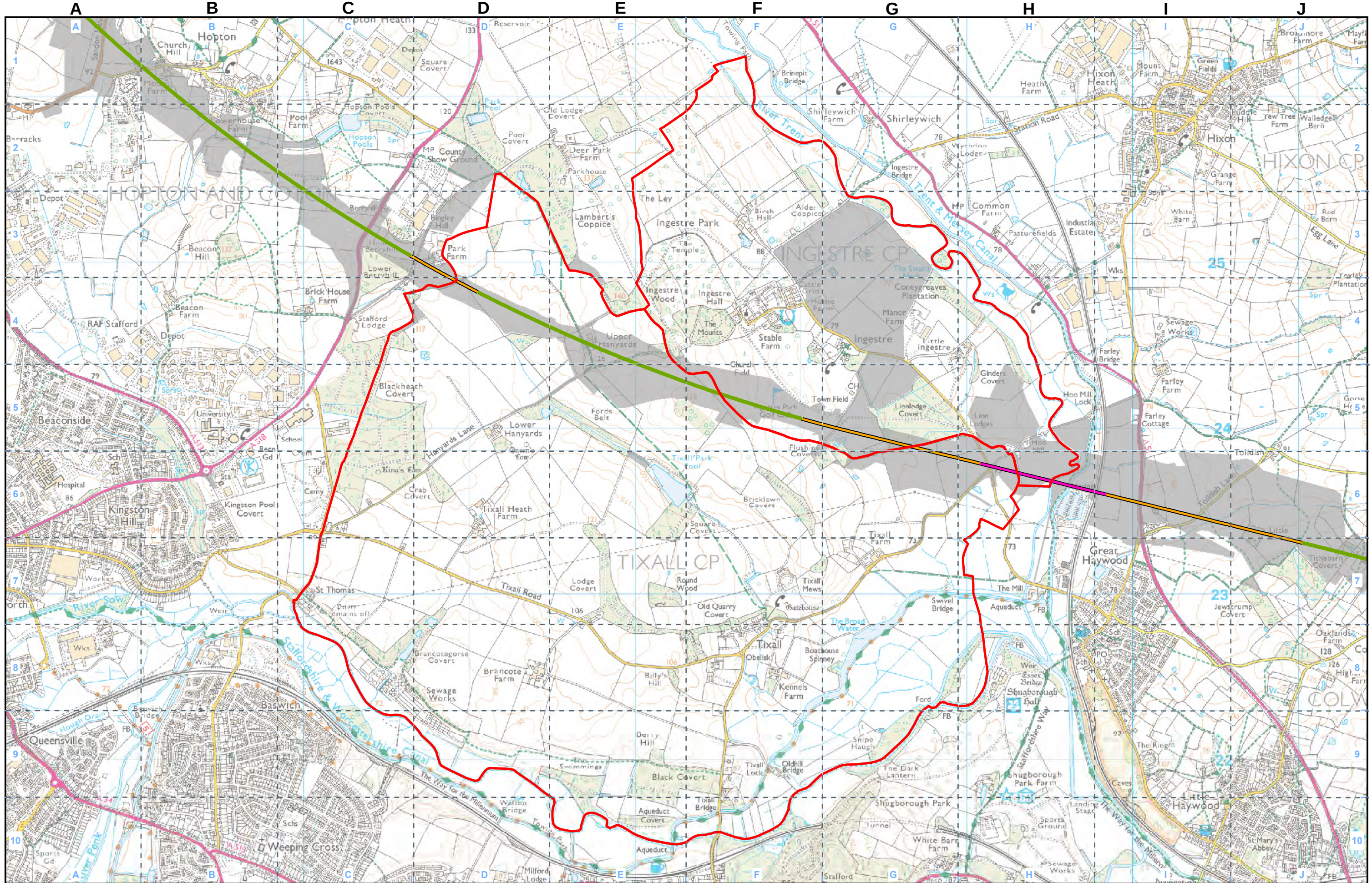




Legend

Phase 2a SES2 and AP2 ES alignment February 2019

- Cutting
- Embankment
- Viaduct

- Indicative extent of petitioner(s) property
- Hybrid Bill Limits



**High Speed Two
Petitioner Location Plan
Reference Drawing**

Petitioner
Ingestre and Tixall Parish Council

Petition number
P2A-HOL-000018

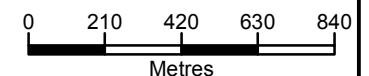
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Scale at A3: 1:20,750



Doc Number: P2A-HS2-HY-MAP-A000-000288



CROSS SECTION OVERVIEW PLAN

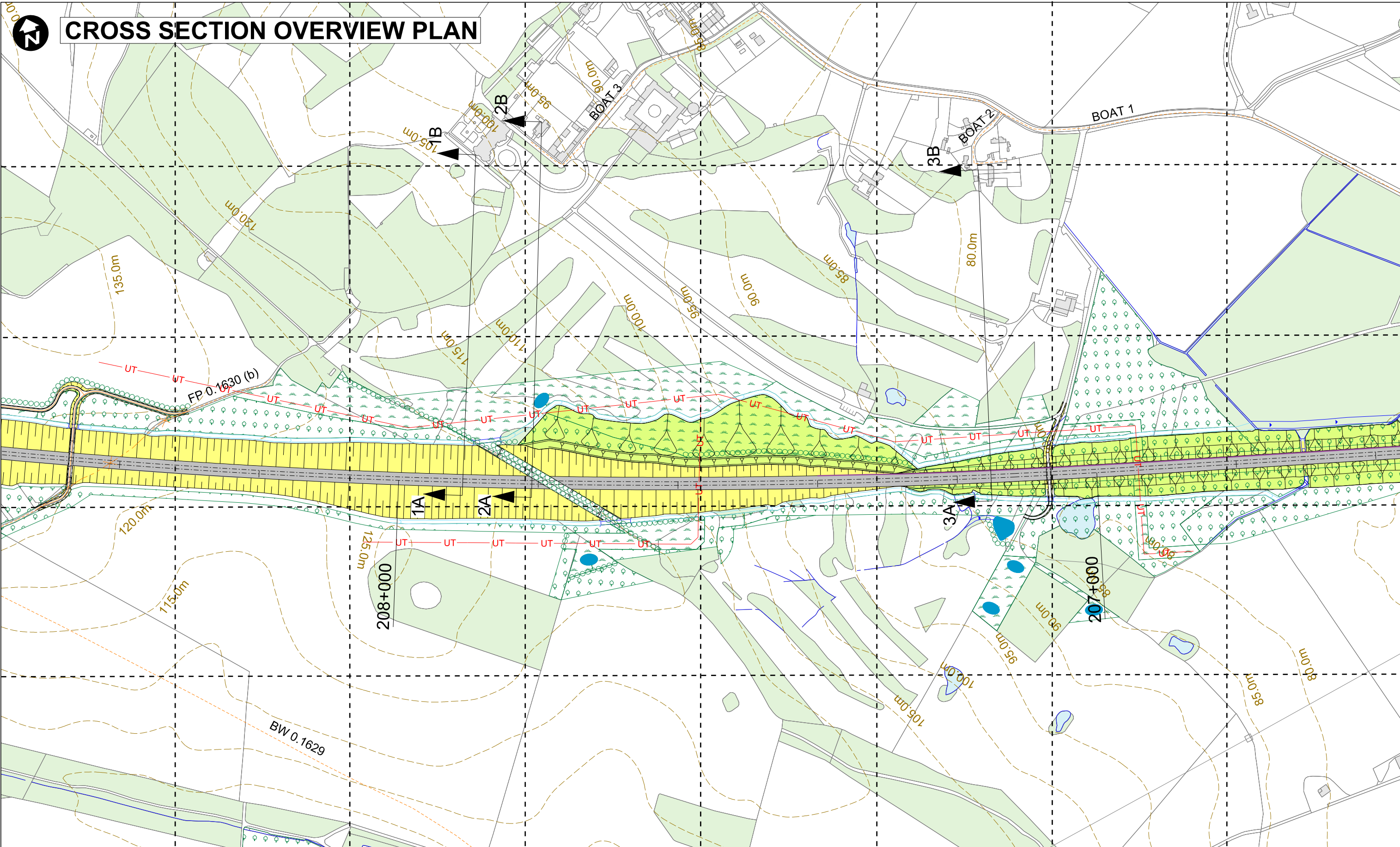
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Legends/Notes:

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- Landscape earthworks
- Railway
- Woodland habitat creation
- Landscape mitigation planting
- Grassland habitat creation

- Existing inland water
- Existing woodland
- Ecological mitigation pond
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- Stopped-up PRoW

- UT - Main utility work
- Noise barrier
- Hedgerow habitat creation
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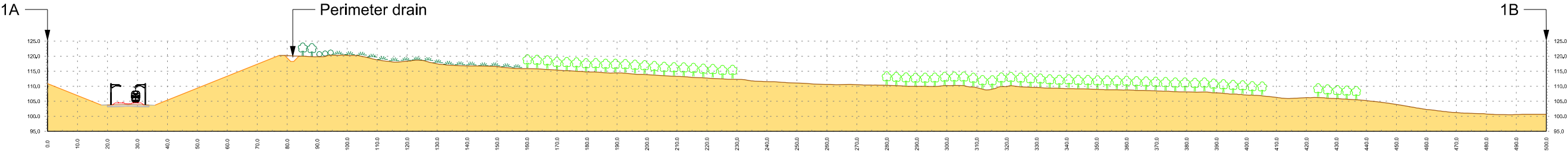
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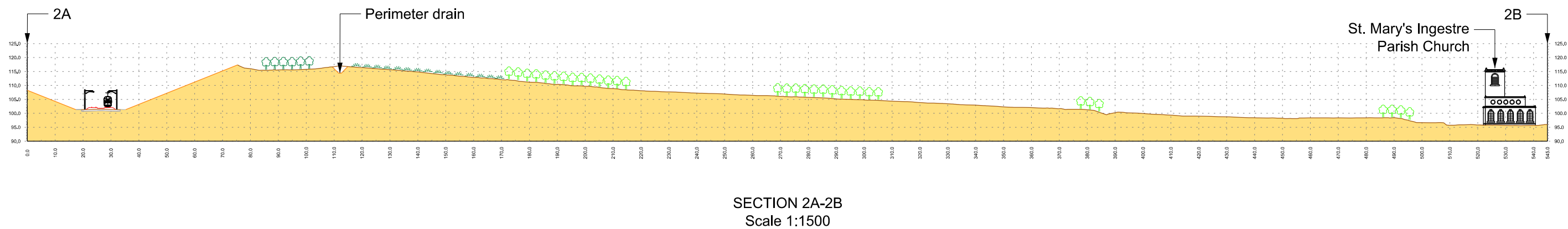
Zone	Community Area 2		Project/Contract C861 Hybrid Bill Additional Provision 2 AP2		
Design Stage	Designs for Petition		Discipline/Function Petitions		
Drawing Title	Ingestre with Tixall Parish Council		Drawn PN	Checked BM	Approved TE
	Petition P2A-HOL-018		Date 2019/09/05	Scale 1:5000	Size A3
	Cross Section Overview Plan Sheet 1 of 2		Drawing No. 2PT02-ARP-PT-DSK-000-200006-PET000018		Rev. P01

