the House of Commons for the temporary roundabout at Hoo Mill crossroads to be made permanent, the below assurances were given to the Petitioner (a copy of the assurance letter is attached at Annex C):

“Hoo Mill Roundabout

2.1 Recognising that Ingestre and Tixall Parish Council would like the temporary roundabout proposed in the Bill at Hoo Mill Lane and shown on Map Number CT-05-212 in the CA2 Colwich to Yarlet Mapbook, in Volume 2 of the Environmental Statement (“the Temporary Roundabout”) to be made permanent, the Promoter will require the nominated undertaker to design and construct the works to provide the Temporary Roundabout in a manner that

¹ The latest draft of the Register can be found at: <https://www.gov.uk/government/publications/hs2-phase-2a-register-of-undertakings-and-assurances>.

does not preclude this subject to the satisfaction of the conditions in paragraph 2.2.

2.2 The conditions in paragraph 2.1 are:

i. the nominated undertaker being satisfied that the permanent retention of the Temporary Roundabout can be delivered without the need for any additional land to that included within the limits of land to be acquired or used in the Bill; and

ii. Staffordshire County Council securing the necessary consents and approvals to enable the permanent retention and adoption of the Temporary Roundabout under relevant legislation prior to the Temporary Roundabout being removed by the nominated undertaker.”

“Visibility Splays

1. If the relevant highway authority does not retain the Temporary Roundabout permanently, the Secretary of State will require the nominated undertaker to engage with Staffordshire County Council during the detailed design of the Proposed Scheme in relation to the improvement of the visibility splays at the junction.

2. Subject to any proposals meeting the conditions in paragraph 3 below, the Secretary of State will require the nominated undertaker to implement any reasonable proposals put forward from the engagement with Staffordshire County Council to improve the visibility splays at the junction.

3. The conditions referred to in paragraph 2 above are:

a. that the proposals can be implemented within the powers or limits of the Bill;

b. the proposals do not give rise to any new or different environmental effects to those assessed in the Environmental Statement or effect compliance with the Environmental Minimum Requirements; and

c. the proposals can be implemented within the construction programme for the Proposed Scheme and do not prejudice the safe, timely and economic delivery of the Proposed Scheme.”

Hanyards Lane

3. As the Petitioner is aware, the Promoter was contacted by the owner of Ingestre Wood with concerns in regards to access to their business along Hanyards Lane which

would be severed by the Proposed Scheme. The below assurance was subsequently accepted by the landowner in October 2018:

“The Secretary of State will require the nominated undertaker to use reasonable endeavours to complete the detailed design of the Accommodation Overbridge so as to accommodate articulated vehicles on the immediate approaches to and over the Accommodation Overbridge up to 16.5 meters in length and up to a maximum weight of 44 tonnes during the construction and operation of the Proposed Scheme for the purposes of facilitating access to Ingestre Wood.”
(U&A ref id C105.1)

4. The Promoter has provided a number of assurances in regards to access beyond Upper Hanyards to the landowner of Upper Hanyards Farm, which are set out below:

- Use of Hanyards Lane assurance - this assurance confirms restrictions on the Nominated Undertaker's (NU) use of Hanyards Lane. It includes a list of permitted uses, which covers use while the haul road is being constructed, for vehicles that cannot be permitted onto the haul road, for construction demobilisation, for the maintenance of mitigation planting and emergency uses. There is also the possibility to enter into agreement with the landowner for any other uses. The assurance was issued in this way to provide comfort to the landowner that the haul road would be used for the majority of heavy vehicles travelling to the Brancote South Cutting Satellite Compound (U&A ref id C38.15).
- Hanyards Lane Traffic Management Plan assurance - this assurance establishes a framework for putting in place a Hanyards Lane Traffic Management Plan (U&A ref id C38.15).
- Hanyards Lane Vehicle Passing Places assurance - this assurance establishes a requirement for the NU to provide new or improved passing places. The NU would need to obtain consents and the Petitioner would need to provide the land at no cost (U&A ref id C38.17).
- Hanyards Lane Condition Survey, Remedial Works and Repair Works assurance - This assurance confirms that the NU would carry out a condition survey and undertake remedial works and repair works as required. This in effect transposes existing commitments for local authority maintained highways onto this private road (U&A ref id C38.18).

Blackheath Lane – Tixall/Great Haywood Road

5. The Petitioner's concerns regarding the HS2 construction traffic on Blackheath Lane and Tixall/Great Haywood Road were discussed before the House of Commons Select Committee on 15 May 2018.

6. The Petitioner quotes the Promoter's Drawing 2PT02-ARP-PT-DSK-000-100105/P01 which was referred to as an exhibit (P1470(3)) during the Petitioner's appearance before the House of Commons Select Committee on their petition against AP2 to the Bill and as such exchanged with the Petitioner ahead of their appearance. A copy of this exhibit is attached at Annex D.

7. These drawings, referred to as 'alphabet maps', present the assessed traffic flow information for key locations. The construction traffic flows are based on the average daily (12 hour) flows over the peak month for each location. Depending upon the programme the peak months may vary between locations.

8. The information shows the increase in traffic at the peak of construction is not considered significant, at 3-4% on Great Haywood Road, above the baseline traffic flow. While recognising that the increase in HGVs is substantially higher, the increase would be from one HGV every 20 minutes per direction to one HGV every 10 minutes.

9. In order to reduce traffic using local roads to a reasonably practicable minimum, the main construction works in this area are envisaged to be accessed using the on-site construction route (haul road) to avoid using the local road network. The use of the local road network in this area is principally for the set up and removal of compounds and for local access. Consequently, the peak use of Great Haywood Road would not occur continuously through the construction period.

10. For Great Haywood Road this is illustrated in construction traffic histogram 11a (a copy of which is attached at Annex E) which was exchanged with the Petitioner ahead of their appearance before the House of Commons Select Committee on their petition against AP2 to the Bill. Construction traffic histograms show the forecast daily two-way (both directions combined) HS2 construction HGV traffic flows for a specific location, throughout the duration of the construction programme. Traffic flows are presented as a daily average for each month.

11. Construction traffic histogram 11a shows that the peak level of HGV traffic identified by the Petitioner is expected to occur for only two months and at almost all other times is less than half of the peak level.

12. As noted by the Petitioner, a number of works are proposed to address concerns regarding the use of Tixall Road and Great Haywood Road. These focus on narrower sections of the road, where the assessment identified potential issues of HGV passing in two directions. The section of Tixall Road west to Blackheath Lane has a better alignment and widths to accommodate HGVs and it is not considered necessary or appropriate to undertake mitigation measures in this section of the route.

13. Embankments and cuttings are envisaged to be built using the on-site construction route (haul road) to avoid using the local road network. The envisaged HS2 traffic on the local road network would be to set up and demobilise compounds.

Canal towpath

14. Colwich Parish Council appeared before the House of Commons Select Committee on 1 May 2019 requesting an upgrade to the towpath on the Staffordshire and Worcestershire Canal. The Promoter is currently in discussions with the Canal and Rivers Trust (CRT) on improving the condition of the towpath which includes the section that the Petitioner has requested (from Holdiford Road to the Sow Aqueduct).

Request for a cut and cover tunnel

15. The Promoter's response on this issue is set out on pages 10-11 of the Promoter's Response Document issued for Petition No. HS2-P2A-000110 against the Bill in the House of Commons (a copy of which is attached at Annex A).

Additional Provisions

16. Replacing the deep cuttings on either side of Upper Hanyards Farm with a cut and cover tunnel would require amendments to the Bill that would necessitate an Additional Provision. The guidance² on petitioning published by the Private Bill Office in the House of Lords in July 2019 in advance of the petitioning period explained:

"An additional provision is a change to the bill that goes beyond the scope of the existing powers of the bill and which may potentially have an adverse direct and special effect on particular individuals, groups or bodies, over and above any effect on the general public.

Two additional provisions were submitted and considered by the House of Commons Select Committee. However, under the rules governing private bill procedures, it is expressly forbidden to introduce an additional provision in respect of a bill in the second House – in this case, the House of Lords. The Lords Select Committee on the High Speed Rail (London – West Midlands) Bill heard extensive procedural argument on the issue concerning its application to a hybrid bill and concluded that it would be contrary to well-established practice for an additional provision to be included. It can therefore with some confidence be expected that the same would apply to the High Speed Rail (West Midlands – Crewe) Bill."

² See section 1 <https://www.parliament.uk/business/committees/committees-a-z/lords-select/high-speed-rail-westmidlands-crewe-bill-select-committee-lords/petitioning-guidance-17-19>.

HOUSE OF LORDS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Ingestre with Tixall Parish Council

PETITION NO: HS2-HOL-018

PARAGRAPH NO: 2

ISSUE RAISED: Noise effects

PETITION PARAGRAPH: 2. Increase in airborne noise from new train services both daytime and night-time in Ingestre and Tixall, probably 12/hr in both directions. Residents of Ingestre have paid higher house prices to be able to live in a quiet and peaceful location. This will no longer be the case.

Basis for assessment of noise levels in which the lower cut-off for the equivalent continuous power level is 50dB for daytime LAeq. The typical daytime LAeq is currently in the low 30's dB (as your measurements should confirm) so, even the lowest contour on your maps corresponds to a sound level in excess of 15dB above current background.

The plans show the difference between Day and Night noise, as the baseline at night is likely to be lower:

SV-02-106: More than 10dB - Possible major adverse effect: Lion Lodges (2), Hoo Mill Lane & Hoo Mill (5) Tixall Manor Farmhouse (1). Night 40-55dB and Day 50 -65dB, 5 – 10dB – Possible moderate adverse affect Tixall Farmhouse,(3) Tixall Court (12). and SV-02-107: 5 — 10dB — Possible moderate adverse affect Lower Hanyards (2)

We believe that in Ingestre and Tixall, there are 8 business properties, 106 residences and 1 church within 1 km of the proposed route. All will encounter noise as a result of the construction and operation of the proposed scheme.

Construction traffic is likely to cause adverse noise effects on occupants of residential dwellings adjacent to Tixall Road, and Hanyards Lane, between the Proposed Scheme and Tixall Road

The HS2 line will require ongoing maintenance at night which will result in more disturbance for local residents, both from noise and lighting.

Ingestre Church is now a significant venue for concerts and weddings and any increase in noise levels will impact on this. The number of bookings for weddings has already significantly decreased with consequent loss of income. See below for suitable compensation to Church.

Request

Solutions to this would be to provide significant mitigation packages to the most severely affected homes and to provide a cut and cover tunnel in place of the deep cuttings on either side of Upper Hanyards Farm

A further solution is to provide adequate sound barriers on the viaduct and embankments.

PROMOTER'S RESPONSE:

Noise impacts on Lion Lodge, Hoo Mill Lane, Tixall Manor Farm House, Tixall Farmhouse and Tixall Court.

1. The Promoter's response on this issue is set out on pages 13-15 of the Promoter's Response Document issued for Petition No. HS2-P2A-000110 against the Bill in the House of Commons (a copy of which is attached at Annex A).

Noise impacts on Lower Hanyards

2. At the additional location referred to in the petition as Lower Hanyards, represented by assessment location ID 12097, the Proposed Scheme is not likely to cause an adverse effect during construction and is not likely to cause a significant adverse effect during operation. Whilst the effects are unlikely to be significant at this location, the Nominated Undertaker would be required to take all reasonable steps to minimise adverse effects during detailed design.

3. The Promoter's policy on assessing and controlling the noise and vibration impacts represents its interpretation of the Government's Noise Policy Statement for England (NPSE)³. The Promoter's setting of values for effect levels had due regard to established practice, research results, guidance in national and international

³ The Government's Noise Policy Statement for England (NPSE) can be found here: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/69533/pb13750-noise-policy.pdf.

standards, guidance from national and international agencies and independent review by academic, industry and Government employees. They have also been subjected to further independent scrutiny during parliamentary proceedings and are provided as draft route-wide assurances for the Proposed Scheme.

Construction activities and noise

4. Best practicable means (BPM) as defined by the Control of Pollution Act 1974 (CoPA) and Environmental Protection Act 1990 (EPA) would be applied during construction to control noise.

5. Measures to control noise would be applied in the following order: selection of quiet and low vibration equipment, review of construction methodology to consider quieter methods, location of equipment on site, control of working hours, the provision of acoustic enclosures, the use of less intrusive alarms, local screening of equipment and perimeter hoarding.

6. Contractors would undertake and report such monitoring as is necessary to assure and demonstrate compliance with all noise commitments. Monitoring data would be provided regularly to and be reviewed by the Nominated Undertaker and would be made available to the local authorities.

7. Contractors would be required to comply with the terms of the draft Code of Construction Practice (CoCP) and appropriate action would be taken by the Nominated Undertaker as required to ensure compliance.

8. This is explained further in HS2 Phase 2A Information Paper D3: Code of Construction Practice⁴ and HS2 Phase 2A Information Paper E13: Control of Construction Noise and Vibration⁵.

Assessment at St Mary's Church, Ingestre

9. The Proposed Scheme is likely to cause no adverse effect during construction or operation on the Grade I listed Church of St Mary (assessment location ID 12092(N)) as reported in Volume 5: Technical Appendices, Sound, Noise and Vibration report of the Environmental Statement (ES)⁶ and as updated by the Supplementary

⁴ HS2 Phase 2A Information Paper D3: Code of Construction Practice can be found at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/627938/D3_Code_of_Construction_Practice_v1.0.pdf.

⁵ HS2 Phase 2A Information Paper E13: Control of Construction Noise and Vibration can be found at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/628459/E13_Control_of_construction_noise_and_vibration_v1.0.pdf.

⁶ High Speed Rail (West Midlands - Crewe) Environmental Statement Volume 5: Technical appendices Sound, noise and vibration Sound, noise and vibration methodology, assumptions and assessment (SV-001-000) can be found at:

Environmental Statement 2 (SES2) and Additional Provision 2 (AP2) Environmental Statement (AP2 ES)⁷.

Request for a cut and cover tunnel

10. Please see paragraph 16 of the Promoter's response to paragraph 1 of the petition.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/628750/E61_SV-001-000_WEB.pdf.

⁷ High Speed Rail (West Midlands - Crewe) Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement, Volume 5: Technical appendices, Sound, noise and vibration report (SV-002-000) can be found at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/776240/J48_HS2_Phase_2a_AP2_ES_Volume_5_Sound__noise_and_vibration.pdf.

HOUSE OF LORDS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Ingestre with Tixall Parish Council

PETITION NO: HS2-HOL-018

PARAGRAPH NO: 3

ISSUE RAISED: Vibration

PETITION PARAGRAPH: 3. Effects of vibration, during construction. Numerous listed buildings are within a few hundred metres of the route, e.g. Grade I listed church of St Mary the Virgin, Ingestre, 400m from the area of the works; Ingestre Hall (Grade II*) is closer, at 350m and Ingestre Pavilion (Grade II) closer still at 150m. All in proximity to the substantial Hanyards Cuttings, nearly 20m deep, in hard sandstone. until geological surveys have been conducted, there is a possibility that blasting might be required if particularly tough ground conditions are encountered.

There is particular concern on the effects of any vibration on the above Listed Buildings which have no substantial foundations.

PROMOTER'S RESPONSE:

Impacts from vibration

1. The Promoter's response on this issue is set out on pages 16-17 of the Promoter's Response Document issued for Petition No. HS2-PSA-000110 against the Bill in the House of Commons (a copy of which is attached at Annex A).

Assessment of heritage assets in Ingestre and Tixall

2. As set out in Volume 2 Community Area Report CA2 Colwich to Yarlet of the Supplementary Environmental Statement 2 (SES2) and Additional Provision 2 Environmental Statement (AP2 ES)⁸, the main ES reported a temporary moderate

⁸ High Speed Rail (West Midlands - Crewe) Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement Volume 2: Community Area report CA2: Colwich to Yarlet can be found at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/775952/J11_HS2_Phase_2a_AP2_ES_Volume_2_CA2_Colwich_to_Yarlet.pdf.

adverse significant effect on Ingestre Conservation Area (COY049), which is a designated asset of moderate value that includes Ingestre Hall and Ingestre Pavillion. As part of the AP2 amendment AP2-002-010, to reconfigure Ingestre Park Golf Club, construction works to reconfigure the golf course would introduce noise and traffic which would further affect the rural setting of the asset. This would give rise to a different significant effect, however would not change the level of the significance of the effect reported in the main ES.

HOUSE OF LORDS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Ingestre with Tixall Parish Council

PETITION NO: HS2-HOL-018

PARAGRAPH NO: 4

ISSUE RAISED: Visual effects

PETITION PARAGRAPH: 4. The Viaduct with noise barrier and Brancote/Hanyards North Cutting will be an unacceptable visual intrusion on this historic landscape, especially the Staffs & Worcs. Canal Conservation Area and Tixall Conservation Area and Listed Buildings. The visual impacts of the static components of the railway will be (and need to be) assessed completely differently from the dynamic components — i.e. the trains.

The visual impact of the viaduct and its noise barriers can be reduced by using transparent noise barriers as in Holland and by having a sandstone effect over the concrete structure. The National Trust is particularly concerned at the visual impact from Hadrians Arch at Shugborough.

We are strongly opposed to joining Ingestre Wood to Lamberts Coppice as we wish to maintain the historic view across the deer park, at this site known locally as Hell's Gate.

A millennium avenue of Horse chestnut trees was planted on either side of Hoo Mill Lane with protective fencing and bronze plaques recording the dedications in 2000. The trees nearest the crossroads will be removed by HS2, in addition some of the Horse chestnuts have become diseased and need replacing. Could additional Oak trees be planted further along the lane and the missing plaques reused.

The EIA notes a medium adverse impact and moderate adverse significant effect for the Ingestre Conservation Area. Trent N embankment and Hanyards S cutting will introduce noise into this quiet rural setting. Outward and inward views from Ingestre Park's historic perimeter and buildings and its historic relationship with Tixall Park to the south. Construction activity will last at least 3 years and will be visible from the

eastern boundary of the Ingestre Conservation Area. We strongly disagree that Ingestre Conservation Area is only an asset of moderate value and are concerned at the significant adverse impact and effect HS2 will have on it. The remnant Golf Course directly in front of Ingestre Hall, will become wasteland, unless the Golf Club is retained at Ingestre.

Absence of controlled flight zones associated with any civil or military airports in the area, makes this part of the UK a hotspot for recreational air-borne activities: hot-air ballooning and other enterprises offering: gliding, hang-gliding and micro-light opportunities for the enthusiast and public alike. HS2, and the construction phase in particular, will create an enormous and unnatural linear scar in the landscape, visible for miles that will seriously degrade the pleasure currently enjoyed by this group of people.

Request

A cut and cover tunnel instead of the Hanyards cuttings could reduce the amount of spoil to be removed along our local roads and improve the visual and noise effects from both Ingestre and Tixall.

PROMOTER'S RESPONSE:

Landscape assessment

1. The Promoter's response on this issue is set out on pages 18-22 of the Promoter's Response Document issued for Petition No. HS2-P2A-000110 against the Bill in the House of Commons (a copy of which is attached at Annex A).

Noise fence barriers

2. It is proposed that noise fence barriers would be provided along the extent of the Great Haywood Viaduct. These are proposed on the viaduct up to a height of 3 meters on the north side of the trace and up to a height of 4 meters along the south of the trace. The proposed height and design of noise fence barriers included in the design of the Proposed Scheme provides the level of detail necessary for the Bill and the requirements of the Environmental Impact Assessment Regulations (2017). Following the competition of the detailed design of the Proposed Scheme, the Nominated Undertaker would be required to apply for approval of the detailed design from local planning authorities along the route, as per the planning regime established under

Schedule 17 to the Bill. This is explained in HS2 Phase 2A Information Paper B2: The Main Provisions of the Planning Regime⁹.

3. The design of new and modified structures, landscape works, and drainage features and noise mitigation would be developed during detailed design. It is recognised that this work may have implications for the setting of nearby heritage assets, notably designated assets, and appropriate regard would be given to this, and mitigation measures, such as woodland habitat creation and balancing ponds, would be developed in consultation with other disciplines.

Cannock Chase Area of Outstanding Natural Beauty (AONB) and Trent Sow Parklands HS2 Group

4. The Cannock Chase AONB and Trent Sow Parklands HS2 Group is an independent group, working with HS2 and focused on the area where HS2 would cross the Trent Valley north of Great Haywood. The group has been awarded £1.5 million to spend on projects that conserve and enhance this area's special qualities.

5. The group will develop a set of Design Principles to achieve exemplary landscape and viaduct design in the area and will advise the Nominated Undertaker on how to achieve the best design for the area.

6. The group will engage with other local stakeholders and interested parties such as community groups and parish councils, including the Petitioner.

Ingestre Wood and Lamberts Coppice

7. The landowner of Upper Hanyards Farm has accepted an assurance to relocate the proposed woodland habitat creation from between Ingestre Wood and Lambert's Coppice to an alternative location within their landholding (U&A ref id C38.11). The Promoter is therefore no longer proposing to join Ingestre Wood to Lamberts Coppice, subject to the alternative location fulfilling the project's Environmental Minimum Requirements.

Millennium Avenue and Hoo Mill crossroads

8. Whilst alterations to major rural roads would be designed using the UK's national standards given in the Design Manual for Roads and Bridges (DMRB) produced by Highways England, the Promoter acknowledges that country lanes are very different to the main road network. The Promoter recognises it is important to retain the existing character of these minor rural routes where reasonably practicable. Since most published standards do not cater adequately for this type of road, the Promoter

⁹ HS2 Phase 2A Information Paper B2: The Main Provisions of the Planning Regime
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/627917/B2_Main_Provisions_of_the_Planning_Regime_v1.0.pdf

has developed a set of design criteria which is based on experience from the Channel Tunnel Rail Link (High Speed One) project and industry good practice.

Ingestre Conservation Area

9. The Promoter's response on this issue is set out on pages 19-20 of the Promoter's Response Document issued for Petition No. HS2-P2A-000110 against the Bill in the House of Commons (a copy of which is attached at Annex A).

Design: standards, quality, integration with landscape (route-wide)

10. The Promoter's response on this issue is set out on pages 20-22 of the Promoter's Response Document issued for Petition No. HS2-P2A-000110 against the Bill in the House of Commons (a copy of which is attached at Annex A). *Request for a cut and cover tunnel*

11. Please see paragraph 16 of the Promoter's response to paragraph 1 of the petition.

HOUSE OF LORDS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Ingestre with Tixall Parish Council

PETITION NO: HS2-HOL-018

PARAGRAPH NO: 5

ISSUE RAISED: Impacts on the communities of Ingestre and Tixall

PETITION PARAGRAPH: 5. It is still not clear how rail services from Stafford will alter when HS2 is operational. It has been suggested that there will be considerably fewer trains to London with marginally shorter journey times than at present.

HS2 has not included Ingestre Stables equestrian training and examination centre (which is a Riding for the Disabled registered and has a cafe) or Ingestre Community Open Space by Home Farm Court, in their list of Community Facilities in Ingestre. In addition we now have Ingestre Orangery and both the Orangery and the Riding Stables are likely to have reduced patronage and consequent financial loss due to problems accessing them across the HS2 constructions at Hoo Mill crossroads.

Failure to acknowledge the following businesses: Ingestre Lodges, New Stables, Four Units of self-catering accommodation, or Acorn Services, Birch Hall Farm, Ingestre, Vintage tractor parts; Car and Motorbike repair business on Trent Drive. Tixall Heath Joinery; Tixall Heathy Land Rover Garage; Tixall Heath Caravan Store & Repairs, and several arts and crafts businesses.

We strongly object to the exclusion of the very real issue of impacts on the community of generalised property blight. It is unacceptable to make a pretence of assessing health impacts while deliberately excluding the single most important contributing factor to anxiety/mental ill-health, especially due to the reduction in value to their properties.

Potential loss of Ingestre Park Golf Club and its social facilities due to the 6 month period when the course will not be available for play and members may join other local clubs. The

resulting financial loss would encourage the club to move to an alternative site. The Golf Club also provides employment opportunities for local residents.

Adverse effect on local businesses/community facilities: Most vulnerable are Ingestre Hall and St Mary's church both of which have to stand alone financially and for which the peace, tranquillity and historic setting of the area are central to their ability to raise funds. The number of weddings at Ingestre Church has already significantly decreased due to the uncertainty about the effects of HS2, especially on access to the church and the noise effects.

The workers camp would impact on Community Services at Gt Haywood such as Doctor's Surgery, Shops, etc. which are shared by residents of Ingestre and Tixall where there are none of these facilities.

Many of the houses purchased by HS2 which are being let have remained empty. This has a significant negative effect on the local community

Request

It is suggested that a contribution from HS2 towards the £80,000 replacement of the current organ would help to ameliorate this. The church has recently suffered significant loss of lead from the roof and will have to find funds for this as well.

Similarly a contribution towards the repair of the Apple Store at the Orangery would enable it to serve as a heritage center.

Currently the mobile phone coverage is variable throughout Ingestre and Tixall and similarly access to superfast broadband. Some compensation for the impact of HS2 would be to improve these communications.

PROMOTER'S RESPONSE:

1. The train service specification is a matter for the Department for Transport (DfT) and subject to change. It would develop further with the appointment of the West Coast Partnership, who would consult on behalf of DfT as part of their contract.

Ingestre Park Golf Club

2. Ingestre Park Golf Club appeared before the House of Commons Select Committee on 8 May 2019, requesting that the Promoter relocate the golf club to an alternative site in Tixall. The House of Commons Select Committee published their Third Special Report of Session 2017-19 report on 7 June 2019¹⁰. In relation to the petition of Ingestre Park Golf Club the report states that:

“HS2 told us that the proposal contained in AP2 would cost £4.9m. The Golf Club said that HS2’s proposals in AP2 would cost £13m but that their option was cheaper. Ingestre Golf Club argued that it would cost £10.9million for their option but the net cost would be “£7.8 million on the new proposed course because the £3 million compensation would have to be deducted” from the overall compensation figure which they would receive. The figures provided by HS2 and Ingestre were not comparing like with like. Having evaluated the costings and taking into account the view of the Parish Council we agree that the proposals set out in AP2 will ensure that the golf course can continue as a community asset.

We understand that there will be a reduced number of holes for golfers to play for a 6 month period and we are also aware that the Golf Club is a source of local employment. Employees of the golf club, those working both full and part-time, must not be disadvantaged by the proposals contained in AP2. We therefore emphasise that the golf club is entitled to apply for compensation as part of the existing compensation packages, which would enable the golf club to continue to employ or pay compensation to all staff who are employed at present.

The Club could operate with nine holes for six months and with 18 holes before and after this period and perhaps offer attractive subsidised and reduced fees to golfers whilst the new course is created. The club was concerned that the realignment would reduce the visibility at the first Tee. Security cameras for this area could also form part of the Golf Club’s claim for compensation.

HS2 told us that the Secretary of State would be happy to support this way forward. We expect Ingestre Golf Club to work with HS2 to ensure that the proposals set out in AP2 are delivered for the local community and that the Golf Club maintain current levels of employment for all their staff.”

3. The Promoter’s response to the House of Commons Select Committee’s Third Special report, published on 24 June 2019¹¹, sets out that:

¹⁰ See paragraphs 79 – 84 <https://publications.parliament.uk/pa/cm201719/cmselect/cmhs2/2270/2270.pdf>.

¹¹ See paragraphs 24 – 25

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810733/high-speed-rail-select-committee-gov-response-3rd-report.pdf.

“The Promoter welcomes the decision of the Select Committee and will work with Ingestre Park Golf Club to take forward the proposals in Additional Provision 2 to the Bill (AP2). The proposals in AP2 were promoted with the aim of providing an opportunity for the Golf Club to continue as a local business and employer. The Promoter confirms that the Golf Club will be able to apply under the compensation code for losses arising from the implementation of the proposals set out in the Bill as amended by AP2 and those losses can include staff costs.”

4. Following the Second Select Committee Report in July 2018 the Promoter established a steering group with the golf club to review both the Promoter’s proposal for a “sideways move” to provide sufficient replacement land to enable the golf club to continue at Ingestre, and the golf club’s proposal for establishment of an entirely new replacement course elsewhere to which the golf club could relocate. The acquisition of replacement land for the sideways move was included in Additional Provision 2 (AP2) to the Bill in the House of Commons to enable the parties to maintain the golf club as an asset for the community of Ingestre.

5. Through the steering group process the Promoter and the golf club have agreed to examine the costs involved in both proposed solutions in order to better inform the Select Committee, by commissioning golf course designers to carry out the cost review, and that work is ongoing. The Promoter is conscious of the significant costs attached to both options in relation to the underlying value of the existing golf course, and the desire to maintain the golf club as a community asset.

6. The Promoter is fully aware of the golf club’s preference to relocate the golf course, the clubhouse and the car park to an alternative site in Tixall but has to balance that aspiration against the substantial cost of creating an entirely new golf course and club facilities.

7. Based on the Promoter’s initial cost estimates, the golf club’s proposal to move wholesale is significantly more expensive than the Promoter’s sideways proposal and does not constitute value for money. Furthermore, the golf club’s proposal does not allow the continuation of the golf club in Ingestre as a community asset, whereas the Promoter’s proposal does.

Community asset

8. The Promoter is continuing to engage with the Petitioner with a view to identifying a practical and cost effective solution that allows the golf club to continue as a community asset, and is now progressing with a request from the golf club for funding for them to be able to commission specialist advisors.

9. The Petitioner may be aware that Jeremy Lefroy MP has raised separate issues in relation to Ingestre Park Golf Club in his petition against the Bill in the House of Lords (HS2-HOL-020). The Promoter has addressed the issues raised by Jeremy Lefroy MP in a Promoter’s Response Document (PRD) to his petition.

HS2 Phase 2A Community and Business Funds

10. As the Petitioner is aware, the Promoter operates a Community and Environment Fund (CEF) and Business and Local Economy Fund (BLEF).

11. In October 2014 the CEF and BLEF for Phase One of HS2 were announced. A total of £40m has been made available for these two funds. These funds are to add benefit over and above committed mitigation and statutory compensation to those communities and businesses disrupted by the construction of HS2.

12. A further announcement was made on 25 January 2018 which included confirmation that an additional £5m is to be made available for Phase 2A, bringing the total funding pot to £45m for Phase One and Phase 2A combined. However, as was the case for Phase One, the £5m share of the funding will not be available for bids or administered by the Grant Management Body until Royal Assent of the Bill.

13. The funds for Phase One have been open for applications since March 2017, and there have so far been 68 successful applications, which have delivered a range of benefits for local businesses and communities disrupted by Phase One construction. More information on these successful awards can be found on the interactive map online¹².

Broadband and phone signal

14. Paragraph 76 of the Promoter's response to the House of Commons Select Committee's Third Special Report of Session 2017 – 2019 it states that:

"The Promoter recognises the need for a joined-up approach to realise wider Government commitments and the benefits of cross-Government working. The Promoter will engage with the Department of Digital, Culture, Media and Sport and infrastructure providers regarding current plans for super-fast broadband and to understand how the construction programme for Phase 2a may provide any opportunities."¹³

Land and property

15. As of August 2019, the Promoter has purchased 4 properties in the Parish of Ingestre, of which 3 are currently let and one is being refurbished prior to being advertised for rent.

¹² HS2 Community & Environment Fund and HS2 Business & Local Economy Fund website at <https://www.groundwork.org.uk/Sites/hs2funds/pages/hs2-community-and-business-funds-project-map>.