Ingestre with Tixall Parish Council Cross Section



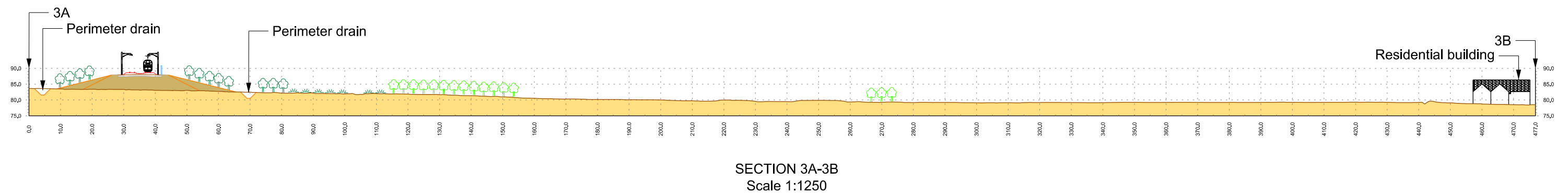
						HS2 accepts no responsibility for any circumstances which arise from the reproduction of this document after alteration, amendment or abbreviation or if it is issued in part or issued incompletely in any way.	Legends/Notes:   Proposed mitigation tree planting   Existing trees   Proposed hedgerow planting   Proposed grassland   Existing ground   Proposed HS2 earthworks	HS2 Registered in England Registration No. 06791686 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA Creator/Originator Ove Arup & Partners International Ltd	Zone Community Area 2 Project/Contract C861 Hybrid Bill Additional Provision 2 AP2			
					© Crown Copyright and database right 2018. All rights reserved. Ordnance Survey Licence number 100049190	Design Stage Designs for Petition Discipline/Function Petitions						
					© Crown Copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO.	Drawing Title Ingestre with Tixall Parish Council Petition P2A-HOL-018 Cross Section Sheet 1 of 5			Drawn PN Checked BM Approved TE			
					This material was last updated on 2018 and may not be copied, distributed, sold or published without the formal permission of Land Registry. Only an official copy of a title plan or register obtained from the Land Registry may be used for legal or other official purposes.	Date 2019/09/05 Scale AS SHOWN Size A3						
						Drawing No. 2PT02-ARP-PT-DSK-000-200007-PET000018 Rev. P01						
7 (3)	Description	Drawn	Checked	Con App	HS2 App	Scale with caution as distortion can occur.						

Ingestre with Tixall Parish Council Cross Section

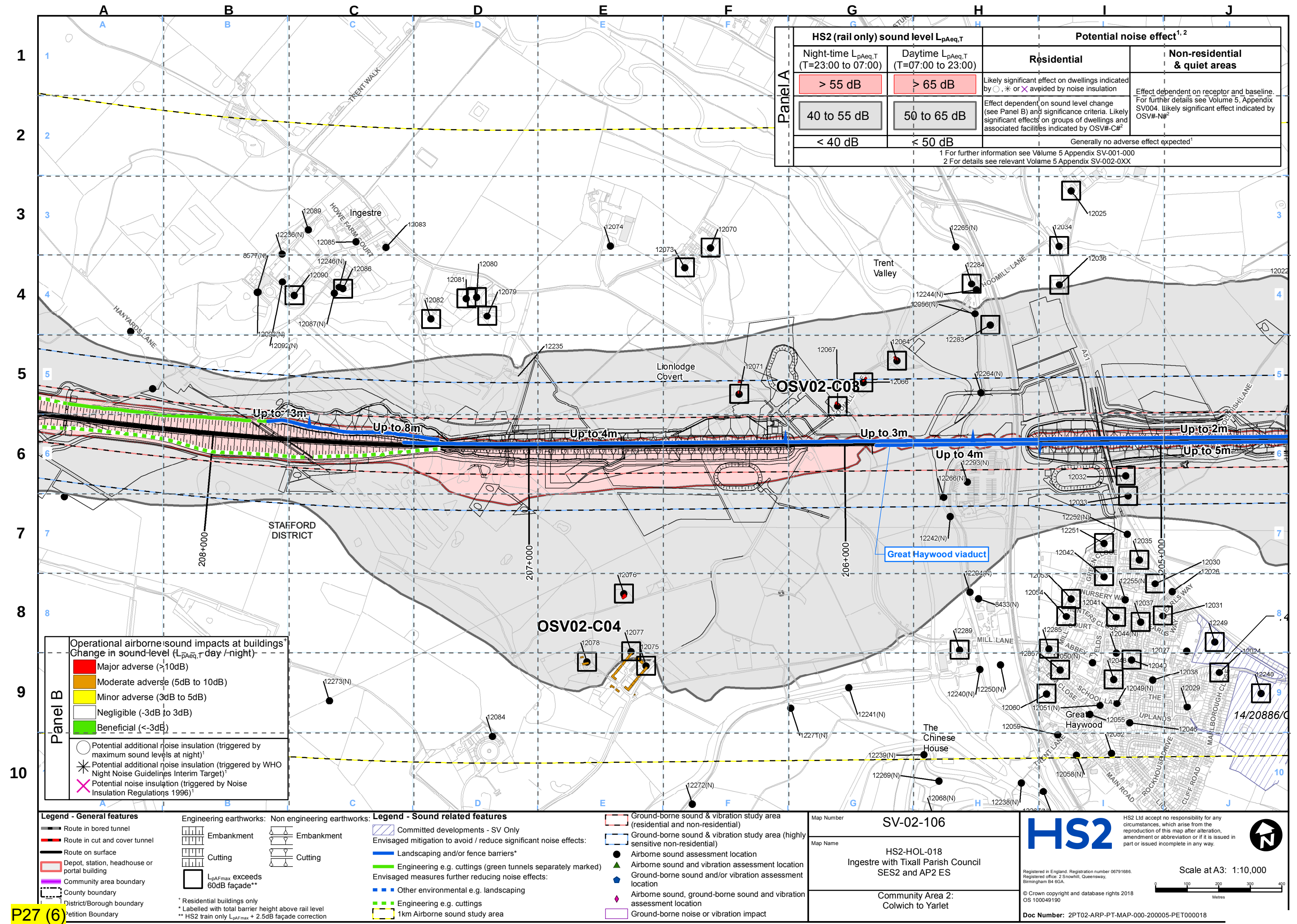


					HS2 accepts no responsibility for any circumstances which arise from the reproduction of this document after alteration, amendment or abbreviation or if it is issued in part or issued incompletely in any way.	Legends/Notes:  Proposed mitigation tree planting  Existing trees  Proposed hedgerow planting  Proposed grassland  Existing ground  Proposed HS2 earthworks  Designed surface level  Existing surface  Noise barrier  Registered in England Registration No. 06791686 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6GA Creator/Originator Ove Arup & Partners International Ltd
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Ingestre with Tixall Parish Council Cross Section



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							Design Stage Designs for Petition Drawing Title Ingestre with Tixall Parish Council Petition P2A-HOL-018 Cross Section Sheet 3 of 5		Disipline/Function Petitions	Drawn PN Date 2019/09/17 Drawing No. 2PT02-ARP-PT-DSK-000-200207-PET000018	Checked BM Scale 1:1250	Approved TE Size A3 Rev. P01
7 (5)	Description	Drawn	Checked	Con App	HS2 App	Scale with caution as distortion can occur.						



Noise levels

Table 1: Existing baseline sound levels

Assessment location		Measurement location	Existing baseline sound levels (dB)							Data source coding
			For operational sound assessment				For construction sound assessment			
Ref	Area represented		Daytime L _{pAeq,16hr}	Night-time L _{pAeq,8hr}	Arithmetic average L _{pAFmax,5min}	Highest night-time L _{pAFmax,5min}	Daytime, L _{pAeq}	Evening / weekend, L _{pAeq}	Night-time, L _{pAeq}	
12066	Hoo Mill Lane, Great Haywood	ML194	46	39	49	77	47	41	39	1, A, i, a
12071	Lion Lodge, Ingestre	ML193	43	35	47	66	44	41	35	2, A, ii, b
12075	Tixall Court, Tixall	ML206	44	35	50	68	46	38	35	2, A, ii, b
12076	Tixall Manor Farm, Tixall	ML206	44	35	50	68	46	38	35	2, A, i, a
12078	Tixall Farmhouse, Tixall	ML206	44	35	50	68	46	38	35	2, A, ii, b
12092	St Mary The Virgin Church, Ingestre	ML193	43	35	47	66	44	41	35	2, A, ii, b
12097	Hanyards Lane, Tixall	ML153	47	41	53	81	48	42	41	1, A, ii, a
12284	Hoo Mill, Great Haywood	-	55	48	56	79	55	54	48	4, A, -, b

Noise levels

Table 2: Assessment of construction noise at residential receptors (Main E5 and AP2 amended)

Assessment location ID		Impact criteria				Significance criteria									Significant effect
Ref	Area represented	Typical/highest monthly outdoor L_{pAeq} [dB] at the facade [Assessment category A/B/C]			Construction activity resulting in highest forecast noise levels	Type of effect	Number of impacts represented	Type of receptor	Receptor design	Existing environment	Unique feature	Impact duration (Months)	Combined impact	Mitigation effect	
		Day 0700-1900	Evening 1900-2300	Night 2300-0700											
12066	Hoo Mill Lane, Great Haywood	57/63 [A]	-	-	Day: Underground utility diversion	NA	2	R	T	-	-	-	-	-	
12071	Lion Lodge, Ingestre ¹	60/66 [A]	-	-	Day: Underground utility diversion	A	2	R	T	-	-	-	-	-	~
12075	Tixall Court, Tixall	45/49 [A]	-	-	Day: Pond construction/planting	NA	13	R	T	-	-	-	-	-	
12076	Tixall Manor Farm, Tixall	50/55 [A]	-	-	Day: Vegetation clearance	NA	1	R	T	-	-	-	-	-	
12078	Tixall Farmhouse, Tixall	48/53 [A]	-	-	Day: Vegetation clearance	NA	2	R	T	-	-	-	-	-	
12097	Hanyards Lane, Tixall	53/58 [A]	-	-	Day: Earthworks	NA	2	R	T	-	-	-	-	-	
12284	Hoo Mill, Great Haywood	47/52 [A]	-	-	Day: On-site traffic	NA	1	R	T	-	-	-	-	-	