¹³ Page 16, paragraph 76 House of Commons Select Committee on High Speed Rail (West Midlands - Crewe) Bill Promoter's response to the Select Committee's Third Special Report of Session 2017 – 2019 found at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810733/high-speed-rail-select-committee-gov-response-3rd-report.pdf.

HOUSE OF LORDS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Ingestre with Tixall Parish Council

PETITION NO: HS2-HOL-027

PARAGRAPH NO: 6 – 7

ISSUE RAISED: Parish Council requests and local hydrology

PETITION PARAGRAPH: 6. We are very concerned to find that most information provided to HS2 Ltd in previous communications has been ignored. This is partly because consultations responses are combined in a report which just summarises the main points raised, losing much of the specific details.

e.g. We have consistently said that the deep cutting should be called Hanyards Cutting and not Brancote Cutting. This error is no doubt due to HS2 using an incorrect Google Map which wrongly showed Brancote Farm at Upper Hanyards. Brancote S cutting is actually N of Brancote. This will lead to considerable confusion for local contractors, and in the rare event of a major rail accident, e.g. terrorist activity, in the cutting would hinder the prompt arrival of emergency vehicles. More recently a utility compound has been name as Hanyards Compound, although it is nowhere near Hanyards.

7. HS2 Ltd has pursued a route alignment in our area that is more expensive to build, more environmentally damaging and which has greater impact on communities than available alternative alignments. Primarily because HS2 Ltd have refused to carry out an Appropriate Assessment to show that there would be no significant effect on the Pasturefields SAC. This would involve new borehole evidence, etc. and was very different from the Habitat Regulations Assessment (HRA) already carried out by HS2 with regard to the SAC. The BGS (January 2014) said: "The review of the information that has been presented leads us to conclude that each phase of investigation of the PSMSAC has built upon the previous phase. As a consequence alternative conceptual ground models have not been presented or tested. Furthermore, there has been little resolution in issues regarding the alleged deterioration in the quality of the PSMSAC, e.g. whether or not

leakage from the canal is diluting the emerging groundwater, the impacts of flooding of the River Trent and the source of nutrients that impact on biodiversity. Without this baseline data it is hard for anyone to predict the potential impact of the proposed HS2 construction along any of the proposed alignments."

We are concerned that provisions to mitigate community effects during construction have not worked well for Phase 1. It is important that there is an efficient procedure for us to report back problems which arise, especially if they arise from issues which we had previously identified to HS2. Some of the changes to the local hydrology may take a long time to become apparent

Route C has been routed so that it passed directly through the middle of a previously unrecognised historical inland salt marsh whose brine springs remain active today (and could well be linked with those at Pasturefields). HS2 has not carried out sufficient investigations to understand the complex hydrology in this area. The salt marsh part of the site is non-designated yet is potentially of national importance.

Apart from the corrosive nature of brine, it appears that HS2 Ltd has created for itself significant engineering challenges in maintaining track stability in the face of the loss of supporting ground amounting to several hundred cubic metres per annum.

The proposed northern balancing pond by Hoo Mill crossroads is positioned over a known culvert (roughly aligned from Lion Lodges to Nos 1&2 Hoo Mill Lane Cottages) that is part of the drainage system for the salt marsh, CT-06-213.

The map kindly forwarded by Mr Simon Dale-Lace - HS2 Hydrogeologist confirms that HS2 is not aware of any springs in the area around Lion Lodge Covert, contrary to the map previously sent to HS2 by Mr M.Woodhouse, which suggests the presence of springs near Congreves Plantation, Ingestre Village, Flushing Covert and at Salt spring Pool in Lion Lodge Covert:

In addition to these springs, we believe that the presence of the Tixall Fault has a significant effect on drainage in this area, and in particular its effect on Pasturefields SAC.

- an Appropriate Assessment of the effect on Pasturefields SAC is essential to determine if there would be any risk of an adverse impact arising from Route B.
- the creation of deep cuttings through sandstone aquifers, as in the vicinity of Upper Hanyards, has the potential to lower the water table to the detriment of the adjoining farmland and woodland.

We note that the solution to all the above problems would be for HS2 to adopt the less expensive and less environmentally intrusive route up the Trent Valley, which was originally favoured by HS2 technical advisors. The only reason we have been given for not using this route is that it required an appropriate assessment to ensure that it would not have a detrimental effect on Pasturefields SAC.

The British Geological Survey have pointed out none of the routes proposed by HS2 can be guaranteed not to have an effect on the SAC.

However, planning permission for a marina at Pasturefields has been passed, and there have been industrial development nearby, none of which appear to have had any effect on the SAC.

PROMOTER'S RESPONSE:

1. The Promoter's response on these issues are set out on pages 29-32 of the Promoter's Response Document issued for Petition No. HS2-P2A-000110 against the Bill in the House of Commons (a copy of which is attached at Annex A).

April 2018

**HIGH SPEED RAIL (WEST MIDLANDS -
CREWE) BILL**

**HOUSE OF COMMONS
SELECT COMMITTEE**

**Petition No. HS2-P2A-000110:
Ingestre with Tixall Parish Council,
St Mary's Ingestre Parochial Church
Council and
Friends of Ingestre Orangery**

Promoter's Response Document

INTRODUCTION

This Promoter's Response Document (PRD) forms the Promoter's response to Petition No. HS2-P2A-000110, from Ingestre with Tixall Parish Council, St Mary's Ingestre Parochial Church Council and Friends of Ingestre Orangery.

In this PRD, 'the Promoter' means the Secretary of State and HS2 Ltd acting on his behalf.

The purpose of the PRD is to advise you and the Select Committee of the Promoter's position in relation to the petitioning points raised. It is intended that the PRD will alleviate many of the concerns raised in the petition.

The Table of Contents overleaf lists the page number, petitioning points in the order they appear in the petition, and a summary statement of the issue(s) contained in the petition for quick reference. Other supporting material (e.g. reports, drawings and photographs) referred to in the response are attached where applicable.

Copies of the HS2 Phase 2A Information Papers referred to in the response can be found at

<http://www.gov.uk/government/collections/high-speed-rail-west-midlands-to-crewe-bill>.

Department for Transport
High Speed Two (HS2) Limited

BACKGROUND

Ingestre with Tixall Parish Council, St Mary's Ingestre Parochial Church Council and Friends of Ingestre Orangery ("the Petitioners") represent the residents and parishioners of Ingestre with Tixall. The route of the Proposed Scheme would run adjacent to Ingestre Park and through Ingestre Park Golf Club, with Pasturefields Salt Marsh Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) approximately 900m north of the route of the Proposed Scheme.

PETITION NO. HS2-P2A-000110

**INGESTRE WITH TIXALL PARISH COUNCIL, ST MARY'S INGESTRE PAROCHIAL
CHURCH COUNCIL AND FRIENDS OF INGESTRE ORANGERY**

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HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Ingestre with Tixall Parish Council, St Mary's Ingestre Parochial Church Council and Friends of Ingestre Orangery

PETITION NO: HS2-P2A-000110

PARAGRAPH NO: 1

ISSUE RAISED: Access, traffic and transport

PETITION PARAGRAPH: 1. It is essential that access to Ingestre via Hoo Mill crossroads is maintained 24/7 as it is the only public road access to the community. In the last 12 months there were 53 emergency calls to the ambulance service to Ingestre ST18 0RE, and this does not include Home Farm Court, 36 electors and Little Ingestre Barns, 19 electors, and not all residents are registered to vote.

Alternative emergency access could be obtained by repairing the surface of Trent Drive and the River Bridge, although there is some local opposition to this.

Similarly access to Ingestre Pavilion beyond Upper Hanyards Farm must be maintained 24/7, including for large Timber HGVs and Farm tractors and trailers.

We are concerned at the proposed use of Tixall road from Hoo Mill crossroads to Blackheath Lane for transfer of materials for HS2. The proposed temporary, additional passing places and road widening between Hoo Mill crossroads and Tixall Village do nothing to solve the problems between Tixall obelisk and the junction with Blackheath Lane.

Major adverse effects at The Blackheath Lane/Baswich Lane/Tixall Rd signals. Up to 90 HGVs exiting Hanyards Lane to try and join the queue at the traffic lights. Many of these will end up stuck across Tixall Rd and in the path of traffic turning left from Blackheath Lane when the lights change and they are not expecting another junction 22.4m away.

An alternative solution has been suggested by an Ingestre resident to have a temporary haul route from the A51 at

Pasturefields, across a couple of Bailey Bridges over the fields direct to HS2. This would remove the need to use Tixall Rd except, initially Hanyards Lane to Blackheath Lane.

An additional solution would be to replace the deep cuttings on either side of Upper Hanyards Farm with a cut and cover tunnel to reduce the amount of spoil to be transported away from the site.

PROMOTER'S RESPONSE:

1. The Promoter recognises that close co-operation with the emergency services would be required during the detailed design phase, the construction planning phase and during the construction phase. The Promoter would consider all aspects of safety during the construction, commissioning and operation of the railway and to ensure that through continuous consultation with the emergency services, accessibility would be assured where reasonably practicable through the design process and implemented during the construction and commissioning phases.

2. A range of traffic management measures would be utilised to mitigate the impact during construction of the Proposed Scheme. Prior to the commencement of the works, the nominated undertaker would ensure that a Route-wide Traffic Management Plan (RTMP) and Local Traffic Management Plans (LTMPs) would be produced in consultation with the highway and traffic authorities, emergency services and other relevant key stakeholders.

3. The LTMP(s) would include, as appropriate:

- site boundaries and the main access/egress points for worksites and compounds;
- temporary and permanent closures and diversions of highways; and
- the proposed traffic and construction vehicle management strategy.

4. The Promoter's planned future engagement with emergency services is set out in section 7.3 of HS2 Phase 2A Information Paper E3, Management of Traffic During Construction.

Highways and traffic: route-wide emergency service routes

5. Emergency vehicles are able to operate on a blue light system should the need arise and are able to circumvent other road traffic including queuing traffic and general traffic congestion, utilising manoeuvres they currently undertake. Measures set out in the draft Code of Construction Practice (CoCP)¹ are designed to reduce the

1

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/627182/E26_CT-003-000_WEB.pdf

effects of highway works and construction traffic. Specific liaison with the emergency services at a local level, through the relevant Local Traffic Liaison meetings, as well as specific meetings with the emergency services, are set out within the Route-wide Traffic Management Plan, prepared in accordance with the CoCP and discussed with the highway authorities along the Proposed Scheme's route as well as representatives of the emergency services.

6. Section 6.1 of HS2 Phase 2A Information Paper D10: Maintaining Access to Residential and Commercial Property During Construction states that where reasonably practicable, vehicular access would be maintained to residential and commercial premises.

Road access

7. If any highway structures do require remediation the nominated undertaker would take a pragmatic view and these repairs would be addressed before those routes come into use.

8. If any route is not suitable or the highway authority feel that a part of that route requires upgrade or renewal, the highway authority could offer a reasonable alternative along which to route construction traffic.

9. Where the highway network is damaged as a result of its on-going use by construction traffic which is associated with the Proposed Scheme, the protective provision in paragraph 15 of Part 1 to Schedule 32 of the Bill would apply. This requires the nominated undertaker to make good that damage or alternatively compensate the highway authority for the additional costs of doing so. This gives adequate protection to both the highway authority and other road users.

10. The nominated undertaker would carry-out a review of local highways intended to be used by its construction traffic. It is envisaged condition surveys would be carried out on local roads in a proportionate manner, the format and scope of which would be discussed with the highway authorities under the auspices of the Highways Sub-group of the HS2 Phase 2A Planning Forum (or its equivalent).

11. It is in the nominated undertaker's interests in terms of avoiding project delay that any necessary highway improvements or pre-strengthening work to bridges is carried out well in advance of the relevant construction route coming into use.

12. With regard to any detrimental effects of construction traffic on the network, Part 1 of Schedule 32 to the Bill includes a range of protective provisions relating to highways and traffic, including those in paragraphs 14 to 17 which require the nominated undertaker to make good and reinstate, to the reasonable satisfaction of the highway authority, any part of a highway that has been broken up or disturbed and requires the nominated undertaker to make good, or pay compensation for, any damage to a highway caused by or resulting from constructing the authorised works

or any act or omission of the nominated undertaker, its contractors, agents or employees whilst engaged upon such work.

13. This is explained further in HS2 Phase 2A Information Paper E3: Management of Traffic During Construction, HS2 Phase 2A Information Paper E4: Highways and Traffic During Construction – Legislative Provisions, and HS2 Phase 2A Information Paper D3: Code of Construction Practice.

Access to Ingestre Pavilion

14. The Environmental Statement (ES)² Volume 2 Community Area report for Colwich to Yarlet has not identified a significant impact to the access to the Pavilion at Ingestre during construction or operation. HS2 Phase 2A Information Paper D10: Maintaining Access to Residential and Commercial Property During Construction explains that where reasonably practicable, vehicular access would be maintained to residential and commercial premises.

15. The provisions of the Bill are reinforced by the CoCP, which would require the nominated undertaker to, where reasonably practicable, maintain public rights of way for pedestrians, cyclists and equestrians affected by the Proposed Scheme, including reasonable adjustments to maintain or achieve inclusive access.

17. The nominated undertaker would ensure that people with restricted mobility continue to have access to services and buildings where such access and services are temporarily disrupted during the construction works.

18. HS2 Phase 2A Information Paper E6: Private Means of Access sets out how the permanent effects of the Proposed Scheme on private means of access would be managed. Section 5 sets out that, in respect of access standards:

“5.1. The objective is to provide an accommodation access that is similar in width, surfacing and boundary treatment (e.g. gates and fencing) to the existing private means of access.

5.2. The detailed standards to be adopted at each location will be discussed with the affected landowner(s) as part of the compensation arrangements”

19. Works on the overbridge are expected to begin in the fourth quarter (Q4) of 2021 and last until Q2 2022. Works on the cutting are planned to start later - Q1 2022 and last until Q4 2024. This is shown in ES Volume 2 Community Area 2 Report, Figure 6 – Brancote South cutting satellite compound.

²

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/627562/E14_Volume_2_Community_Area_report_CA2.pdf

Route-wide construction traffic: management

20. The Promoter has already provided a general commitment in paragraphs 14.1.1 and 14.1.2. of the draft CoCP that:

“During construction works, the nominated undertaker will require that the impacts from construction traffic on the local community (including all local residents and businesses and their customers, visitors to the area, and users of the surrounding transport network) are minimised by its contractors where reasonably practicable.

The nominated undertaker will require that public access is maintained, where reasonably practicable, and appropriate measures will be implemented to ensure the local community, economy and transport networks can continue to operate effectively. Where this is not reasonably practicable, alternative measures shall be identified to maintain continual public access, especially for pedestrians and cyclists, to routes in the vicinity of the construction sites. The impact of road based construction traffic will be reduced by implementing and monitoring clear controls on vehicle types, hours of site operation, parking and routes for large goods vehicles.”

21. HS2 Phase 2A Information Paper E3: Management of Traffic During Construction, describes the consultation which is proposed in relation to the Management of Traffic During Construction:

“During construction, regular local traffic liaison meetings will be arranged with highway authorities, bus operators, taxi and trade representation (as appropriate), and the police - other emergency services will be included, as appropriate. These meetings will provide an opportunity for contractors to present proposals for future works affecting the highway, including methods of construction and proposed programme, and for a review of the associated traffic management requirements. This will allow the highway authorities to carry out their network co-ordination duties.

The nominated undertaker, as part of the requisite community liaison arrangements, will require contractors to communicate regularly with parties affected by the works. Local residents and businesses will be informed - appropriately and in advance - of the dates and durations of any closures of roads or public right of way, and will be provided with details of diversion routes at least two weeks in advance or when final details are available. Advance warning signs of road closures will be provided for users of roads and public of rights of way.”

22. Under the planning regime established under Schedule 17 to the Bill the nominated undertaker would be required to seek approval from the relevant qualifying authority for the use by large goods vehicles of any routes to and from a

working or storage site, a site where material will be re-used, or a waste disposal site (this does not apply to routes where the number of movements per day is 24 or less, nor to motorways and trunk roads or any part of the route beyond a motorway or trunk road). Any decision by the relevant qualifying authority to refuse an approval or apply conditions must be consistent with the requirements of paragraph (6) of Schedule 17, specifying legitimate grounds for refusal and conditioning. The grounds for the request for approval of a lorry route include, to prevent or reduce prejudicial effects on road safety or on the free flow of traffic in the local area, and are reasonably capable of being so modified. This is explained further in HS2 Phase 2a Information Paper B2: The Main Provisions of the Planning Regime.

Junction with Blackheath Lane

23. The ES Volume 5 Transport Assessment Part 2, section 8.4.53 reports that HS2 construction traffic would increase queuing and delay through this junction. Table 215 summarises the peak daily construction traffic flow, both in HGVs and total vehicles, on each link within Community Area 2 Colwich to Yarlet that is on a construction route. This shows that it is predicted that there would be a peak of 81 HGV vehicles in each direction on Tixall Road (between Holdiford Road and Hanyards Lane) and peak all vehicles at 521 vehicles in each direction. The Promoter is engaging with Staffordshire County Council to seek to reduce the impact at this location.

Blackheath Lane construction route

24. It is proposed to use Blackheath Lane, Tixall Road and Great Haywood Road for access into the Trent Embankment Satellite compound and the Brancote South Cutting Satellite compound. There are a number of constraints between the A518 Weston Road and the A51 Lichfield Road that a haul route needs to cross, including a railway, canal and river, thereby necessitating the use of the local road network. Nevertheless, where reasonably practicable material is proposed to be brought in via the A518 Weston Road and the A51 Lichfield Road to reduce the use of the local road network.

25. Peak HS2 construction HGV traffic volumes along these local routes (Blackheath Lane, Tixall Road and Great Haywood) would be relatively low, and for a short duration, and measures are proposed in the Bill to address constraints. The peak month flow would be no more than 104 HGV movements a day two-way on Blackheath Lane (with flows lower on Tixall Road and Great Haywood Road) or would be 10 movements an hour, or the equivalent of one movement in each direction every 12 minutes.

Highways: safety appraisal of haul routes (route-wide)

26. HS2 Phase 2A Information Paper E1: Control of Environmental Impacts, describes the powers contained within the Bill in relation to opening of an access onto a road:

"In order to construct the Proposed Scheme it will be necessary to construct new or alter existing accesses to the local road network. To control the impact of this on local traffic, local highway authorities will have an approval role. For the opening of an access onto, or the alteration of, a road at a place shown on the deposited plans the works must be carried out in accordance with plans and specifications approved by the highway authority. In addition, the local highway authority may require the access to be moved elsewhere within the Bill limits where that is reasonably capable of being done. If an access is required at a location other than that shown on the deposited plans, the consent of the highway authority is required, subject to its approval of plans and specifications."

Mitigating impacts of traffic on individuals and communities

27. The Promoter recognises that the impact of construction traffic on local roads is likely to be a particular concern for residents who live or work near the line of route. The Promoter is committed to ensuring that the adverse effects of such impacts are reduced, as far as reasonably practicable.

Replacement of deep cuttings with cut and cover tunnel

28. The ES Volume 2: Community area 2, Colwich to Yarlet reports on the route alignment at Ingestre Park Golf Club. During the development process since the announcement of the preferred route to Crewe in November 2015, further consideration has been given to the route of the Proposed Scheme as it passes through Ingestre Park Golf Club. There is a deep cutting in this location, and opportunities to reduce the depth and width of the cutting were considered in order to reduce the impact on the golf club and the wider landscape.

29. Four options were subject to a detailed appraisal where engineering and construction feasibility, cost and environmental impacts were considered, one of which was Option A5.3, where the route would pass to the south of Ingestre, on an embankment before entering a cutting approximately 1.6km in length, up to 108m in width and up to 15m in depth. This option has been refined from Option A5.0 to provide sufficient clearances at watercourse crossings to the north-west, and the Macclesfield to Colwich Line at the Great Haywood viaduct, to the southeast.

30. Option A5.3 was taken forward into the Proposed Scheme. Whilst Option A5.1 would provide greater environmental benefits, when compared to Option A5.3 the significant technical complexities associated with a cut-and-cover tunnel outweighed the environmental benefits.

31. Option A5.3 would require the permanent acquisition of land from Ingestre Park Golf Club for the alignment of the route, thereby impairing the operation of this facility. There would be an impact on the historic landscape character in the area,

most notably around Ingestre and Tixall. There would also be an impact on the setting of Ingestre Conservation Area (including Ingestre parkland) and a small number of listed buildings. This option would result in the loss of ecological habitat, including the southern tip of Lionlodge Covert, a local wildlife site featuring an inland salt meadow and with a potential impact on protected species. There would potentially be impacts upon the local groundwater regime resulting from the deep cutting, however there is sufficient clearance for a regular culvert, thereby avoiding the need for a drop inlet culvert.

32. The design of the Proposed Scheme has been the subject of extensive consideration both in the identification of the route and through the assessment in the ES. The options considered prior to deposit of the Bill in July 2017 are described in the ES, Volume 3, Route-wide effects report.

33. The Proposed Scheme is the result of years of design development and refinement, consultation and environmental assessment. When assessing the design requirements at a particular location the Promoter considers many different criteria, including engineering acceptability, environmental impacts, and cost as well as local geography.

34. Decisions on the provision of tunnels are taken on a case by case basis, not on the basis of comparisons with other sections of the route.

Request for a tunnel between Ingestre and Marston

35. During the development process since the announcement of the preferred route to Crewe in November 2015, further consideration has been given to the route of the Proposed Scheme as it passes Ingestre and Marston. Three tunnel options were considered at this location, and reported in section 2.5, of the Community Area 2 report, Volume 2, of the ES:

- Option A5.1: a cut-and-cover green tunnel at the Staffordshire County Showground, approximately 1.5km in length, including portals;
- Option A6.3a: a green tunnel at Hopton, approximately 700m in length, including portals; and
- Option A6.4: a cut-and-cover, to the south of Hopton, approximately 2.1km in length, including portals.

36. It was found that although the tunnel options described above would provide greater environmental benefits, on balance they were outweighed by the significant technical complexities associated with the introduction of a tunnel in this location.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Ingestre with Tixall Parish Council, St Mary's Ingestre Parochial Church Council and Friends of Ingestre Orangery

PETITION NO: HS2-P2A-000110

PARAGRAPH NO: 2

ISSUE RAISED: Noise effects

PETITION PARAGRAPH: 2. Increase in airborne noise from new train services both daytime and night-time in Ingestre and Tixall, probably 12/hr in both directions. Residents of Ingestre have paid higher house prices to be able to live in a quiet and peaceful location. This will no longer be the case.

Basis for assessment of noise levels in which the lower cut-off for the equivalent continuous power level is 50dB for daytime LAeq. The typical daytime LAeq is currently in the low 30's dB (as your measurements should confirm) so, even the lowest contour on your maps corresponds to a sound level in excess of 15dB above current background.

The plans show the difference between Day and Night noise, as the baseline at night is likely to be lower:

SV-02-106: More than 10dB - Possible major adverse effect: Lion Lodges (2), Hoo Mill Lane & Hoo Mill (5) Tixall Manor Farmhouse (1). Night 40-55dB and Day 50 -65dB, 5 – 10dB – Possible moderate adverse affect Tixall Farmhouse,(3) Tixall Court (12). Despite this none of these properties will qualify for sound mitigation because HS2 has set the bar so high for this.

We believe that in Ingestre and Tixall, there are 8 business properties, 106 residences and 1 church within 1 km of the proposed route. All will encounter noise as a result of the construction and operation of the proposed scheme.

Construction traffic is likely to cause adverse noise effects on occupants of residential dwellings adjacent to Tixall Road, and

Hanyards Lane, between the Proposed Scheme and Tixall Road

The HS2 line will require ongoing maintenance at night which will result in more disturbance for local residents, both from noise and lighting. Further evidence will be required to support this.

Ingestre Church is now a significant venue for concerts and any increase in noise levels would impact on this.

Request

Solutions to this would be to provide significant mitigation packages to the most severely affected homes and to provide a cut and cover tunnel in place of the deep cuttings on either side of Upper Hanyards Farm

A further solution is to provide adequate sound barriers on the viaduct and embankments.

PROMOTER'S RESPONSE:

1. The operational assessment of the Proposed Scheme takes into account both the route-wide and localised control measures proposed in the Environmental Statement (ES). The construction assessment takes into account the implementation of the draft Code of Construction Practice (CoCP) and localised control measures proposed in the ES. As the design progresses these proposals would continue to be reviewed to ensure that the Promoter's noise and vibration policy aims, set out in HS2 Phase 2A Information Paper E9: Control of Airborne Noise, HS2 Phase 2A Information Paper E10: Control of Ground-borne Noise and Vibration from the Operation of Temporary and Permanent Railways, HS2 Phase 2A Information Paper E11: Control of Noise from the Operation of Stationary Systems, HS2 Phase 2A Information Paper E12: Operational Noise and Vibration Monitoring Framework and HS2 Phase 2A Information Paper E13: Control of Construction Noise and Vibration, are met.

2. At Hoo Mill Lane (assessment location 12066), identified in the Petition, the Proposed Scheme is not likely to cause a significant adverse effect during construction or operation.

3. At the other properties identified in the Petition, Lion Lodges (assessment location 12071), Hoo Mill (assessment location 12284), Tixall Manor Farm (assessment location 12076), Tixall Court (assessment location 12075) and Tixall Farmhouse (assessment location 12078), the Proposed Scheme is not likely to cause an adverse effect during construction and is not likely to cause a significant adverse effect during operation.

4. The Promoter's policy on assessing and controlling the noise and vibration impacts represent its interpretation of the Government's Noise Policy Statement for England (NPSE). The Promoter's setting of values for effect levels had due regard to established practice, research results, guidance in national and international standards, guidance from national and international agencies and independent review by academic, industry and Government employees. They have also been subjected to further independent scrutiny during Parliamentary proceedings and are provided as draft route-wide assurances for the Proposed Scheme.

Construction noise assessment

5. The Lowest Observed Adverse Effect Levels (LOAEL) set by the Promoter include 65 dB for the 0800-1800 LpAeq at the façade and 45 dB for the 1 hour LpAeq at the façade during 2200-0700 to assess the impact of airborne noise caused by the construction of the new railway on permanent residential buildings. The use of these parameters, and the values assigned to them have been derived with consideration of the British Standard BS5228: Code of practice for noise and vibration control on construction and open sites. As required by Government noise policy all reasonable steps would be taken so that these levels are not exceeded. Further details can be found in HS2 Phase 2A Information Paper E13: Control of Construction Noise and Vibration.

6. Dwellings where the noise level during the operation of the railway are predicted to exceed the Significant Observed Adverse Effect Levels (SOAEL) have been identified individually in the ES as being likely to experience a significant operational adverse noise effect. This is an indication that noise insulation would be offered as a means of aiming to avoid any significant noise adverse effect on the health and quality of life of those living there caused by airborne construction noise.

Operational noise assessment

7. The LOAELs set by the Promoter include 40 dB for the 2300-0700 LpAeq and 60 dB for the LpAFmax (façade) to assess the impact of airborne noise caused by the operation of the new railway on permanent residential buildings. The second of these parameters is used to assess the impact of noise from individual train pass-bys. The use of these parameters, and the values assigned to them have been derived with consideration of the WHO guidelines for community and night noise. As required by Government noise policy all reasonable steps would be taken to design, construct, operate and maintain the operational railway so that these levels are not exceeded. Further details can be found in HS2 Phase 2A Information Paper E9: Control of Airborne Noise.

8. Dwellings where the noise level during the operation of the railway are predicted to exceed the SOAEL have been identified individually in the ES as being likely to experience a significant operational adverse noise effect. This is an indication that noise insulation would be offered as a means of aiming to avoid any significant noise

adverse effect on the health and quality of life of those living there caused by airborne operational noise.

Lighting impact

9. As set out in section 5.4 of the draft CoCP:

“Site lighting and signage will be provided to enable the safety and security the construction sites. Lighting will be provided at the minimum luminosity necessary and use low-energy-consumption fittings.”

Replacement of deep cuttings with cut and cover tunnel

10. The design of the Proposed Scheme has been the subject of extensive consideration both in the identification of the route and through the assessment in the ES. The options considered prior to deposit of the Bill in July 2017 are described in the ES, Volume 3, Route-wide effects report.

11. The Proposed Scheme is the result of years of design development and refinement, consultation and environmental assessment. When assessing the design requirements at a particular location the Promoter considers many different criteria, including engineering acceptability, environmental impacts, and cost as well as local geography.

12. Decisions on the provision of tunnels are taken on a case by case basis, not on the basis of comparisons with other sections of the route.

13. In the majority of cases the locations of tunnels in the Phase One Scheme do not directly compare to the areas along the Proposed Scheme, and were proposed to avoid heavily built up areas of London and parts of the protected landscape of the Chilterns Area of Outstanding Natural Beauty (AONB) that are directly impacted by the scheme.

Request for a tunnel between Ingestre and Marston

14. Please see the Promoter’s response to paragraph 1 of the Petition.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Ingestre with Tixall Parish Council, St Mary's Ingestre Parochial Church Council and Friends of Ingestre Orangery

PETITION NO: HS2-P2A-000110

PARAGRAPH NO: 3

ISSUE RAISED: Vibration

PETITION PARAGRAPH: 3. Effects of vibration, during construction. Numerous listed buildings are within a few hundred metres of the route, e.g. Grade I listed church of St Mary the Virgin, Ingestre, 400m from the area of the works; Ingestre Hall (Grade II*) is closer, at 350m and Ingestre Pavilion (Grade II) closer still at 150m. All in proximity to the substantial Hanyards Cuttings, nearly 20m deep, in hard sandstone. While not expected, until geological surveys have been conducted, there is a possibility that blasting might be required if particularly tough ground conditions are encountered.

There is particular concern on the effects of any vibration on the above Listed Buildings which have no substantial foundations.

PROMOTER'S RESPONSE:

Heritage assessment

1. As part of the Environmental Statement (ES), assessments of the impacts and likely significant effects on heritage assets arising from the construction and operation of the Proposed Scheme have been undertaken within the Colwich to Yarlet area. The Ingestre Conservation Area (COY049) contains the heritage assets Ingestre Hall and Ingestre Pavilion. The ES reports a temporary moderate adverse impact of construction on this area and a permanent moderate adverse impact of operation on this area. The ES reports no effect of operation or construction on the Church of St Mary, Ingestre (COY061). Further information relating to cultural heritage can be found in Volume 5: Technical appendices, Cultural Heritage impact assessment table, Colwich to Yarlet (CH-003-002).

Heritage: route-wide ground settlement and vibration

2. Construction of the Proposed Scheme would require a range of underground works. HS2 Phase 2A Information Paper C14: Ground Settlement sets out the Promoter's approach to assess and reduce as far as reasonably practicable any ground settlement that could result from underground works.

3. Buildings, including listed buildings, which may be affected by structural excavations carried out by the nominated undertaker are assessed using a three phase process similar to that developed on other projects including the Jubilee Line Extension, HS1 and Crossrail. This three-phase process is set out in HS2 Phase 2A Information Paper C14: Ground Settlement.

4. The Scope and Methodology Report, Volume 5, of the ES sets out the method of assessment for Cultural Heritage. This sets out the key aspects of the Proposed Scheme for this topic including the consideration of:

- increased noise effects upon heritage assets at some locations where tranquility may be a consideration; and
- vibration effects upon heritage assets during both construction and operation.