¹ Change as a result of amendment: additional land a change to Bill powers required for the diversion of a National Grid gas pipeline and a new utility compound, north-west of Great Haywood Marina (AP2-002-009)

Noise levels

Table 3: Construction airborne sound levels for use in cross discipline assessments (AP2 amended)

Assessment location		Impact criteria					Discipline				
Ref.	Area represented	Typical/highest monthly outdoor L_{pAeq} [dB] at the facade [Assessment category A/B/C]		Change		Construction activity resulting in highest forecast noise levels	Agriculture	Communities	Heritage	Landscape & Visual	Socio-economic
		Day 0700-1900	Night 2300-0700	Day 0700-1900	Night 2300-0700						
12092(N)	St Mary The Virgin Church, Ingestre ²	52/58	-	12	-	Day: Earthworks and bridge construction	-	Y	Y	-	Y

Table 4: Assessment of construction noise at non-residential receptors (AP2 amended)

Assessment location		Impact criteria					Significance criteria									Significant effect
Ref	Area represented	Typical/highest monthly outdoor L _{pAeq} [dB] at the facade [Assessment category A/B/C]		Change		Construction activity resulting in highest forecast noise levels	Type of effect	Number of impacts represented	Type of receptor	Receptor design	Existing environment	Unique feature	Impact duration (Months)	Combined impact	Mitigation effect	
		Day 0700-1900	Night 2300-0700	Day 0700-1900	Night 2300-0700											
12092(N)	St Mary The Virgin Church, Ingestre	52/58	-	12	-	Day: Earthworks and bridge construction	B	1	G3	T	-	-	D5	-	-	3

² Change as a result of SES2 change: update to construction programme and changes to construction traffic flows on site haul routes.

³ The predicted airborne construction sound levels at the assessment location is greater than the screening criteria for this building type. Where predicted levels are greater than the screening criteria this triggers a requirement to undertake a more detailed assessment of local factors. In this situation the ground between the construction works and the receptor is acoustically 'soft' whereas the assessment considers 'hard' ground only. Taking the ground condition into consideration reduces the predicted levels at the receptor to a level below the screening value.

Noise levels

Table 5: Operational airborne sound, noise impacts and significant effects: residential receptors (Main ES)

Assessment Location		Impact criteria										Significance criteria								Significant effect
Ref	Area represented	Proposed Scheme only (Year 15 traffic)			Do nothing (Opening year baseline)			Do something (Opening year baseline + Year 15 traffic) ****		Change		Type of effect	Number of impacts represented	Type of receptor	Receptor design	Existing environment	Unique feature	Combined impact	Mitigation effect	
		Day *	Night **	Max ***	Day *	Night **	Max ***	Day *	Night **	Day *	Night **									
12066	Hoo Mill Lane, Great Haywood	55	45	71/72	46	39	49	56	46	10	7	A	2	R	T	-	-	-	-	OSV02-Co3
12071	Lion Lodge, Ingestre	54	44	70/72	43	35	47	55	45	12	10	A	2	R	T	-	-	-	-	OSV02-Co3
12075	Tixall Court, Tixall	52	42	67/68	44	35	50	52	43	8	8	A	13	R	T	-	-	-	-	OSV02-Co4
12076	Tixall Manor Farm, Tixall	57	47	71/72	44	35	50	57	47	13	12	A	1	R	T	-	-	-	-	OSV02-Co4
12078	Tixall Farmhouse, Tixall	52	42	66/68	44	35	50	53	43	9	8	A	2	R	T	-	-	-	-	OSV02-Co4
12097	Hanyards Lane, Tixall	51	41	67/68	47	41	53	52	44	5	3	A	2	R	T	-	-	-	-	-
12284	Hoo Mill, Great Haywood	49	39	64/65	55	48	56	56	49	1	1	A	1	R	T	-	-	-	-	-

Table 6: Operational airborne sound, noise impacts and significant effects: non-residential receptors (Main ES)

Assessment Location				Impact criteria								Significance criteria								Significant effect
Ref	Area represented	Proposed Scheme only (Year 15 traffic)			Do nothing (Opening year baseline)			Do something (Opening year baseline + Year 15 traffic) ****		Change		Type of effect	Number of impacts represented	Type of receptor	Receptor design	Existing environment	Unique feature	Combined impact	Mitigation effect	
		Day *	Night **	Max ***	Day *	Night **	Max ***	Day *	Night **	Day *	Night **									
12092(N)	St Mary The Virgin Church, Ingestre	43	33	57/58	43	35	47	46	37	3	2	B	1	G3	T	-	-	-	-	

Noise levels

Table 7: Operational airborne sound level for use in cross discipline assessments (Main ES)

Assessment Location		Impact criteria										Discipline				
ID	Area represented	Proposed Scheme only (Year 15 traffic)			Do nothing (Opening year baseline)			Do something (Opening year baseline + Year 15 traffic) ****		Change		Agriculture	Communities	Heritage	Landscape and Visual	Socio-economic
		Day *	Night **	Max ***	Day *	Night **	Max ***	Day *	Night **	Day *	Night **					
12092(N)	St Mary The Virgin Church, Ingestre	43	33	57/58	43	35	47	46	37	3	2	-	Y	Y	-	Y

Noise Levels

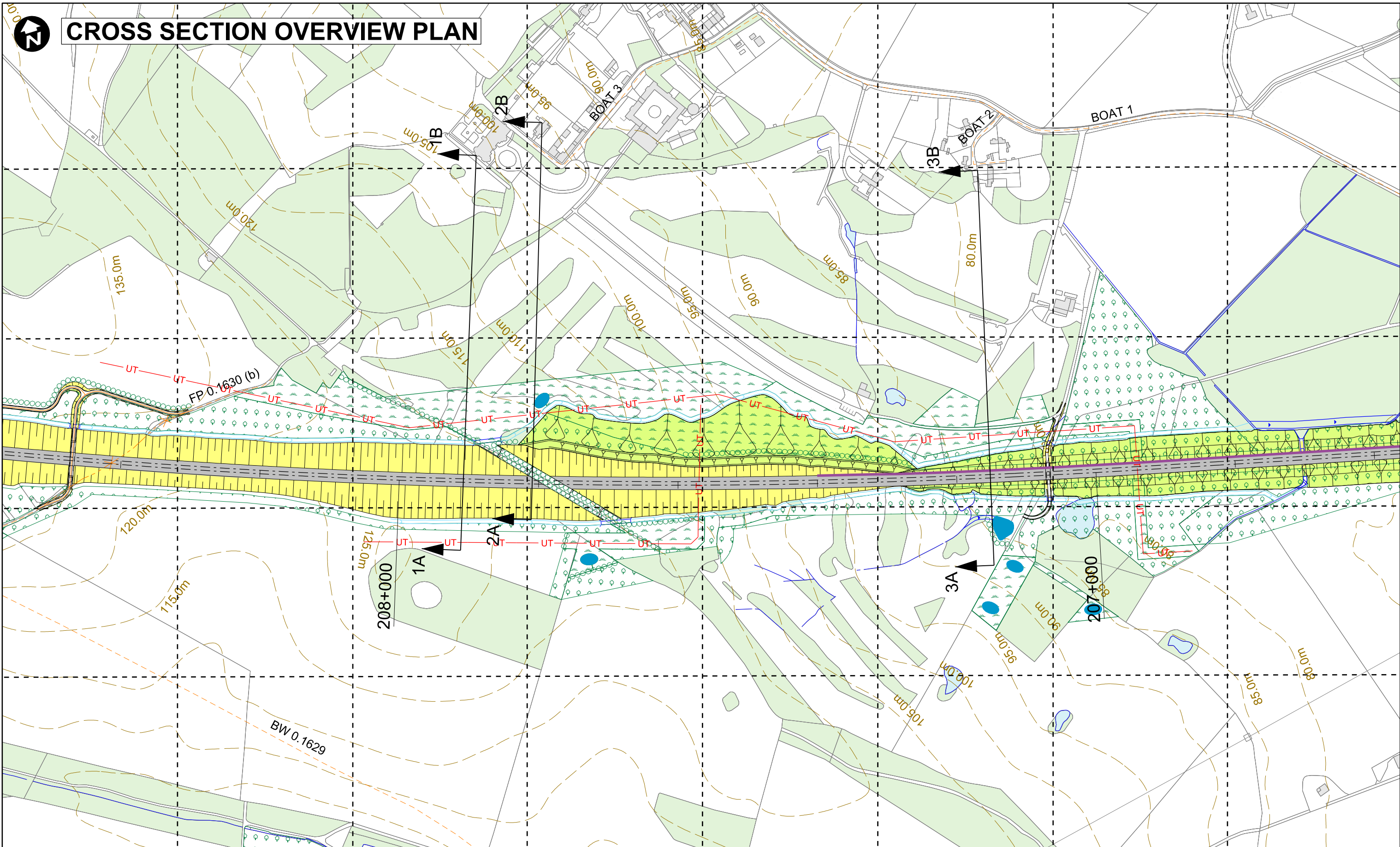
Ingestre with Tixall Parish council	HS2-HOL-018	ALID	Existing baseline sound level (dB)	Construction noise levels (dB)	Operational noise levels (dB)	Change (dB)
For construction assessment	Daytime	12066	47	57/63		
		12071	44	60/66		
		12075	46	45/49		
		12076	46	50/55		
		12078	46	48/53		
		12092	44	52/58		
		12097	48	53/58		
		12284	55	47/52		
	Evening / Weekend	12066	41	-		
		12071	41	-		
		12075	38	-		
		12076	38	-		
		12078	38	-		
		12092	41	-		
		12097	42	-		
		12284	54	-		
	Night-time	12066	39	-		
		12071	35	-		
		12075	35	-		
		12076	35	-		
		12078	35	-		
		12092	35	-		
		12097	41	-		
		12284	48	-		
For operational assessment	Daytime	12066	46		56	10
		12071	43		55	12
		12075	44		52	8
		12076	44		57	13
		12078	44		53	9
		12092	43		46	3
		12097	47		52	5
		12284	55		56	1
	Night-time	12066	39		46	7
		12071	35		45	10
		12075	35		43	8
		12076	35		47	12
		12078	35		43	8
		12092	35		37	2
		12097	41		44	3
		12284	48		49	1