5. Vibration effects on buildings are concerns that are also raised from time to time. These phenomena are well understood and it is possible to design out such effects. There is further detail in the Environmental Statement: Sound, noise and vibration: methodology, assumptions and assessment (route-wide) (see: Volume 5 appendix SV-001-000, ES 3.5.0.10).

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Ingestre with Tixall Parish Council, St Mary's Ingestre Parochial Church Council and Friends of Ingestre Orangery

PETITION NO: HS2-P2A-000110

PARAGRAPH NO: 4

ISSUE RAISED: Visual effects

PETITION PARAGRAPH: 4. The Viaduct with noise barrier and Brancote/Hanyards North Cutting will be an unacceptable visual intrusion on this historic landscape, especially the Staffs & Worc Canal Conservation Area and Tixall Conservation Area and Listed Buildings. The visual impacts of the static components of the railway will be (and need to be) assessed completely differently from the dynamic components – i.e. the trains. The visual impact of the viaduct and its noise barriers can be reduced by using transparent noise barriers as in Holland and by having a sandstone effect over the concrete structure. The National Trust is particularly concerned at the visual impact from Hadrians Arch.

We are strongly opposed to joining Ingestre Wood to Lamberts Coppice as we wish to maintain the historic view across the deerpark, at this site known locally as Hell's Gate.

The EIA notes a medium adverse impact and moderate adverse significant effect for the Ingestre Conservation Area. Trent N embankment and Hanyards S cutting will introduce noise into this quiet rural setting. Outward and inward views from Ingestre Park's historic perimeter and buildings and its historic relationship with Tixall Park to the south. Construction activity will last about 3 years, and will be visible from the eastern boundary of the Ingestre Conservation Area. We strongly disagree that Ingestre Conservation Area is only an asset of moderate value, and are concerned at the significant adverse impact and effect HS2 will have on it.

The remnant Golf Course directly in front of Ingestre Hall, will become wasteland possibly ripe for development as a brownfield site.

Absence of controlled flight zones associated with any civil or military airports in the area, makes this part of the UK a hotspot for recreational air-borne activities: - hot-air ballooning and other enterprises offering: gliding, hang-gliding and micro-light opportunities for the enthusiast and public alike. HS2, and the construction phase in particular, will create an enormous and unnatural linear scar in the landscape, visible for miles, that will seriously degrade the pleasure currently enjoyed by this group of people.

PROMOTER'S RESPONSE:

Triumphal Arch

1. The Promoter believes that where references are made to Hadrians Arch in the Petition, the Petitioners are referring to Shugborough Triumphal Arch (COY036). The Shugborough Triumphal Arch is an asset of high value and would be subject to a change in its setting. Works associated with the construction of the Great Haywood viaduct and the Trent South and the Trent North embankments would be present in important outward views, albeit partly masked by trees and at a distance of approximately 1.7km, and the impact is therefore not expected to be significant. Once constructed, the Great Haywood viaduct and the Trent South and Trent North embankments would be visible in outward views, albeit partly masked by trees and at a distance of approximately 2.2km. Construction and operation of the Proposed Scheme could result in a permanent moderate adverse effect respectively.

Ingestre Wood and Lamberts Coppice

2. Connecting Ingestre Wood with Lambert's Coppice would compensate for the loss of ancient woodland including native broadleaved woodland and help maintain the structure and function of both of these AWI sites.

Ingestre Conservation Area

3. Ingestre Conservation Area (COY049), an asset of moderate value, would be subject to a temporary change in its setting. The most significant elements of its setting include outward and inward views from Ingestre Park's historic perimeter and the key buildings associated with it, as well as its historic relationship with Tixall Park to the south. Construction activity would be visible from the eastern boundary of the conservation area during the construction of the Trent North embankment and the Brancote South cutting and would introduce noise into its quiet rural setting. This would constitute a medium adverse impact and a moderate adverse significant effect. Construction activity would take place over approximately three years.

4. Ingestre Conservation Area (COY049) would be subject to a permanent change in its setting. The Conservation Area has relatively few significant outward or inward

views, with the core of the estate being largely masked by trees. The route of the Proposed Scheme, together with overhead line equipment, noise barriers, security fencing and mitigation planting would be in full view from the asset at these locations. The Tixall Bridleway 0.1628 accommodation overbridge would also be visible. However, the core area around Ingestre Hall, St Mary's Church and the stables would remain largely unaffected, as only limited, distant views of the Proposed Scheme would be apparent and change in noise would be insignificant. Taken together, these changes would constitute a medium adverse impact and a moderate adverse significant effect. Options including a cut and cover tunnel have been considered with reference to Ingestre Conservation Area.

Golf course

5. Ingestre Park Golf Club has petitioned against the Bill separately and the Promoter is working with the Club in respect of their issues.

Design: Standards, quality, integration with landscape (route-wide)

6. HS2 Phase 2A Information Paper D1: Design sets out the Promoter's general design policy for the Proposed Scheme which includes aesthetics and quality. As stated in paragraph 3.1 of the Information Paper, the Promoter and the nominated undertaker will seek to ensure that:

- "the design is safe, efficient, and meets with the requirements of whole life operation and maintenance alongside initial buildability;
- the design contributes to the government's pursuit of sustainable development, as set out in the National Planning Policy Framework, which involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life;
- the design of all visible elements of the built and landscaped environment in both rural and urban areas are sympathetic to their local context, environment and social setting;
- the design cohesion is achieved through a strong aesthetic ethos and a recognisable architectural language;
- the design is developed through engagement to seek peoples' views and ideas on the aesthetic design of the visible buildings and permanent structures;
- the design has a culture of cost awareness to give cost/quality decisions which achieve best value for the funders;
- the design innovation is encouraged to generate best value to funders, users and those affected by the railway; and
- the design considers the passenger experience."

7. The design of the Proposed Scheme would be developed in line with the 'HS2 Design Vision', which sets out the Promoter's aspiration for design and details how the Promoter can deliver value for money by through high quality design and construction.

8. HS2 Phase 2A Information Paper D1: Design, explains the Promoter's approach to design development how engagement with planning authorities is critical to the design development process, and would continue as the process moves forward, with the Promoter engaging on detailed design:

"Detailed design and role of Planning Authority

The design of the Proposed Scheme to date provides the level of detail necessary for the purposes of the Bill and the requirements of the Environmental Impact Assessment in accordance with the Standing Orders of Parliament. The level of detailed design necessary to enable the Proposed Scheme to be constructed has yet to be carried out and, although detailed design development may commence as the Bill progresses through Parliament, it will not be completed until after the Bill has secured Royal Assent. Once the design is complete the nominated undertaker will need to apply for approval of the detailed design of a range of elements of the Proposed Scheme from planning authorities along the route, as set out in the planning regime of the Bill.

This will ensure that although deemed planning permission for the Proposed Scheme is granted by Parliament, planning authorities will be able to ensure that the design of permanent structures fit into the local environment.

A planning authority that becomes a qualifying authority under Part 2 of Schedule 17 will be required to approve plans and specifications for matters such as buildings, viaducts, and road vehicle parks, terracing, cuttings, embankments and other earthworks, fences, walls or other barriers, transformers, telecommunication masts, pedestrian access to the railway line, artificial lighting, waste and spoil disposal and borrow pits.

The planning authority can only refuse to approve (or impose conditions in respect of) the plans and specifications on the grounds specified in Schedule 17.

Engagement on detailed design

Ongoing engagement with planning authorities is critical to the design development process. It will ensure the detailed design of the Proposed Scheme has regard to planning authority aspirations, and fits within the local environment. With regard to other common design elements such as viaducts, bridges and retaining walls, the Phase 2A Planning Forum will consider common designs for certain structures. Discussions between the nominated undertaker and the relevant planning authority will determine the appropriateness of the common designs to the local environment.

The Planning Memorandum provides the commitment that the nominated undertaker will engage in pre-submission discussions with planning authorities,

whenever reasonably practicable. Recognising constraints on local planning authority resources, the Department for Transport has agreed the principle of funding pre-submission discussions with local planning authorities. The details of these funding arrangements are yet to be determined, and will be discussed at the Planning Forum."

Design panel

9. The Independent Design Panel has been set up to support the Promoter's ambition for design excellence. This would ensure that designs of large structures, stations, and other related design aspects of the new railway complement local aspirations and contribute to the natural and built environment. The Design Panel would assist the Promoter through advice, and the Promoter would work in partnership with a range of organisations, including planning authorities. The aim would be to deliver a high standard of design that is also cost-effective and sustainable.

10. The Promoter considers that there are sufficient mechanisms for local authorities to be adequately engaged on the detailed design of the railway. The planning regime established under Schedule 17 to the Bill is similar to that used by other hybrid Bill projects. It is explained further in HS2 Phase 2a Information Paper B2: The Main Provisions of the Planning Regime. Given the design panel, design policy and engagement on design outlined above in relation to the detailed design stage, the Promoter does not consider it necessary to agree to a further design manual or code.

Landscape: temporary works

11. As explained in HS2 Phase 2A Information Paper B2: The Main Provisions of the Planning Regime, the nominated undertaker would be bound by the Environmental Minimum Requirements (EMRs). The draft Code of Construction Practice (CoCP) and the draft Environmental Memorandum, part of the EMRs, include control measures for managing construction impacts on landscape and ecological features. HS2 Phase 2A Information Paper E1: Control of Environmental Impacts, sets out the controls contained in the Bill and in general legislation which, along with undertakings given by the Secretary of State, would ensure that impacts which have been assessed in the ES would not be exceeded.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Ingestre with Tixall Parish Council, St Mary's Ingestre Parochial Church Council and Friends of Ingestre Orangery

PETITION NO: HS2-P2A-000110

PARAGRAPH NO: 5

ISSUE RAISED: Impacts on the communities of Ingestre and Tixall

PETITION PARAGRAPH: 5. It is still not clear how rail services from Stafford will alter when HS2 is operational. It has been suggested that there will be considerably fewer trains to London with marginally shorter journey times than at present.

HS2 has not included Ingestre Stables equestrian training and examination centre (which is a Riding for the Disabled registered and has a cafe) or Ingestre Community Open Space by Home Farm Court, in their list of Community Facilities in Ingestre

Failure to acknowledge the following businesses: Ingestre Lodges, New Stables, Four Units of self-catering accommodation, or Acorn Services, Birch Hall Farm, Ingestre, Vintage tractor parts; Car and Motorbike repair business on Trent Drive.

We strongly object to the exclusion of the very real issue of impacts on the community of generalised property blight. It is unacceptable to make a pretence of assessing health impacts while deliberately excluding the single most important contributing factor to anxiety/mental ill-health.

Potential Loss of Ingestre Park Golf Club and its social facilities

Adverse effect on local businesses/community facilities: Most vulnerable are Ingestre Hall and St Mary's church both of which have to stand alone financially and for which the peace, tranquillity and historic setting of the area are central to their ability to raise funds.

The workers camp would impact on Community Services at Gt Haywood such as Doctor's Surgery, Shops, etc. which are shared by residents of Ingestre and Tixall where there are none of these facilities.

Many of the houses purchased by HS2 which are being let have remained empty. This has a significant negative effect on the local community

PROMOTER'S RESPONSE:

1. The train service specification is a matter for the Department for Transport (DfT) and subject to change. It would develop further with the appointment of the West Coast Partnership, who would consult on behalf of DfT as part of their contract.

Community facilities in Ingestre

2. The Environmental Statement (ES) includes Ingestre Stables as one of a number of community resources within the Ingestre and Little Ingestre area. Details of this can be found in Volume 2, CA2: Colwich to Yarlet Report, Section 6.3.6 and Volume 5 Appendix: CA2 Community impact assessment (CM-001-002), section 2.9. The ES reports a minor adverse community effect on Ingestre and Little Ingestre, which is not considered to be significant.

3. Ingestre Community Open Space by Home Farm Court is not specifically referred to in the ES. It is not considered to be impacted by the Proposed Scheme.

4. The Promoter can confirm that the socio-economic assessment has taken account of the businesses identified, however as none of these businesses were assessed to have a significant effect (directly or indirectly) they were not reported in the ES.

Health assessment

5. The scope of the Health Assessment, as set out in the Volume 5: Scope and Methodology Report (SMR), includes the health and wellbeing effects associated with the construction and operation of the Proposed Scheme at a community and route-wide level. Therefore, the perceived health effects associated with property blight for individuals are not covered within the scope of the health assessment within the ES.

6. However, further information can be found in section 8.5.11 of the Volume 3: Route-wide effects report which considers the links between housing and health, relating to the quality and security of housing, and also to the effects of involuntary relocation.

Property schemes

7. The Promoter has published guidance on HS2 Property Schemes. Where a property is outside of safeguarding, there are a range of property schemes available to eligible owner-occupiers.

Rural Support Zone

8. The Promoter has, for several years, operated the Rural Support Zone (RSZ) that provides a choice for eligible owner-occupiers of properties up to 120 metres from the centre line of the tracks, to sell their property to the Government at its un-blighted value, or take an alternative cash payment if they prefer to stay. Note that the RSZ applies in rural areas where the route is not in bored tunnel. Full details of these schemes are set out in paragraph 3.1 of HS2 Phase 2A Information Paper C5: Generalised Blight.

Homeowner Payment Scheme

9. The Promoter has published proposals for the introduction of a Homeowner Payment (HOP) Scheme to be launched after the Phase 2A Bill receives Royal Assent. This Homeowner Payment Scheme would provide a cash payment to qualifying properties up to 300 metres from the centre of the track. Details can be found in paragraph 6 of HS2 Phase 2A Information Paper C5: Generalised Blight. All of this adds up to a comprehensive package of measures on top of the established statutory provisions, which can apply to assist rural and agricultural owners and occupiers where they do not have land taken.

Need to Sell scheme

10. The Promoter also appreciates that there may be a problem of generalised blight whereby it may become more difficult to sell properties on the market because of the possibility of the rail scheme, before the scheme is certain or before the compensation code can be applied or in areas to which the Compensation Code would not apply.

11. The Promoter has, for several years, operated the Need to Sell Scheme. This has no outer limits, whereby eligible property owners (which may include agricultural owners) can have their property acquired by the Government at un-blighted market value. See paragraph 4.1 of HS2 Phase 2A Information Paper C5: Generalised Blight. The Need to Sell scheme is available to owner-occupiers who can demonstrate that they have a compelling reason to sell their property but have been unable to do so, other than at a substantially reduced price, as a direct result of the announcement of the HS2 Phase 2A proposed route. The Need to Sell scheme has no outer limits, whereby eligible property owners (which may include agricultural owners) can have their property acquired by the Government at un-blighted market value. See paragraph 4.1 of HS2 Phase 2A Information Paper C5: Generalised Blight. The

Promoter does not consider it appropriate for those living above or near deep bored tunnels to be eligible for the full range of compensation schemes for Phase 2A. However, it is accepted that owner-occupiers of properties above deep-bored tunnelled sections of the route should be given the opportunity to make a case under the Need to Sell Scheme.

Community fund (CEF and BLEF)

12. In October 2014 the Promoter announced a new Community and Environment Fund (CEF) and Business and Local Economy Fund (BLEF) for the Phase 1 of the Proposed Scheme. A total of £40m was made available for these two funds. This fund is to add benefit over and above committed mitigation and statutory compensation to those communities and businesses disrupted by the construction of HS2.

13. An announcement was made on 25 January 2018 which included confirmation that £5m is to be made available for the Proposed Scheme, bringing the total funding pot to £45m for Phase One and Phase 2A combined. However, as was the case for Phase One, the £5m share of the funding would not be available for bids or administered by the Grant Management Body until Royal Assent of the High Speed Rail (West Midlands – Crewe) Bill.

14. Further information can be found in HS2 Phase 2A Information Paper C12: The Community and Environment Fund and Business and local Economy Fund.

15. Community groups, charities, local authorities, NGOs and business support organisations will be eligible to bid for grants. The funds are managed by Groundwork UK, an independent, existing Grant Management Body. For Phase 1, the funds opened for application on 8 March having launched at Royal Assent. Applicants must apply through the Groundwork website.

Community cohesion

16. The Promoter is very concerned about community cohesion and has put in place an engagement team to listen and respond to concerns of communities along the line of route of the Proposed Scheme.

27. In order to protect the integrity of individual properties and communities the Promoter is keenly aware of the need to actively maintain properties acquired through compensation schemes. Professionally managed companies have been appointed to undertake this specialist work on a route-wide basis under the direction of the Promoter's property team.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Ingestre with Tixall Parish Council, St Mary's Ingestre Parochial Church Council and Friends of Ingestre Orangery

PETITION NO: HS2-P2A-000110

PARAGRAPH NO: 6 – 7

ISSUE RAISED: Parish Council requests and local hydrology

PETITION PARAGRAPH: 6. We are very concerned to find that most information provided to HS2 Ltd in previous communications has been ignored. This is partly because consultations responses are combined in a report which just summarises the main points raised, losing much of the specific details.

e.g. We have consistently said that the deep cutting should be called Hanyards Cutting and not Brancote Cutting. This error is no doubt due to HS2 using an incorrect Google Map which wrongly showed Brancote Farm at Upper Hanyards. Brancote S cutting is actually N of Brancote. This will lead to considerable confusion for local contractors, and in the rare event of a major rail accident, e.g. terrorist activity, in the cutting would hinder the prompt arrival of emergency vehicles.

7. HS2 Ltd has pursued a route alignment in our area that is more expensive to build, more environmentally damaging and which has greater impact on communities than available alternative alignments. Primarily because they have refused to carry out an Appropriate Assessment to show that there would be no significant effect on the Pasturefields SAC. This would involve new borehole evidence, etc. and was very different from the Habitat Regulations Assessment (HRA) already carried out by HS2 with regard to the SAC. The BGS (January 2014) said: "The review of the information that has been presented leads us to conclude that each phase of investigation of the PSMSAC has built upon the previous phase. As a consequence alternative conceptual ground models have not been presented or tested. Furthermore, there has been little resolution in issues regarding the alleged deterioration in the quality of the PSMSAC, e.g. whether or not leakage from the canal is diluting the emerging groundwater,

the impacts of flooding of the River Trent and the source of nutrients that impact on biodiversity. Without this baseline data it is hard for anyone to predict the potential impact of the proposed HS2 construction along any of the proposed alignments."

We are concerned that provisions to mitigate community effects during construction have not worked well for Phase 1. It is important that there is an efficient procedure for us to report back problems which arise, especially if they arise from issues which we had previously identified to HS2. Some of the changes to the local hydrology may take a long time to become apparent.

Route C has been routed so that it passed directly through the middle of a previously unrecognised historical inland salt marsh whose brine springs remain active today (and could well be linked with those at Pasturefields). HS2 has not carried out sufficient investigations to understand the complex hydrology in this area. The salt marsh part of the site is non-designated yet is potentially of national importance.

Apart from the corrosive nature of brine, it appears that HS2 Ltd has created for itself significant engineering challenges in maintaining track stability in the face of the loss of supporting ground amounting to several hundred cubic metres per annum.

Proposed northern balancing pond by Hoo Mill crossroads is positioned over a known culvert (roughly aligned from Lion Lodges to Nos 1&2 Hoo Mill Lane Cottages) that is part of the drainage system for the salt marsh, CT-06-213 (See Fig). The map kindly forwarded by Mr Simon Dale-Lace - HS2 Hydrogeologist confirms that HS2 is not aware of any springs in the area around Lion Lodge Covert, contrary to the map above, previously sent to HS2 by Mr M.Woodhouse, which suggests the presence of springs near Congreves Plantation, Ingestre Village, Flushing Covert and at Saltspring Pool in Lion Lodge Covert:

In addition to these springs, we believe that the presence of the Tixall Fault has a significant effect on drainage in this area, and in particular its effect on Pasturefields SAC

- an Appropriate Assessment of the effect on Pasturefields SAC is essential to determine if there

would be any risk of an adverse impact arising from Route B.

- the creation of deep cuttings through sandstone aquifers, as in the vicinity of Upper Hanyards, has the potential to lower the water table to the detriment of the adjoining farmland and woodland.

We note that the solution to all the above problems would be for HS2 to adopt the less expensive and less environmentally intrusive route up the Trent Valley, which was originally favoured by HS2 technical advisors. The only reason we have been given for not using this route is that it required an appropriate assessment to ensure that it would not have a detrimental effect on Pasturefields SAC.

The British Geological Survey have pointed out none of the routes proposed by HS2 can be guaranteed not to have an effect on the SAC.

However, planning permission for a marina at Pasturefields has recently been passed, and there has been industrial development nearby, none of which appear to have had any effect on the SAC.

PROMOTER'S RESPONSE:

Renaming Hanyards cutting

1. Design elements are named following the HS2 Ltd "Naming consistency guidelines for design elements" and are used to provide consistency when referencing design elements on drawings and in documents.
2. Please refer to the Promoter's response to paragraph 1 of the Petition regarding route-wide and local traffic management plans. Further information can be found in HS2 Phase 2A Information Paper E3: Management of Traffic During Construction.
3. Please also note that construction traffic would not be able to access the cutting via the local road network.

Phase 2A route selection

4. As set out in the Volume 5: Alternatives Report (Technical Appendices) of the Environmental Statement (ES), constructing the Proposed Scheme to the south of Pasturefields Special Area of Conservation (SAC) and SSSI became the basis for the initial preferred route and later the 2013 consultation route. Whilst there were a number of factors that influenced this as the preferred route corridor (including

engineering and other sustainability related drivers), the avoidance of impact on the northern catchment associated with Pasturefields SAC was a key consideration.

5. Other key sustainability constraints for alternative options to both the north and south of Pasturefields SAC and SSSI included community impacts (property demolitions around Salt, Cotes Heath and Cranberry), Sandon Park (Registered Park and Garden), the Ministry of Defence Stafford development site, the Norton Bridge Junction upgrade scheme and Hopton Registered Battlefield.

Pasturefields Salt Marsh Special Area of Conservation (Pasturefields Salt Marsh SAC)

6. A Habitats Regulations Assessment (HRA) screening report was undertaken for Pasturefields Salt Marsh SAC as part of the HS2 Phase 2 Appraisal of Sustainability (2013). The HRA screening report considered the potential construction and operational effects from the Proposed Scheme on the Pasturefields Salt Marsh SAC due to hydrological effects. The report concluded that the chosen route would have no likely significant effect on the site. The report has been shared with Natural England and the Environment Agency, the statutory organisations responsible for ensuring the adequate protection of the site, who both agreed with the findings of the HRA report.

7. The Promoter has consulted with Natural England and the Environment Agency on the Envireau report, submitted to the Promoter in June 2017, and agreed to consider the additional information and publish the findings report.

8. After detailed consideration of the points raised in the Envireau report and consideration of mitigation measures, it remains HS2 Ltd's view that no potential impacts on Pasturefields Salt Marsh SAC have been identified, and therefore the original conclusion that there are no likely significant effects on the SAC due to the Proposed Scheme remains. Natural England and the Environment Agency were consulted on the findings of the report and were supportive of its conclusions. This report was shared with Ingestre Parish Council in December 2017.

The Code of Construction Practice (CoCP)

9. The draft CoCP explains that reasonable precautions would be taken during the design and construction of the Proposed Scheme to identify, protect and maintain groundwater quality, quantity and flow regimes. Section 16.4 of the draft CoCP states that:

"The nominated undertaker will require surface water and groundwater monitoring plans to be implemented as part of the lead contractors.

The nominated undertaker will require its contractors to consult the EA regarding water quality, flow and level monitoring to be undertaken for

watercourses and groundwater that will be affected by construction works or discharge of surface water run-off."

Information on spring locations

10. The plan referred to by the Petitioner was provided by the Staffordshire Wildlife Trust to the Promoter, and entitled "Lionlodge Covert" (92/84/70). The salt spring location identified in the plan have been included within the baseline assessment of the Proposed Scheme. In preparation of the Environmental Impact Assessment (EIA) of the Proposed Scheme, a number of site visits and surveys were undertaken to inspect the drainage systems and potential spring features in the vicinity of Lionlodge Covert. Further surveys are proposed as land access becomes available and route-wide ground investigation would allow for a detailed hydrogeological characterisation of the area. This would inform the design of the mitigation measures, including local re-establishment of spring features nearby.

Effect of deep cuttings through sandstone aquifers

11. The proposed North Trent embankment would transition into the Brancote South cutting to the west of Lionlodge Covert Local Wildlife Site (LWS) and approximately 1km south-west of Pasturefields Salt Marsh SAC. The cutting would be approximately 1.5km in length. Travelling from east to west, the cutting would be in low permeability Mercia Mudstone Group for 795m and only penetrate the Sherwood Sandstone Group in the latter half of its extent. The cutting would extend to a maximum depth of 13.3m below ground level within the Sherwood Sandstone Group. Whilst these depths are approximate, they are based upon likely maxima and are therefore precautionary. More accurate depths would be confirmed in future during preliminary ground investigation, during detailed design and in consultation with the Environment Agency.

12. A reasonable worst case assessment on the potential impact on groundwater from the Brancote South cutting was considered, and reported in the ES. As reported in Community Area 2 Water Resource Assessment, Volume 5 of the ES, the assessment concludes that the maximum likely drawdown of groundwater level within the Sherwood Sandstone Group at the Brancote South cutting would be 3.3m and that this would gradually diminish over a distance of approximately 25m. The precise impacts on local groundwater levels would be further investigated at the detailed design stage of the Proposed Scheme, and would include focused ground investigation. Potential impacts to local groundwater may therefore be less than reported due to the precautionary nature of the assessment.

Detailed design

13. The Promoter has proposed a range of potential mitigation measures designed to protect the water environment. No specific measures are currently envisaged as being necessary at Brancote South cutting. However, if, following the preliminary

ground investigation, it is concluded that additional mitigation should be needed at the Brancote South cutting, then these measures could be incorporated during the detailed design stage of the Proposed Scheme. The measures could be put in place as advanced works, before any potential harm could arise. The design of these measures may require further ground investigation to support and build on the findings of the preliminary ground investigation.

Construction: engagement

14. The Promoter has already made a commitment in the draft CoCP to engage further with local communities on construction matters. Paragraph 5.1.1 of the draft CoCP requires the nominated undertaker and its contractors to produce and implement a stakeholder engagement framework and provide appropriately experienced community relations personnel to implement this.

15. The Community Engagement Framework would detail how local people would be informed in advance of work taking place in their area, including, for example, providing details of any closures to roads or rights of way and details of the working hours applicable. A community helpline staffed 24 hours, 7 days a week would be available during the construction period to handle enquiries from the public. There would also be a small claims procedure to ensure that local people are compensated quickly for any damage to their property caused by the nominated undertaker or its contractors.

16. As the draft CoCP sets out, the nominated undertaker must take reasonable steps to engage with the community, particularly those who may be affected by construction impacts including local residents, businesses, land owners and community resources, taking into account any specific needs of protected groups (as defined in the Equalities Act 2010).

17. Regular meetings would be held in community area locations between the lead contractor, the nominated undertaker, the local authority and representatives of the local community or other stakeholders to discuss construction issues and the forthcoming programme of works. Experienced support for local businesses, landowners and voluntary and community organisations that may be affected by the works would be provided by the nominated undertaker.

April 2019

**HIGH SPEED RAIL (WEST MIDLANDS -
CREWE) BILL**

**HOUSE OF COMMONS
SELECT COMMITTEE**

**Petition No. HS2-AP2-021:
Ingestre with Tixall Parish Council**

Promoter's Response Document

INTRODUCTION

This Promoter's Response Document (PRD) forms the Promoter's response to Petition No. HS2-AP2-021, from Ingestre with Tixall Parish Council.

In this PRD, 'the Promoter' means the Secretary of State and HS2 Ltd acting on his behalf.

The purpose of the PRD is to advise you and the Select Committee of the Promoter's position in relation to the petitioning points raised. It is intended that the PRD will alleviate many of the concerns raised in the petition.

The Table of Contents overleaf lists the page number, petitioning points in the order they appear in the petition, and a summary statement of the issue(s) contained in the petition for quick reference. Other supporting material (e.g. reports, drawings and photographs) referred to in the response are attached where applicable.

Copies of the HS2 Phase 2A Information Papers referred to in the response can be found at
<http://www.gov.uk/government/collections/high-speed-rail-west-midlands-to-crewe-bill>.

Department for Transport
High Speed Two (HS2) Limited

BACKGROUND

Ingestre with Tixall Parish Council represent the parishioners of Ingestre with Tixal. The Proposed Scheme is adjacent to Ingestre Park and passes through Ingestre Park Golf Club, with Pasturefields Salt Marsh Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) approximately 900m to the north of the route.

In April 2018 the Petitioners were sent a PRD for their petition against the Bill (Petition No. HS2-P2A-000110) attached at Annex A. The Petitioners appeared before the House of Commons Select Committee on 15 May 2018.

PETITION NO. HS2-AP2-021

INGESTRE WITH TIXALL PARISH COUNCIL

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ATTACHMENTS

Title	
Annex A	Promoters Response Document for Petition No. HS2-P2A-000110

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Ingestre with Tixall Parish Council

PETITION NO: HS2-AP2-021

PARAGRAPH NO: 1, Requests 1a, 1b, 1c

ISSUE RAISED: Traffic

PETITION PARAGRAPH: 1. Residents of Ingestre will be subjected to significantly increased traffic because of the additional utility compounds at:

- Trent North
- Hanyards Lane
- And the construction of the temporary roundabout at Hoo Mill crossroads

The Name Hanyards Lane Compound is confusing. The bottom of Hanyards Lane is 4.5 miles away by road and further 1.5 miles to the top of the lane.

Requests

1a. We would like to see a permanent improvement in road safety at these crossroads, e.g. a permanent roundabout or improved visibility splay.

1b. There is a problem along Ingestre Park Road/BOAT 1 as there is nowhere for pedestrians, especially with pushchairs, etc. to be safe from the traffic. The fields are cultivated right up to the edge of the road. We would like to have a footway installed from the entrance to Ingestre Manor Farm to Home Farm corner - taking off a sliver of land from that proposed for the extension of the Golf Club.

1c. Hanyards Lane compound should be renamed Lion Lodge Compound

PROMOTER'S RESPONSE:

1. The Promoter has noted the Petitioner's concerns in relation to traffic. The Promoter is in an on-going dialogue with the Petitioner in relation to this issue.

Trent North Utility Compound

2. Section 5.9 of the Supplementary Environmental Statement 2 (SES2) and Additional Provision 2 Environmental Statement (AP2 ES) Volume 2, Community Area 2 (CA2), Colwich to Yarlet report¹, explains that the Trent North Utility Compound would be provided for the management of the National Grid 1,050mm diameter gas pipeline diversion works. The utility diversion works would be undertaken prior to the main construction works, over a nine month period commencing in 2021. The estimated duration of the busy period is 1 month. During the busy period the average daily combined two-way vehicle trips would be 23-30 cars/LGV's and 78 HGV's.

Hanyards Lane Utility Compound

3. The SES2 and AP2 ES Volume 2, CA2 report² explains in section 2.2.52 that a new utility compound would be provided for the management of the British Pipeline Agency fuel pipeline diversion works. Hanyards Lane Utility Compound would be operational for nine months, commencing during 2021, and would support an average of 15 workers per day (20 workers at peak times). Access to the new compound would be from Great Haywood Road via Ingestre Park Road and along shared access with Ingestre Park Golf Club and the A518 Weston Road and site haul route. The estimated duration of the busy period is 3 months. During the busy period the average daily combined two-way vehicle trips would be 23-26 cars/LGV's and 23-28 HGV's.