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Symbol	Explanation
	Where the significant effect column is marked, then a significant effect is identified at the referenced group of dwellings, or individual residential or non-residential receptor.
	Yellow denotes a minor impact at a residential building – a change is of 3-5 dB
	Orange denotes a moderate impact at a residential building – a change is of 5-10 dB
	Red denotes a major impact at a residential building – a change is of >10 dB
*	Day - $L_{pAeq,07:00-23:00}$
**	Night - $L_{pAeq,23:00-07:00}$



CROSS SECTION OVERVIEW PLAN



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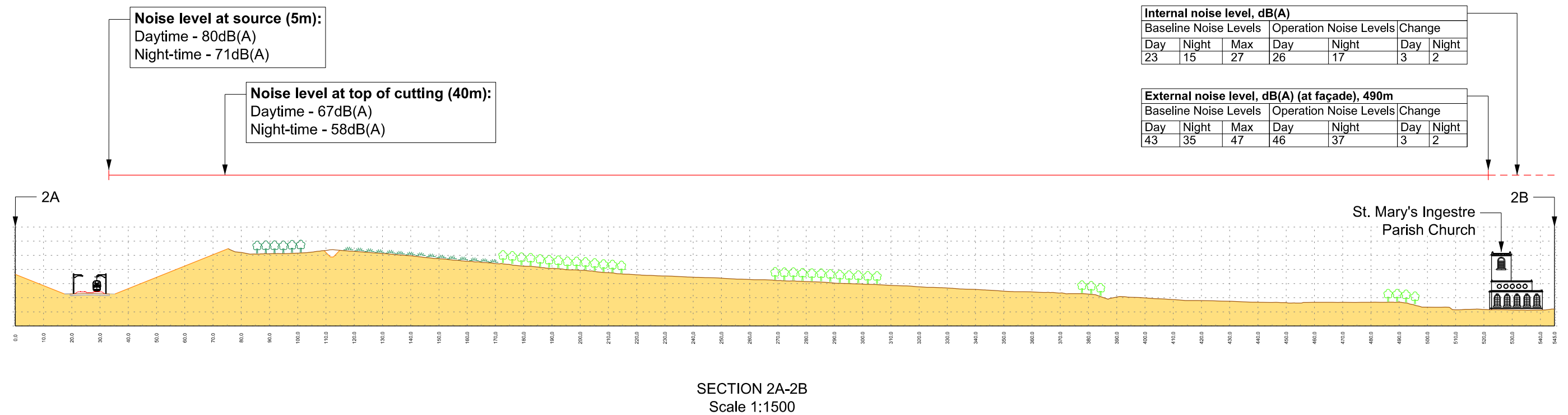
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Zone	Community Area 2		Project/Contract	
			C861 Hybrid Bill Additional Provision 2 AP2	
Design Stage	Designs for Petition		Discipline/Function	
			Petitions	
Drawing Title	Ingestre with Tixall Parish Council		Drawn	Checked
			PN	BM
			TE	
	Petition P2A-HOL-018		Date	Scale
			2019/09/05	1:5000
			Size	A3
Cross Section Overview Plan Sheet 1 of 2			Drawing No.	
			2PT02-ARP-PT-DSK-000-200006-PET000018	
			Rev.	
			P01	

Ingestre with Tixall Parish Council: Propagation of noise from the railway

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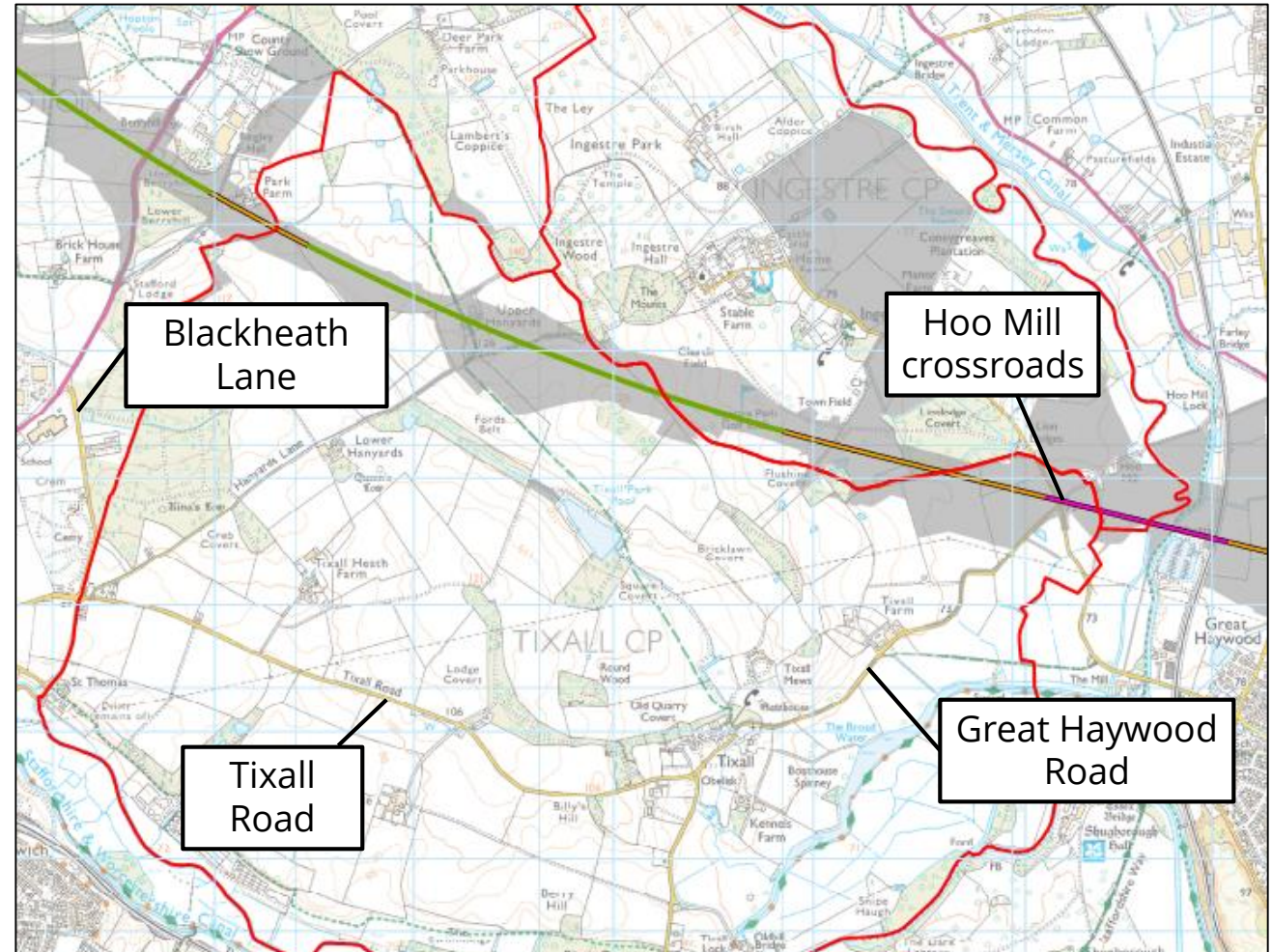
Ingestre with Tixall Parish Council

HS2-HOL-018

HS2 construction traffic at Tixall Road and Blackheath Lane junction

The Bill authorises the creation of passing bays on Great Haywood Road, where the traffic impact assessment identified potential issues of HGVs passing in two directions.

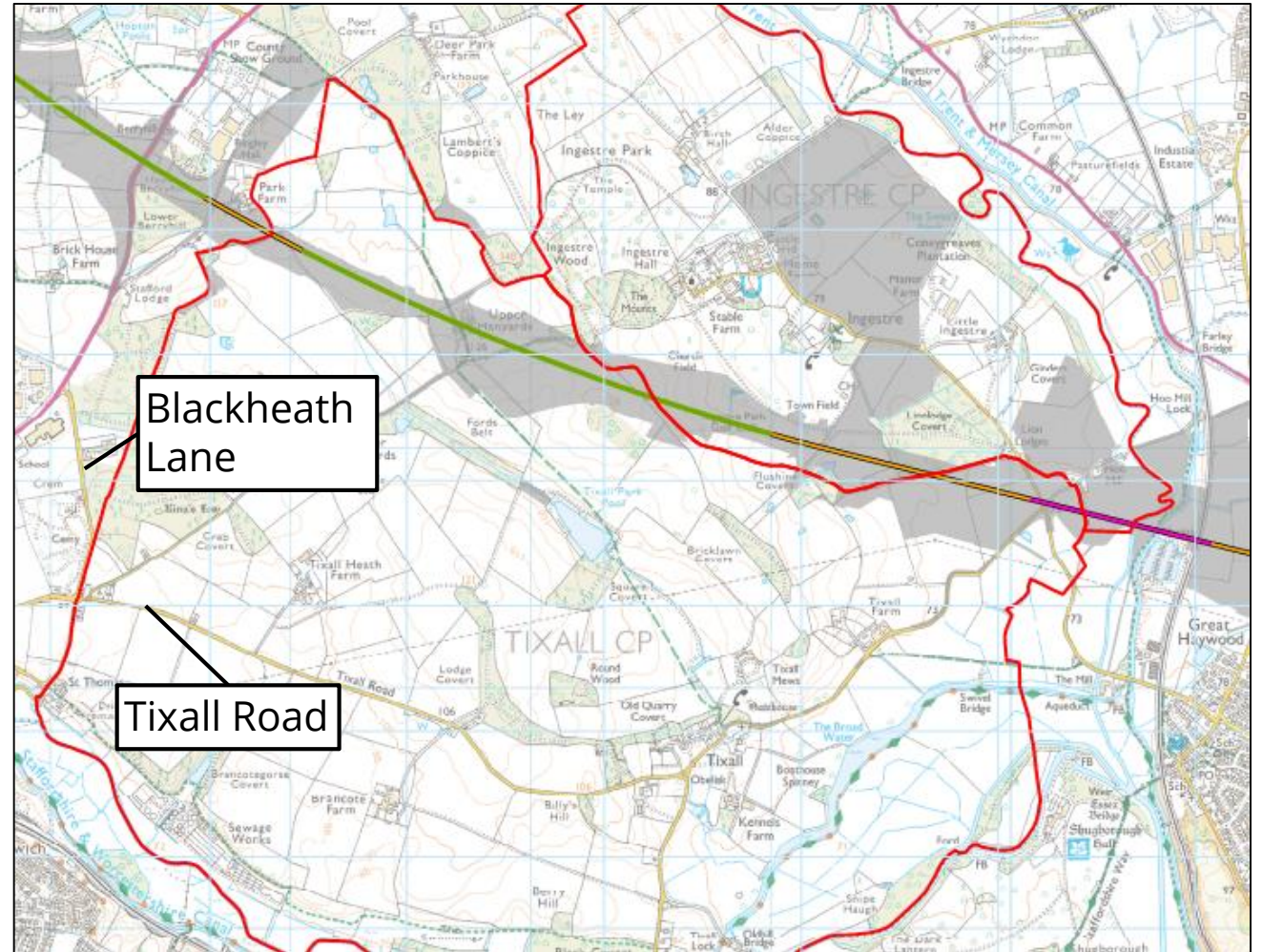
The section of Tixall Road, west to Blackheath Lane, has a better alignment and widths to accommodate HGVs and it is not considered necessary or appropriate to undertake mitigation measures in this section of the route.