Hoo Mill Roundabout construction

4. The Hoo Mill cross road is at the intersection of Ingestre Park Road, Hoo Mill Lane, Mill Lane, and Great Haywood Road. The original scheme provided a temporary roundabout which would be constructed at this junction to connect to the site haul route and the Trent North Embankment Satellite Compound. As part of the original scheme there would also be works to Great Haywood. See Table 6: 'Summary of AP2 engineering amendments' in the SES2 and AP2 ES Volume 2, CA2 report³.

5. Since submission of the Bill, a review of construction working areas and construction vehicle movements in this area has identified the temporary requirement for an additional 0.4ha of land at the junction of Tixall Road and Great

¹ See section 5.9

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/775952/J11_HS2_Phase_2a_AP2_ES_Volume_2_CA2_Colwich_to_Yarlet.pdf

² See 2.2.52

³ See section 4.2.1

Haywood Road, south of the Great Haywood viaduct. This would be to enable the relocation of the temporary roundabout 40m further south-east of its location within the original scheme, away from the piers supporting the Great Haywood viaduct. See Map CT-05-212, C7 to B7 in the SES2 and AP2 ES, Volume 2, CA2 Map Book⁴, and section 5.8 in the and AP2 ES Volume 2, CA2 report.

6. Please refer to the assurance the Promoter sent to the Petitioner on 29 March 2019 in relation to the Hoo Mill Lane roundabout:

“1.1 Recognising that Ingestre and Tixall Parish Council would like the temporary roundabout proposed in the Bill at Hoo Mill Lane and shown on Map Number CT-05-212 in the CA2 Colwich to Yarlet Map book, in Volume 2 of the Environmental Statement (“the Temporary Roundabout”) to be made permanent, the Promoter will require the nominated undertaker to design and construct the works to provide the Temporary Roundabout in a manner that does not preclude this subject to the satisfaction of the conditions in paragraph 1.2.

1.2 The conditions in paragraph 1.1 are:

- i. the nominated undertaker being satisfied that the permanent retention of the Temporary Roundabout can be delivered without the need for any additional land to that included within the limits of land to be acquired or used in the Bill; and
- ii. Staffordshire County Council securing the necessary consents and approvals to enable the permanent retention and adoption of the Temporary Roundabout, under relevant legislation prior to the Temporary Roundabout being removed by the nominated undertaker.

1.3 Nothing in this assurance shall require the Promoter or nominated undertaker to retain the works in paragraph 1.1 permanently or seek any powers or consents for the permanent retention of the Temporary Roundabout.”

Ingestre Byway Open to All Traffic (BOAT) 1

7. The additional land permanently required for the reconfiguration of Ingestre Park Golf Club (AP2-002-010) would be to the north-west of Lionlodge Covert LWS, crossing over and including powers over part of Ingestre Park Road and Ingestre Byway Open to All Traffic (BOAT) 1. See Map CT-06-213, F5 to CT-06-213-R1, D5 in the SES2 and AP2

⁴ HS2 Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement, Volume 2: Map book, CA2: Colwich to Yarlet
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779011/02_VOL2_J16_CA02_WATER.pdf

ES Volume 2, CA2 Map Book. BOAT 1 allows public right of way open to all traffic including pedestrian.

Compound name

8. Design elements are named following the HS2 'Naming consistency guidelines for design elements' and are used to provide consistency when referencing design elements on drawings and in documents. In earlier meetings with the Parish Council and residents, HS2 Ltd have explained that construction traffic would not be directed to Hanyards Lane. Construction traffic routes would be subject to route wide and local traffic management plans which would set out the permitted access routes for HS2 construction traffic and a list of roads which may be used by HS2 construction traffic in the vicinity of the site, including any restrictions.

9. HS2 Phase 2A Information Paper E3: Management of Traffic During Construction⁵, provides information on potential traffic management measures that can be implemented.

⁵ HS2 Phase 2A Information Paper E3: Management of Traffic During Construction
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779287/E3_Management_of_Traffic_During_Construction_v1.1.pdf

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Ingestre with Tixall Parish Council

PETITION NO: HS2-AP2-021

PARAGRAPH NO: 2, Request 2a

ISSUE RAISED: Ingestre Park Golf Club

PETITION PARAGRAPH: 2. We are concerned that loss of playing facilities for 15 months will result in the financial collapse of the golf club. Members will leave and go elsewhere in order to keep playing. Income from the Clubhouse facility will not be sufficient to maintain the club. As a result Ingestre and Tixall will then lose this important Community Asset, which provides the only licensed community space in the two parishes. The community is also greatly concerned about the future of the remnant of the golf course directly in front of the Grade II* Ingestre Hall. We worry about its potential use when it is no longer part of the golf course

Requests

2a. Alternative working plans from HS2 to minimise the time the Golf Course will not be available for play, e.g. to a maximum of 6 months, preferably during the winter.

PROMOTER'S RESPONSE:

1. The Promoter has sought powers within Additional Provision 2 to the Bill for land acquisition and planning on adjacent land at Ingestre to assist the Club to replace the holes that will be lost by the Proposed Scheme and provide the Club with the opportunity to relocate part of its course as soon as possible. If agreement can be reached with the Club, the Promoter would be prepared to fund the design and other works in advance of Royal Assent to the Bill in an effort to mitigate disturbance to the Club's operations. A cost effective reconfiguration would also allow the Club to continue as a community asset in Ingestre.

2. HS2 Ltd has met representatives of the Club on at least 10 occasions, 3 of which have taken place since their Select Committee appearance last year, on 30 August, 20 November and 29 January 2019. HS2 Ltd understand the Club has continued

aspirations to purchase land and obtain planning consent to relocate the whole course to a new site approximately one mile away in Tixall with a brand new club house and car park. HS2 Ltd and the Club have discussed the mechanism on how to produce cost estimates in order to inform cost comparison between the two options. In addition HS2 Ltd has agreed to allow the Club to draw down reasonable fees in order to fund their advisors. Further discussions on the way forward are planned with the Club before their petition is heard by the Select Committee.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Ingestre with Tixall Parish Council

PETITION NO: HS2-AP2-021

PARAGRAPH NO: 3, Request 3a

ISSUE RAISED: Hanyards Lane

PETITION PARAGRAPH: 3. There will be much increased traffic on Hanyards Lane, a single track lane. There are very few passing places, and at certain times in the farming calendar there is very heavy farm traffic, e.g. during silaging and harvesting.

Request

3a. Open up the direct haul route from Upper Hanyards to the A518 Weston Road as soon as possible.

PROMOTER'S RESPONSE:

1. The assurance offered to the Petitioner on 29 March 2019 states:

"1. Use of Hanyards Lane

1.1 During the construction of the Proposed Scheme the Secretary of State will require the Nominated Undertaker in so far as reasonably practicable, after taking account of the relevant factors referred to in paragraph 1.2 below, to seek to utilise any Relevant Site Haul Roads as a construction route for Large Goods Vehicles and Construction Vehicles between the public road network and the Compound for the purposes of mitigating the Nominated Undertaker's expected frequency and / or period of use of Hanyards Lane as a construction route for Large Goods Vehicles and Construction Vehicles between the public road network and the Compound.

1.2 The relevant factors referred to in paragraph 1.2 above are:-

1.2.1 compliance with all relevant approvals, permissions, undertakings and assurances regarding the operation and use of any Relevant Site Haul Roads; and

1.2.2. the safe, timely and economic delivery of the Proposed Scheme.”

High Speed Two (HS2) Limited

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[gov.uk/hs2](https://www.gov.uk/hs2)

Cllr Anne Andrews
2 The Hanyards
Tixall
Stafford
ST18 0XY

7 May 2019

Dear Cllr Andrews

HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL – ADDITIONAL PROVISION 2 - HOUSE OF COMMONS SELECT COMMITTEE: PETITION HS2-AP2-021 – INGESTRE WITH TIXALL PARISH COUNCIL

I am writing to you in my capacity as the Director of Hybrid Bill Delivery at HS2 Ltd, which is acting on behalf of the Promoter of the High Speed Rail (West Midlands-Crewe) Bill ('the Bill') currently before Parliament. I understand that Ingestre With Tixall Parish Council has a number of concerns about the impact of the proposals in Additional Provision 2 (AP2) to the Bill in the House of Commons and has submitted a petition on that basis.

Following conversations with my colleague Omar Deedat, I am writing to you, on behalf of the Secretary of State for Transport, to offer the Parish Council the following assurances:

"In these assurances:

"Additional Provisions" means amendments to the Bill introduced following deposit of the Bill into Parliament;

"Additional Provision 2" means High Speed Rail (West Midlands - Crewe) Bill Additional Provision as deposited in the House of Commons on 8 February 2019;

"the Bill" means the High Speed (West Midlands-Crewe) Bill as deposited in the House of Commons on 17 July 2017 incorporating the Additional Provisions and references to the 'Bill' includes any Act of Parliament enacting that Bill;

"the Footway" means a pedestrian footway to be provided along the part of Ingestre Park Road shown edged black on the plan attached to this assurance;

"the Proposed Scheme" means Phase 2a of HS2;

Visibility Splays

1. If the relevant highway authority does not retain the Temporary Roundabout permanently, the Secretary of State will require the nominated undertaker to engage with Staffordshire County Council during the detailed design of the Proposed Scheme in relation to the improvement of the visibility splays at the junction.

2. Subject to any proposals meeting the conditions in paragraph 3 below, the Secretary of State will require the nominated undertaker to implement any reasonable proposals put forward from the engagement with Staffordshire County Council to improve the visibility splays at the junction.
3. The conditions referred to in paragraph 2 above are:
 - a. that the proposals can be implemented within the powers or limits of the Bill;
 - b. the proposals do not give rise to any new or different environmental effects to those assessed in the Environmental Statement or effect compliance with the Environmental Minimum Requirements; and
 - c. the proposals can be implemented within the construction programme for the Proposed Scheme and do not prejudice the safe, timely and economic delivery of the Proposed Scheme.

BOAT 1/Ingestre Park Road Footway

1. Subject to the conditions in paragraph 2 below being satisfied, the Secretary of State will require the nominated undertaker to provide the Footway as part of the Proposed Scheme prior to the use of Ingestre Park Road by HS2 construction traffic.
2. The conditions referred to in paragraph 1 are:
 - a. that the provisions contained in Additional Provision 2 relating to Ingestre Park Golf Course (AP2-002-010) receive Royal Assent and are implemented as part of the Proposed Scheme;
 - b. that the Footway can be constructed and retained within the powers and limits of the Bill
 - c. that Staffordshire County Council agree to the Footway being provided and agree to adopt the Footway;
 - d. that the Footway does not give rise to any new or different environmental effects to those assessed in the Environmental Statement or effect compliance with the Environmental Minimum Requirements; and
 - e. that the Footway can be constructed within the construction programme for the Proposed Scheme and does not prejudice the safe, timely and economic delivery of the Proposed Scheme."

If accepted, these assurances will be included in the Register of Undertakings and Assurances, which is held by the Department for Transport. Drafts of the Register will be published regularly during the passage of the Bill and it will be finalised after Royal Assent. A nominated undertaker will be contractually obliged to comply with all relevant undertakings and assurances set out in the Register. The assurance process is set out in Annex A.

Additionally, I wrote to you on 29 March offering the following assurances:

"1. Use of Hanyards Lane

1.1 During the construction of the Proposed Scheme the Secretary of State will require the nominated undertaker in so far as reasonably practicable, after taking account of the relevant factors referred to in paragraph 1.2 below, to seek to utilise any Relevant Site Haul Roads as a construction route for Large Goods Vehicles and Construction Vehicles between the public road network and the Compound for the purposes of mitigating the nominated undertaker's expected frequency and/or period of use of Hanyards Lane as a construction route for Large Goods Vehicles and Construction Vehicles between the public road network and the Compound.

1.2 The relevant factors referred to in paragraph 1.2 above are:-

1.2.1 compliance with all relevant approvals, permissions, undertakings and assurances regarding the operation and use of any Relevant Site Haul Roads; and

1.2.2 the safe, timely and economic delivery of the Proposed Scheme

2. Hoo Mill roundabout

2.1 Recognising that Ingestre and Tixall Parish Council would like the temporary roundabout proposed in the Bill at Hoo Mill Lane and shown on Map Number CT-05-212 in the CA2 Colwich to Yarlet Mapbook, in Volume 2 of the Environmental Statement ("the Temporary Roundabout") to be made permanent, the Promoter will require the nominated undertaker to design and construct the works to provide the Temporary Roundabout in a manner that does not preclude this subject to the satisfaction of the conditions in paragraph 2.2.

2.2 The conditions in paragraph 2.1 are:

- i. the nominated undertaker being satisfied that the permanent retention of the Temporary Roundabout can be delivered without the need for any additional land to that included within the limits of land to be acquired or used in the Bill; and
- ii. Staffordshire County Council securing the necessary consents and approvals to enable the permanent retention and adoption of the Temporary Roundabout under relevant legislation prior to the Temporary Roundabout being removed by the nominated undertaker."

If you have any further queries please don't hesitate to contact Omar Deedat, Petition Advisor on 020 7944 8646 or omar.deedat@hs2.org.uk.