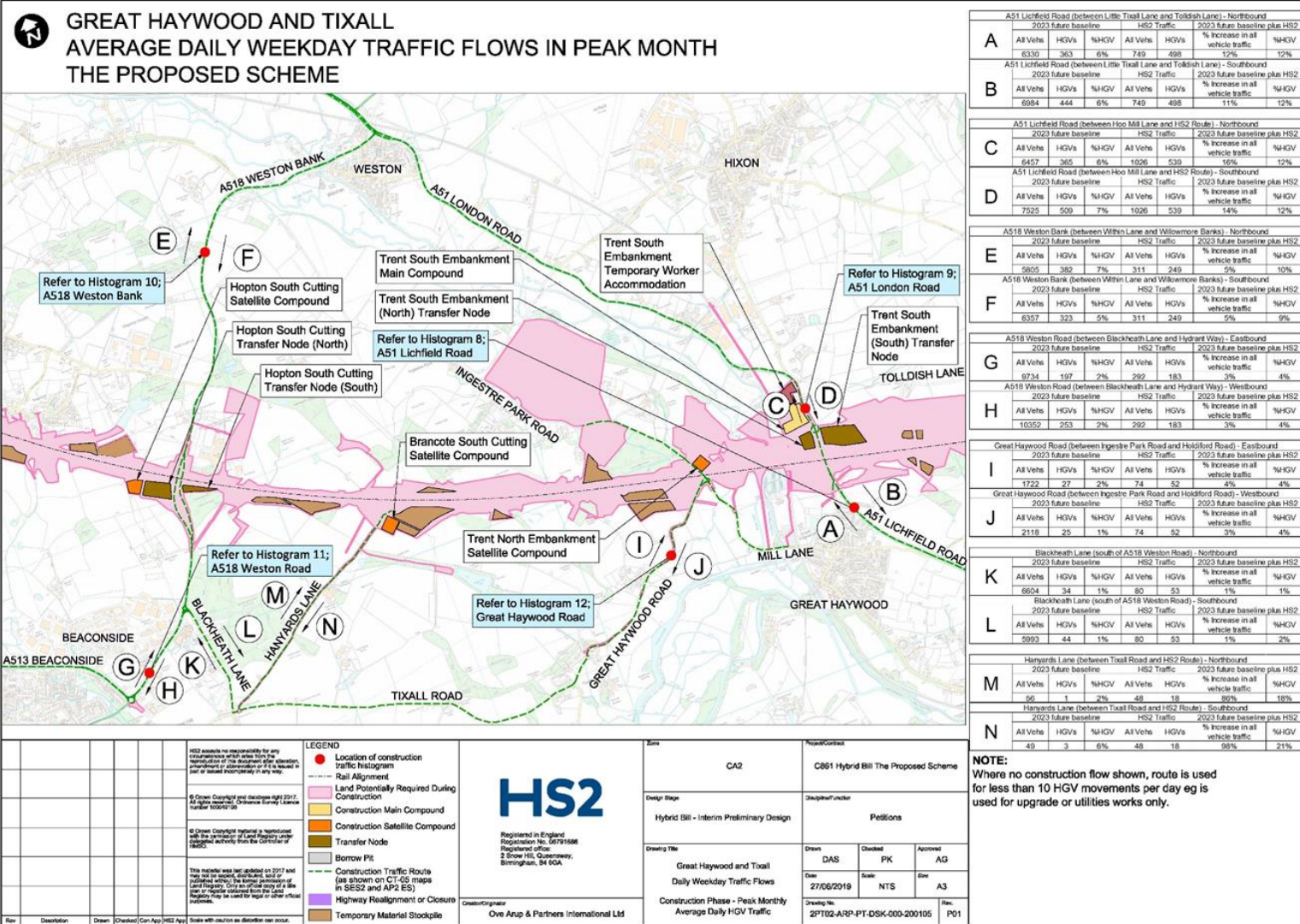
Blackheath Lane and Tixall Road junction

Signalisation at this junction would be difficult without causing significant disruption including adverse traffic effects. The effects of such junction improvements would be more severe than the effects from the peak construction traffic.

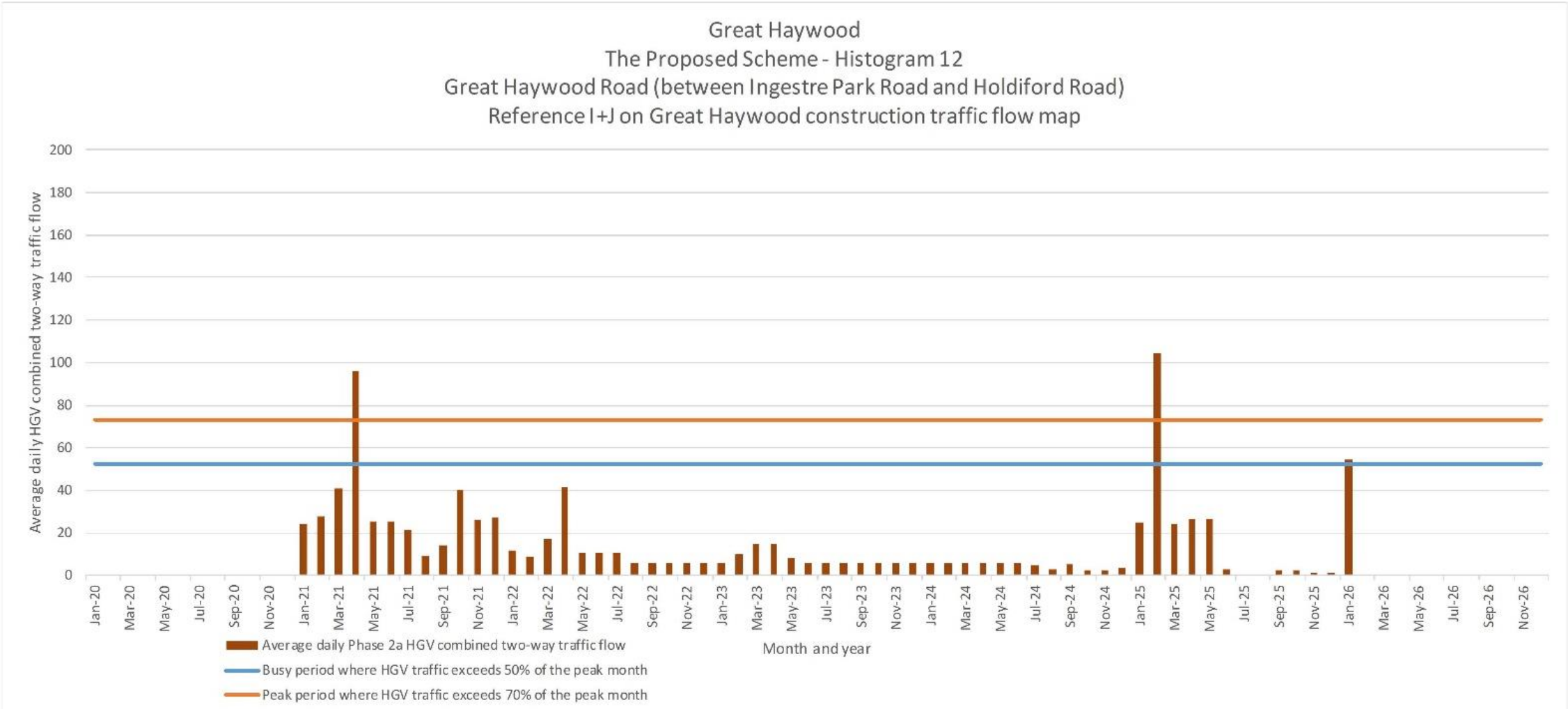
Junction improvement would require an Additional Provision.



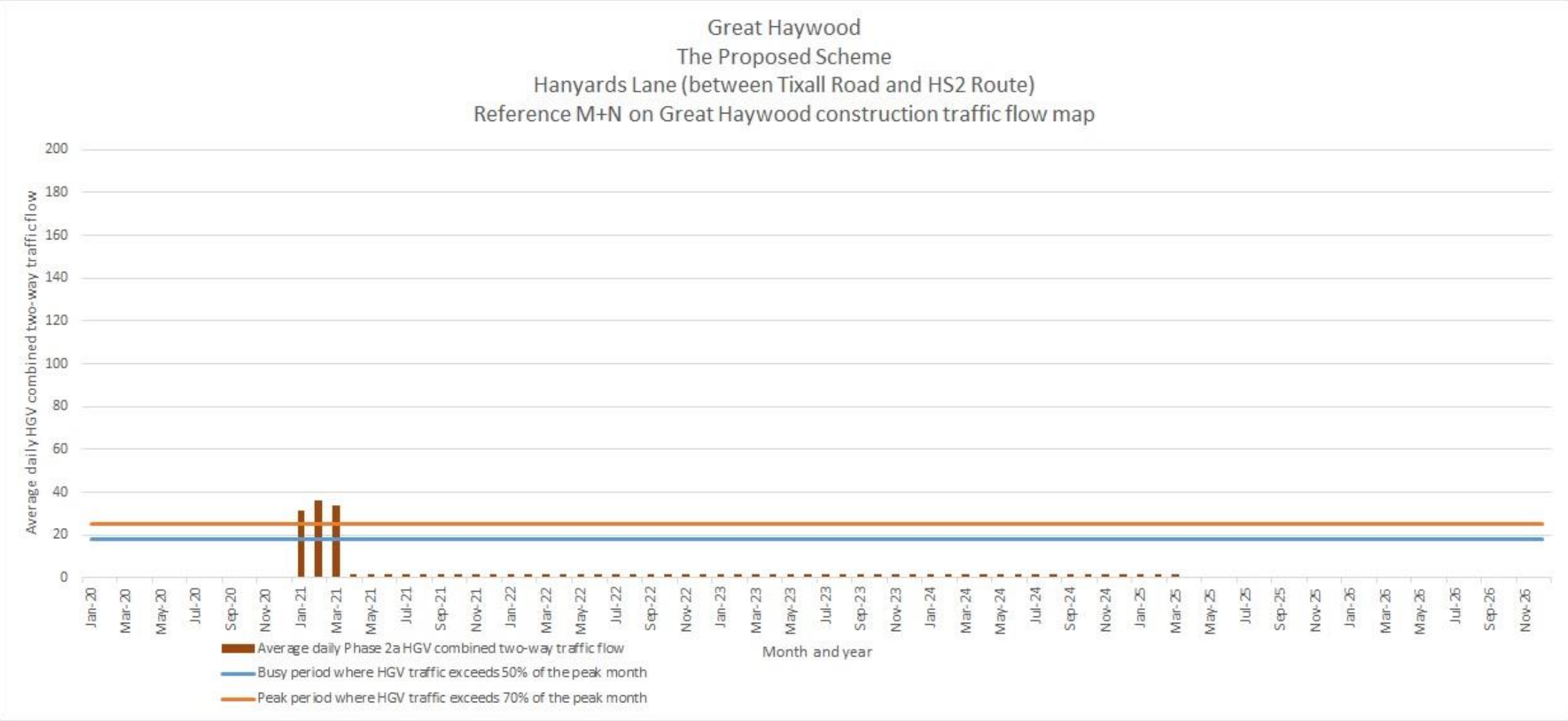
Great Haywood and Tixall alphabet map



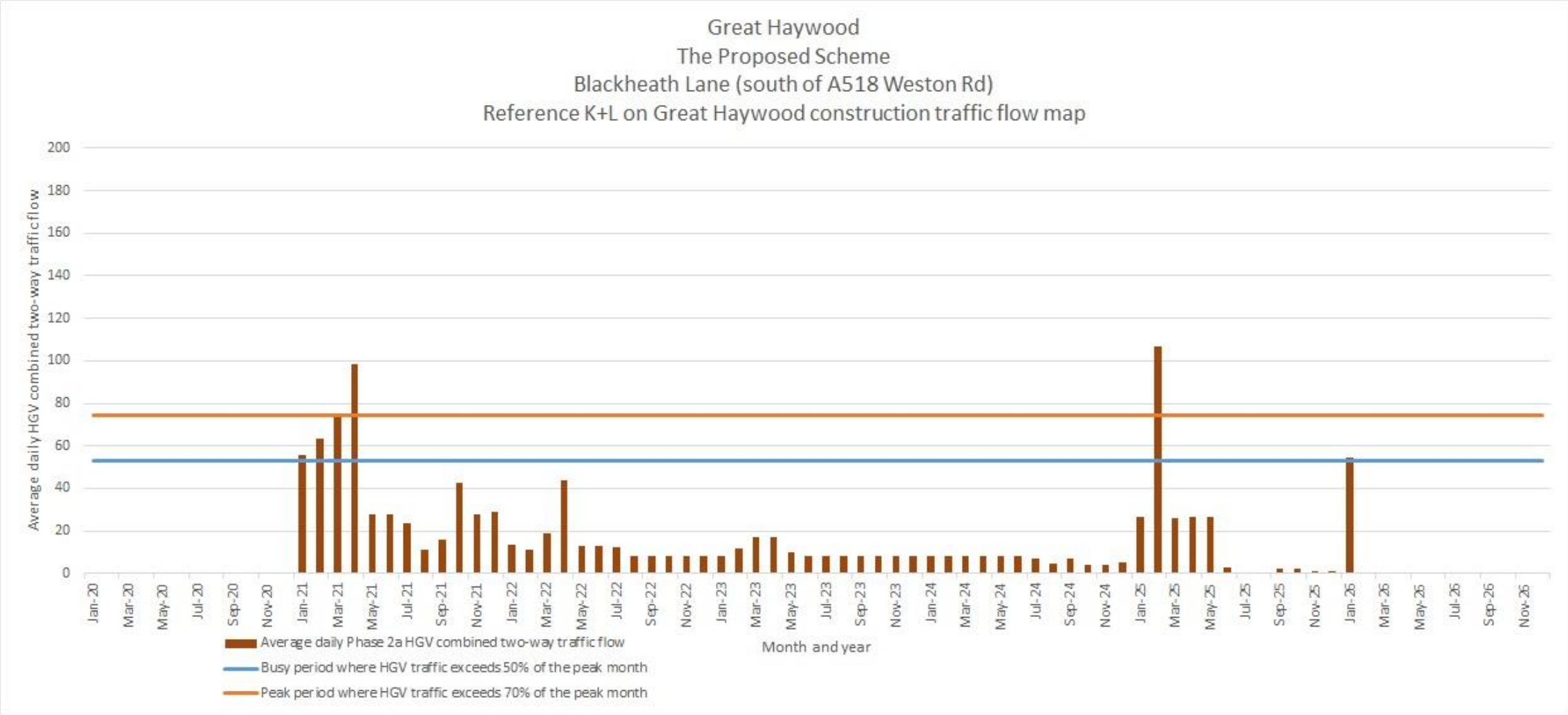
Great Haywood Road: HS2 HGV construction traffic



Hanyards Lane: HS2 HGV construction traffic



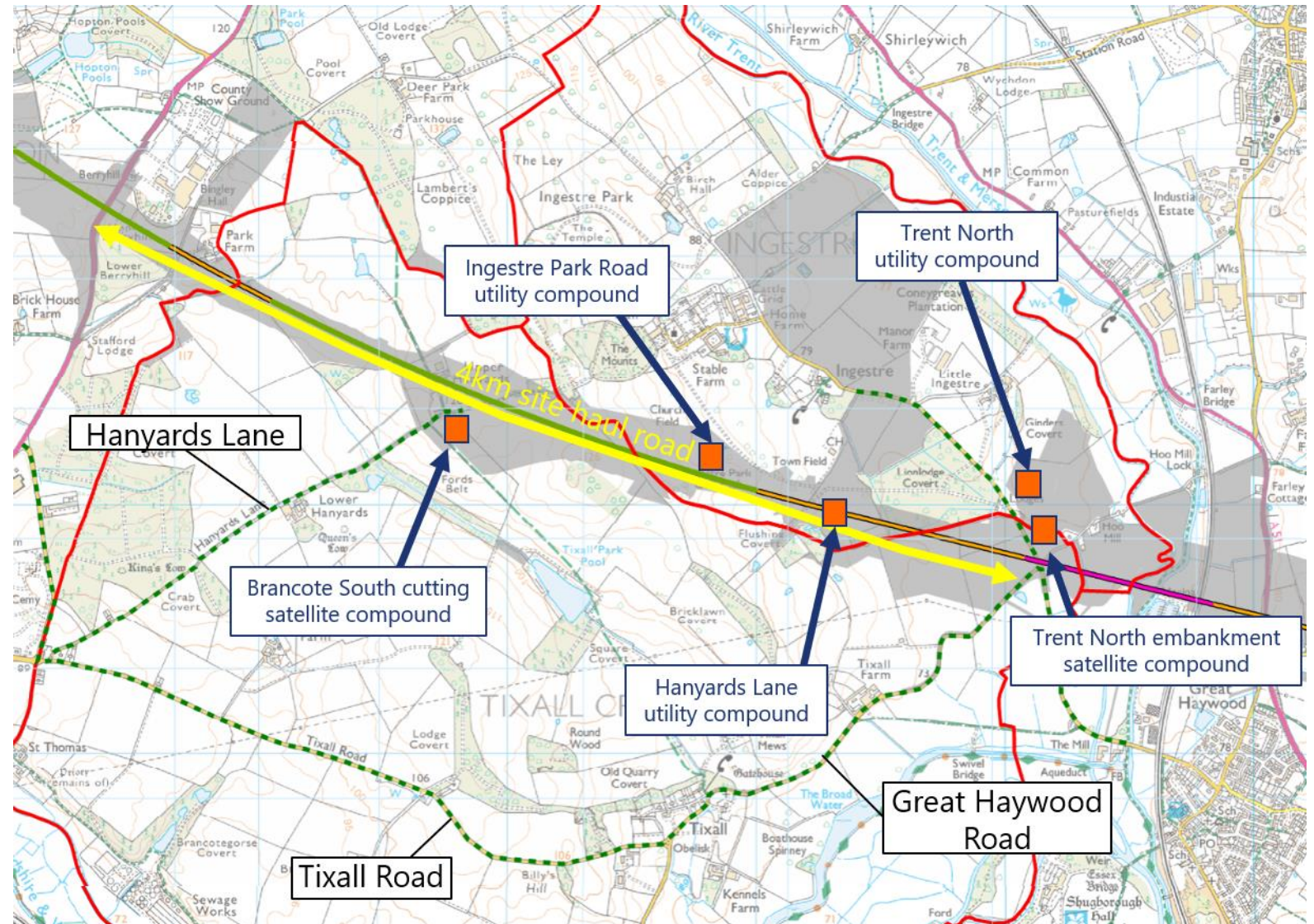
Blackheath Lane: HS2 HGV construction traffic



Compound mobilisation: use of local roads

HS2 construction traffic will use Great Haywood Road, Tixall Road and Hanyards Lane primarily for the purpose of setting up and demobilising construction compounds.

Embankments and cuttings are envisaged to be built using the on-site construction route (haul road) to avoid using the local road network.



Assurance – Use of haul road in Ingestre with Tixall Parish Council area

“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.”