Yours sincerely

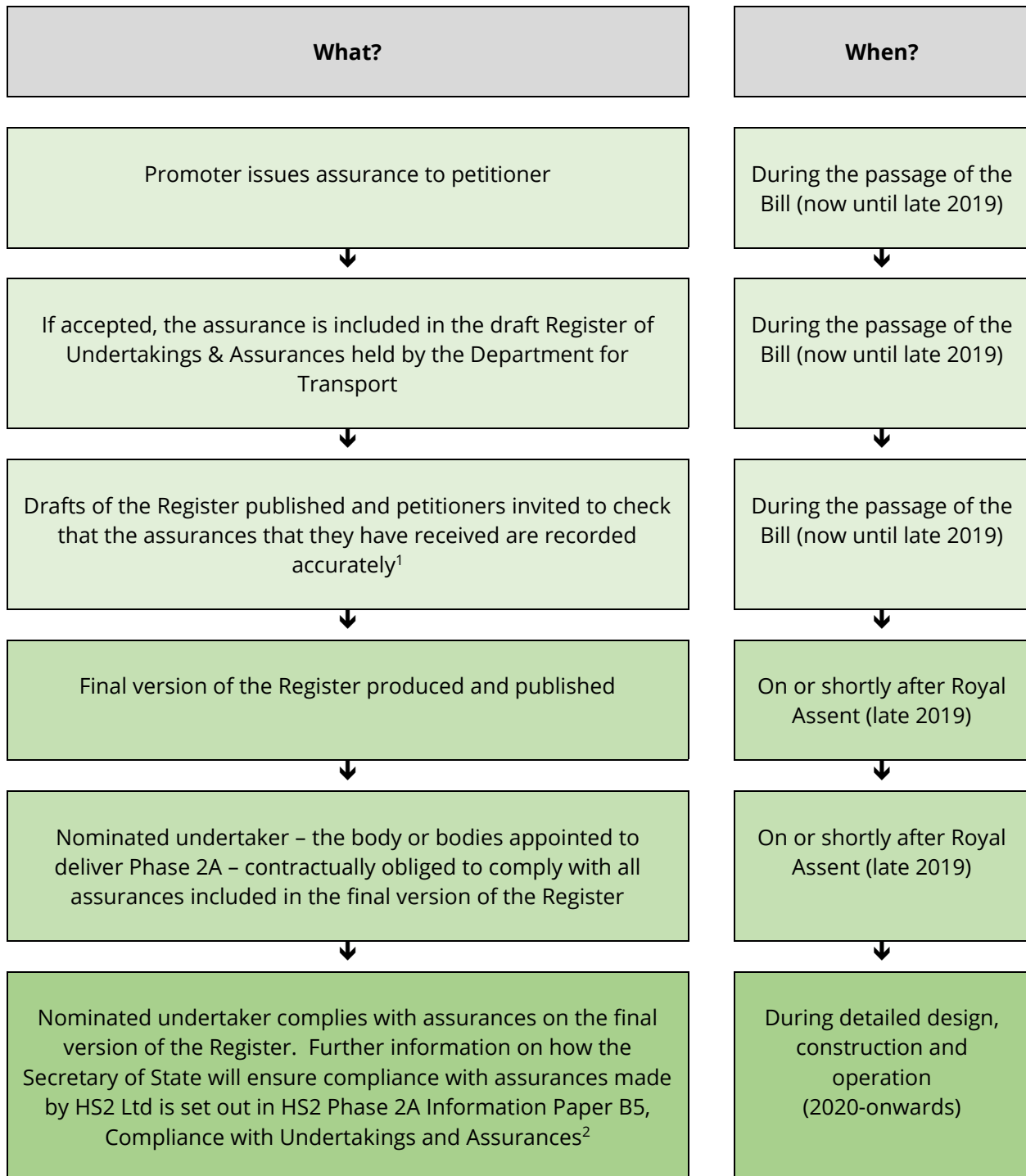


Oliver Bayne

Director, Hybrid Bill Delivery
High Speed Two (HS2) Limited

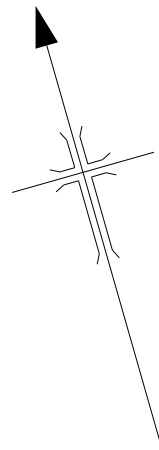
Annex A

ASSURANCES: STEPS AND TIMING



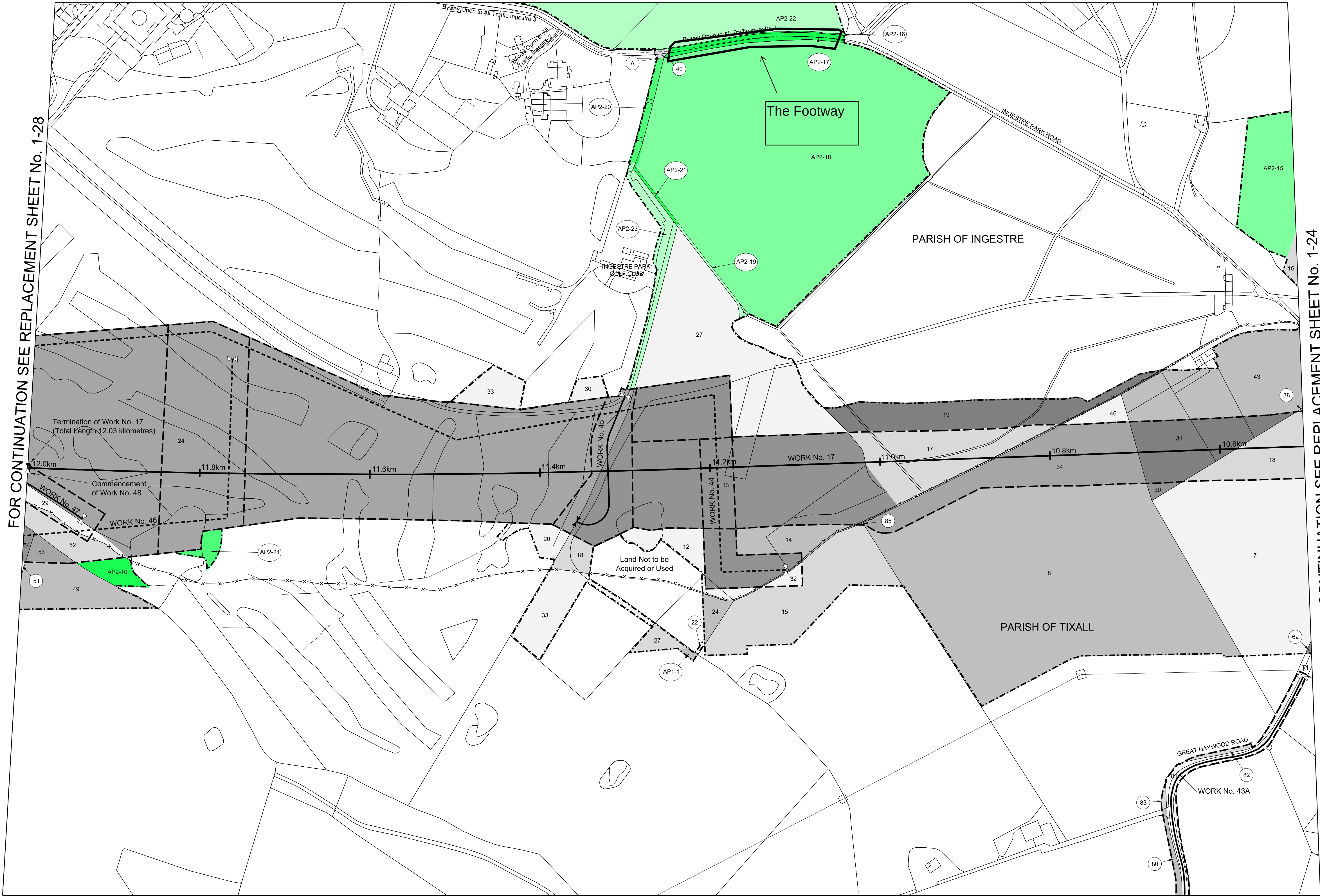
¹ The latest draft of the Register can be found at <https://www.gov.uk/government/publications/hs2-phase-2a-register-of-undertakings-and-assurances>

² A copy can be found at <https://www.gov.uk/government/publications/understanding-the-hybrid-bill-hs2-phase-2a-information-papers>



COUNTY OF STAFFORDSHIRE
BOROUGH OF STAFFORD
PLAN

FOR CONTINUATION SEE ADDITIONAL SHEET No. 1-26A



FOR CONTINUATION SEE SHEET No. 1-27

scale 1:2500 at A1 size, 1:5000 at A3 size
metres 100 0 100 200 300

REPLACEMENT SHEET No. 1-26

IN PARLIAMENT - SESSION 2017-19

HIGH SPEED RAIL
(WEST MIDLANDS - CREWE)

ADDITIONAL PROVISION
(FEBRUARY 2019)

Work No. 17 (Railway)
Work No. 43A (Road)
Work No. 44 (Fuel Pipeline)
Work No. 45 (Access Road)
Work No. 46 (Gas Main)
Work No. 47 (Bridge)

For Section of Work No. 17 see Sheet No. 2-13

For Section of Work No. 43A

see Replacement Sheet No. 2-23

For Section of Work No. 44 see Sheet No. 2-24

For Section of Work No. 45 see Sheet No. 2-24

For Section of Work No. 46 see Sheet No. 2-24

For Section of Work No. 47 see Sheet No. 2-24

The area enclosed by any limit of deviation or by any limit of land to be acquired or used is the area extending to the outer edge of the line marking those limits

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FEBRUARY 2019 AMENDMENTS TO THIS SHEET
ARE AS FOLLOWS :-

Plots AP2-15, AP2-16, AP2-17, AP2-18, AP2-19, AP2-20, AP2-21, AP2-22, AP2-23 and AP2-24 added in the Parish of Ingestre

Plots AP1-1 and AP1-2 removed in the Parish of Ingestre

Plots 32 and 38 removed in the Parish of Ingestre

Plot AP2-10 added in the Parish of Tixall

Plot 6a added in the Parish of Tixall

Plot 6 removed in the Parish of Tixall

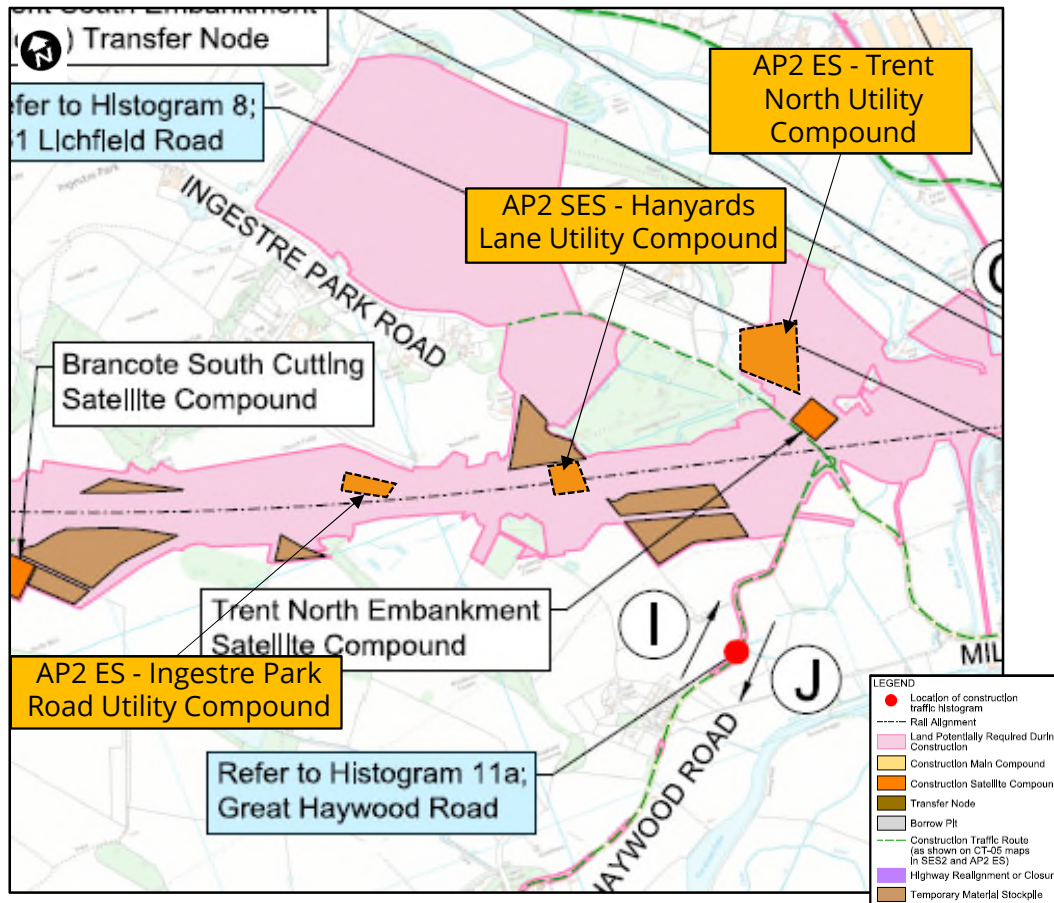
MARCH 2018 AMENDMENTS TO THIS SHEET
ARE AS FOLLOWS :-

Plots AP1-1 and AP1-2 added in the Parish of Ingestre

Plot AP1-1 added in the Parish of Tixall

Plot 19 removed in the Parish of Tixall

AP2 Traffic numbers



Great Haywood Road (between Ingestre Park Road and Holdiford Road) - Eastbound							
I	2023 future baseline			HS2 Traffic		2023 future baseline plus HS2	
	All Vehs	HGVs	%HGV	All Vehs	HGVs	% Increase in all vehicle traffic	%HGV
	1722	51	3%	261	41	15%	5%
Great Haywood Road (between Ingestre Park Road and Holdiford Road) - Westbound							
J	2023 future baseline			HS2 Traffic		2023 future baseline plus HS2	
	All Vehs	HGVs	%HGV	All Vehs	HGVs	% Increase in all vehicle traffic	%HGV
	2118	54	3%	261	41	12%	4%

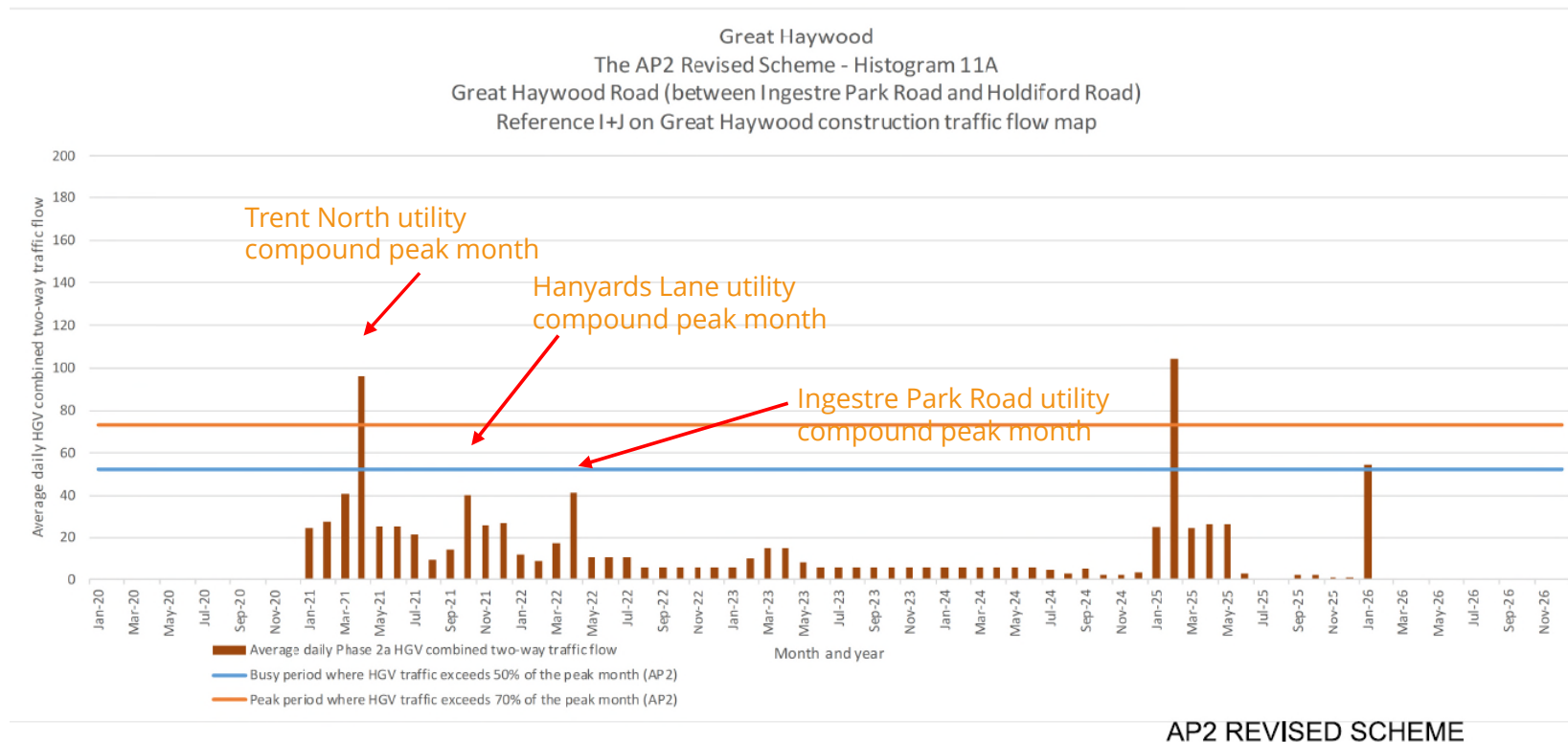
AP1 – I-J - Great Haywood

Great Haywood Road (between Ingestre Park Road and Holdiford Road) - Eastbound							
I	2023 future baseline			HS2 Traffic		2023 future baseline plus HS2	
	All Vehs	HGVs	%HGV	All Vehs	HGVs	% Increase in all vehicle traffic	%HGV
	1722	27	2%	74	52	4%	4%
Great Haywood Road (between Ingestre Park Road and Holdiford Road) - Westbound							
J	2023 future baseline			HS2 Traffic		2023 future baseline plus HS2	
	All Vehs	HGVs	%HGV	All Vehs	HGVs	% Increase in all vehicle traffic	%HGV
	2118	25	1%	74	52	3%	4%

AP2 – I-J - Great Haywood

- Peak of 104 HGV movements a day on Great Haywood Road to Ingestre Park Road in AP2

AP2 Traffic – Great Haywood Road



AP2 REVISED SCHEME