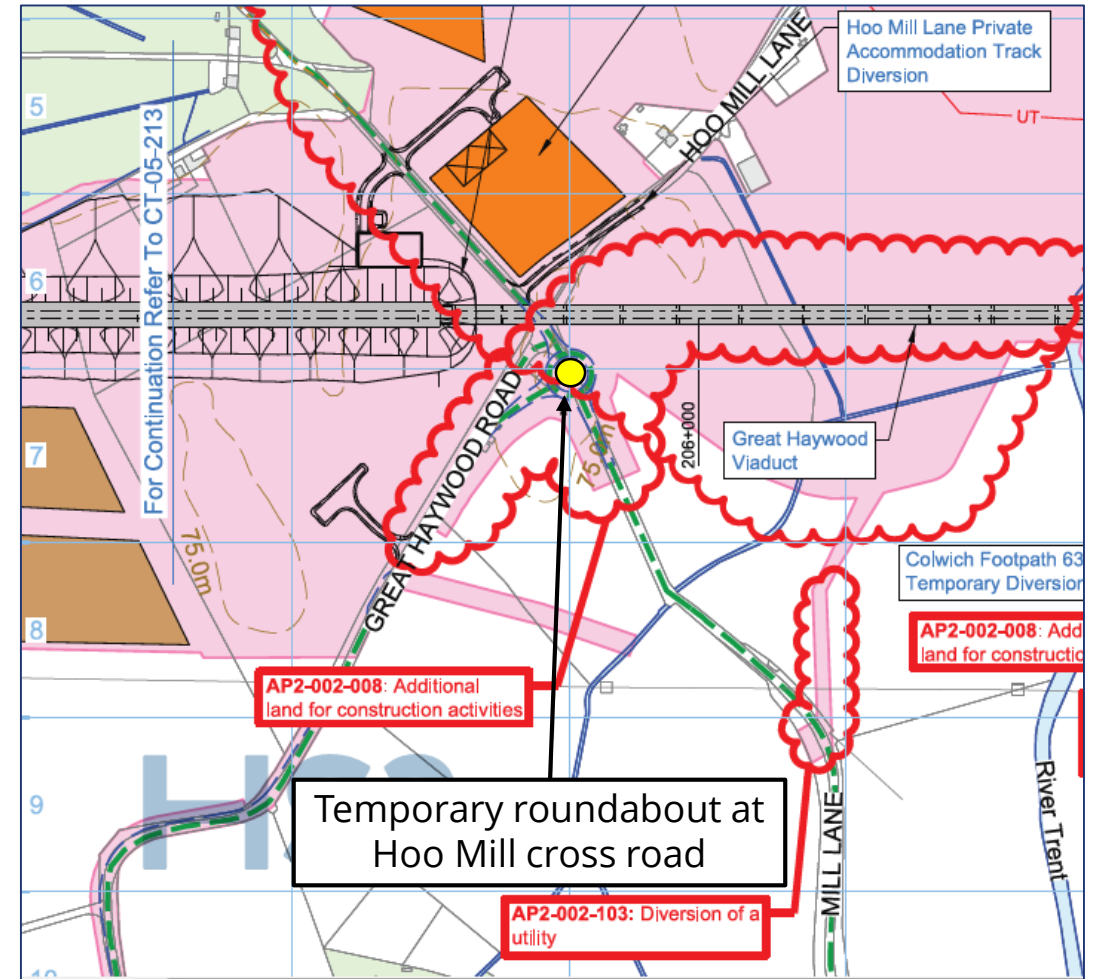
Assurance – Ingestre Park Road access

“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.”

Temporary roundabout – hybrid Bill and change in AP2

The temporary roundabout during construction at Hoo Mill cross road was provided for in the hybrid Bill.

AP2 merely relocates it 40m further south-east away from the piers supporting the Great Haywood viaduct.

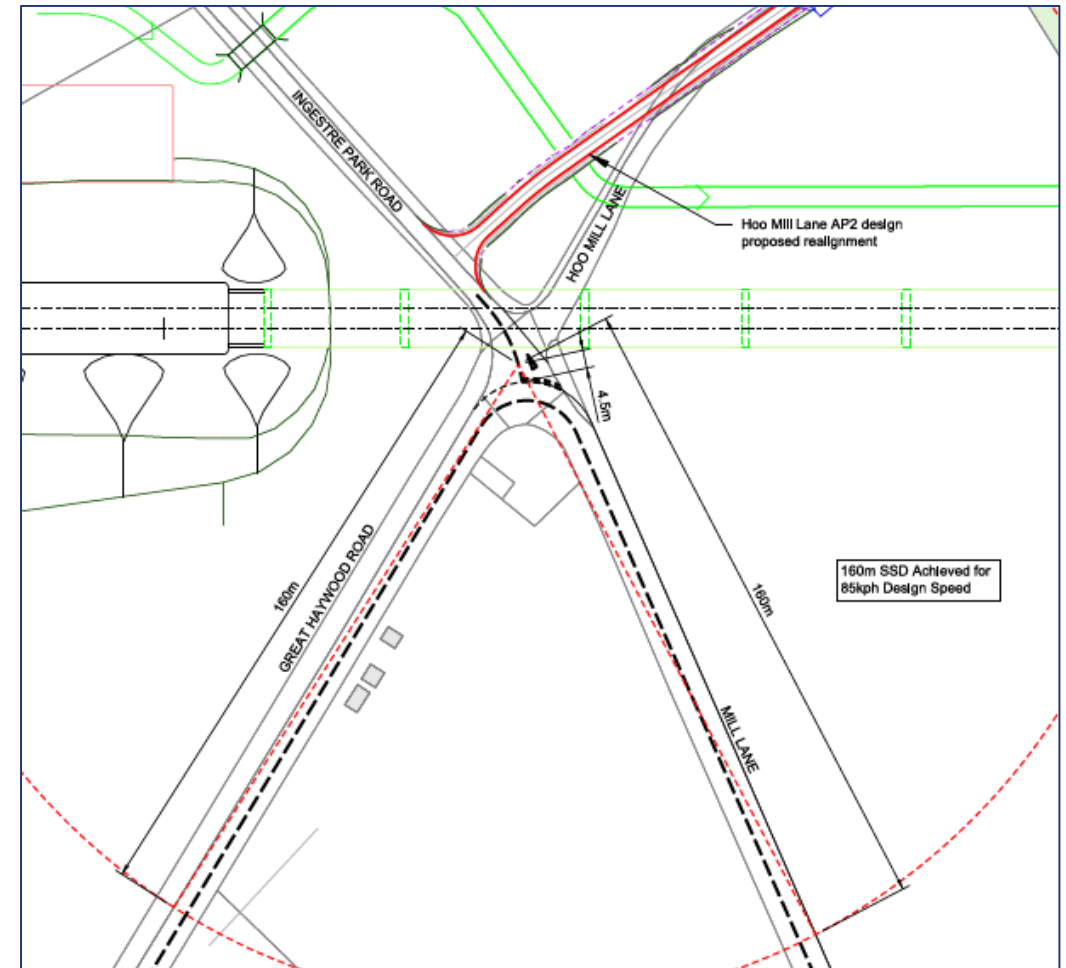


Hoo Mill crossroad

Under the hybrid Bill and AP2, Hoo Mill Lane is realigned.

If the temporary roundabout provided during construction at Great Haywood Road and Mill Lane were not retained, the road junction would be reinstated (subject to the realignment of Hoo Mill Lane).

There may be the opportunity to improve the visibility splays of the junction between Great Haywood Road and Mill Lane when reinstating the junction subject to the necessary consents/approvals.



Assurance - 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:

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

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.”

Assurance – Improved Visibility Splays

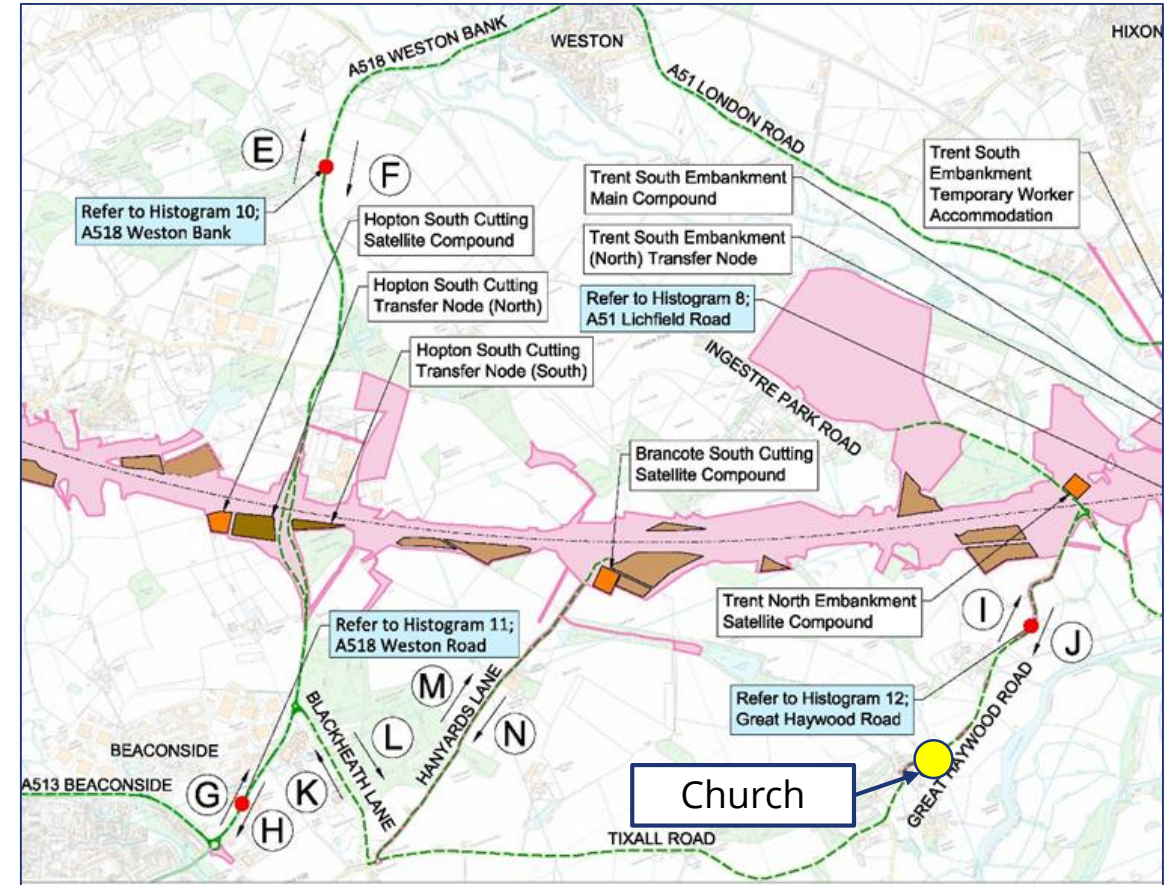
“If the relevant highway authority does not retain the Temporary Roundabout permanently, the Secretary of State will require the nominated undertaker to engage with Staffordshire County Council during the detailed design of the Proposed Scheme in relation to the improvement of the visibility splays at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

Flooding concern at St. John the Baptist church, Tixall

The cause of the reported current flooding of the church path is unknown.

The church is located a substantial distance from the proposed scheme. Construction of the proposed scheme will not influence land drainage at or in the vicinity of the church.

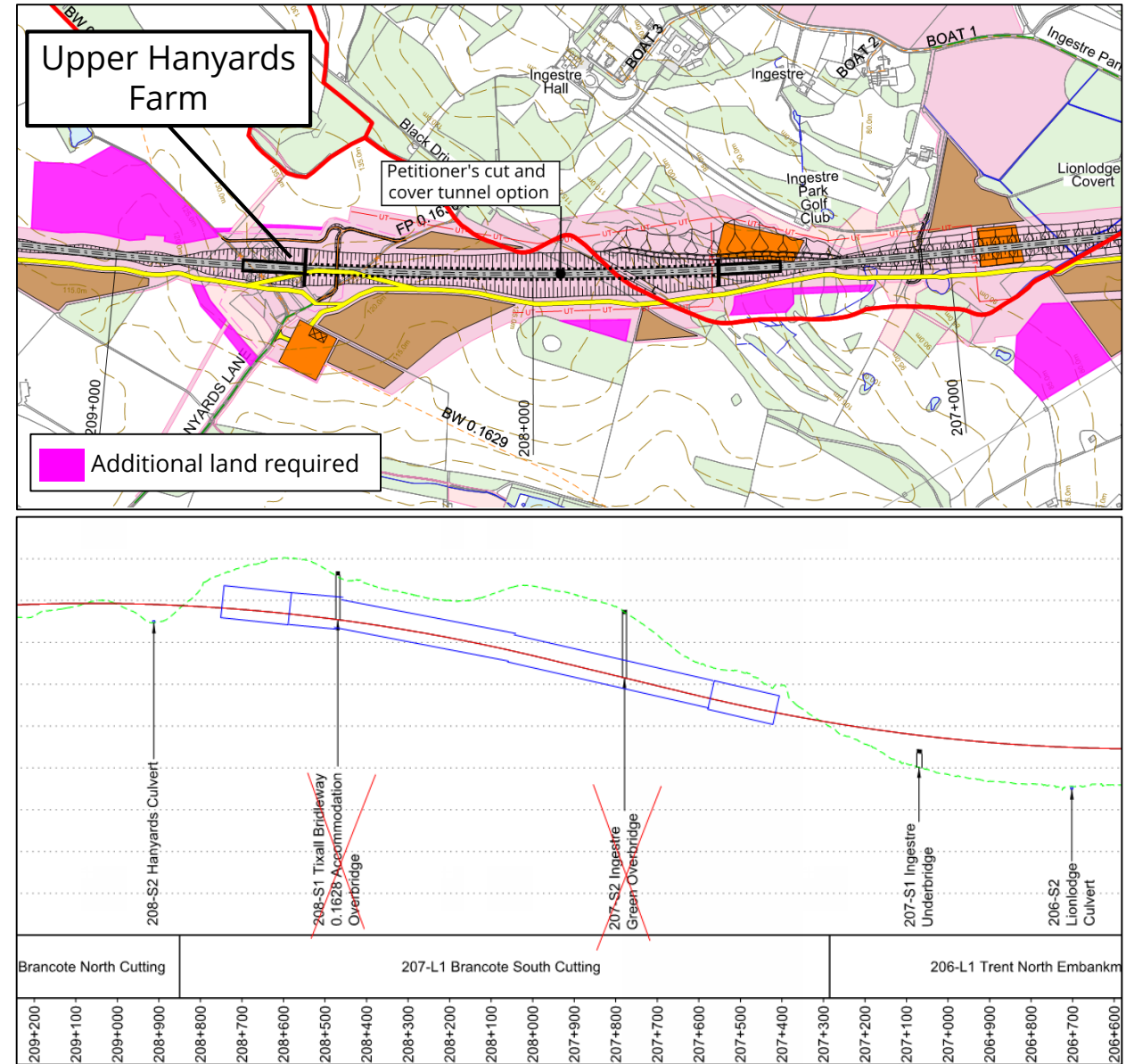
Consequently the Bill makes no provision for unconnected flood mitigation works in respect of the pre-existing drainage issues at the church.



Petitioner request - Cut and cover tunnel at Ingestre

A cut and cover tunnel of about 1km in length would require:

- Tunnel portal buildings, rescue areas, maintenance access and adequate road access at each portal and an additional 12 hectares of additional land for temporary stockpiles.
- An increase in HGV movements on the Strategic Road Network to import the necessary materials.
- Additional railways systems for ventilation, auxiliary power and minor increase in traction power.
- Additional land and an Additional Provision.
- Cost £72.49M greater than the Proposed Scheme.



Noise assessment at Ingestre and Tixall

Ingestre:

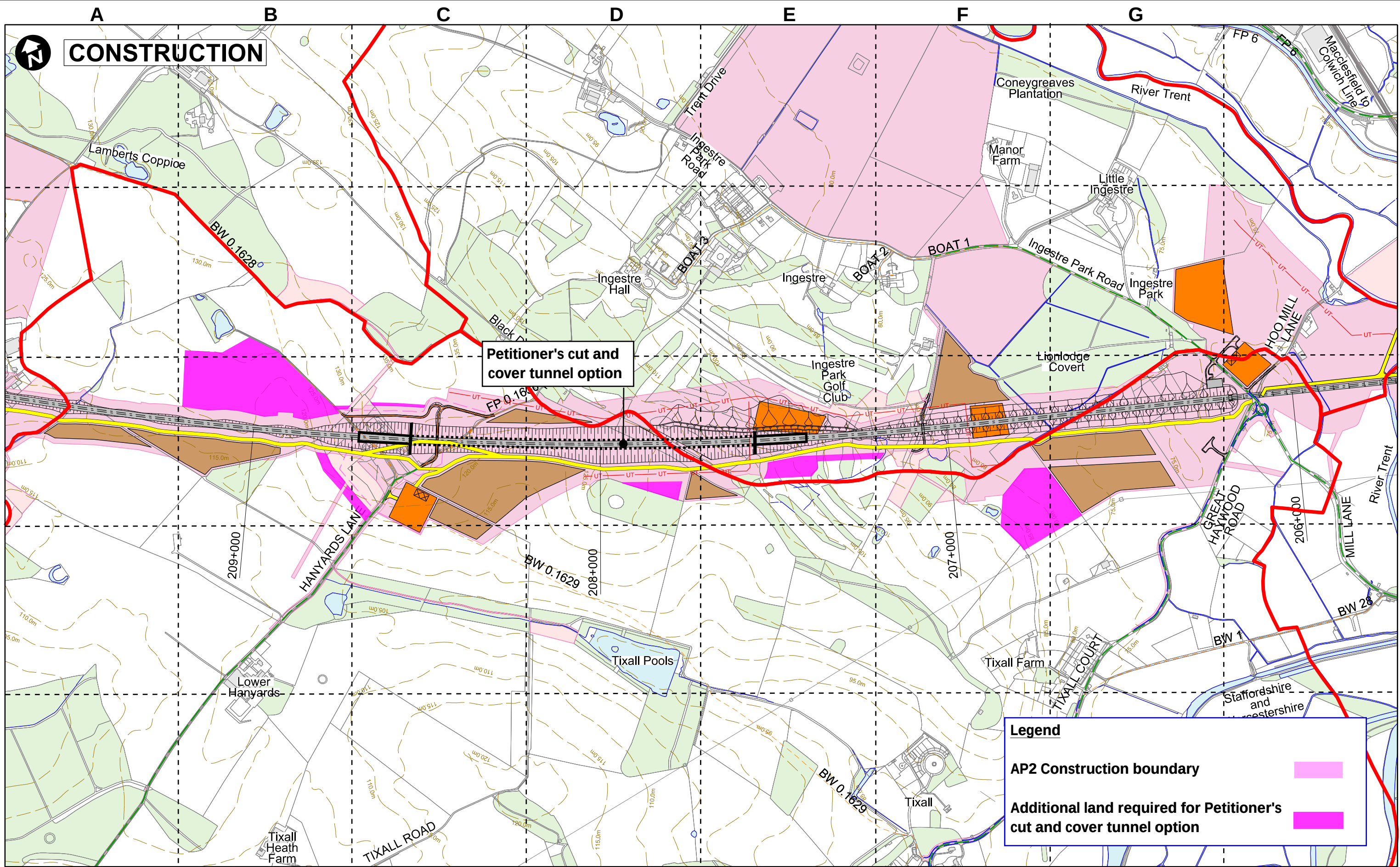
Noise levels are predicted to be below the Lowest Observed Adverse Effect Levels (LOAEL) at all individual properties in the village of Ingestre to the north of the Brancote South Cutting.

Tixall Farm Area:

No individual properties in the vicinity of Tixall Farm are predicted to experience significant observed adverse operational noise or vibration (SOAEL).

Dwellings in this area are predicted to experience a likely significant noise effect on a community basis (OSV02-C04).

Noise mitigation options, including noise barriers, could reduce the number of major and moderate adverse noise impacts identified, which would remove the likely significant community noise effect. However the WebTAG analysis indicates that the ratio of benefit to cost from this mitigation option is very low.



Legend

AP2 Construction boundary

Additional land required for Petitioner's cut and cover tunnel option

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Registration No. 06791686
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Creator/Originator
Ove Arup & Partners International Ltd

Zone

Community Area 2

Design Stage

Designs for Petition

Drawing Title

Ingestre and Tixal Parish Council

Petition P2A-HOL-018

Petitioners Cut and Cover Tunnel Option

Project/Contract

C861 Hybrid Bill Additional Provision 2 AP2

Discipline/Function

Petitions

Drawn

RP

Checked

DS

Approved

TE

Date

2019/10/30

Scale

1:10000

Size

A3

Drawing No.

2PT02-ARP-PT-DSK-000-200002-PET000018

Rev.

P01

Engineering earthworks

Landscape earthworks

Railway

Satellite construction compound

Indicative extent of petitioner(s) boundary

Land potentially required during construction

Extent of land potentially required during construction for mitigation planting

Existing inland water

Existing woodland

Temporary material stockpile

Existing public right of way (PRoW)

New, diverted or realigned PRoW

Stopped-up PRoW

Main utility work

Haul road

Construction traffic route

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P27 (33)

Phase 2a – Pasturefields Salt Marsh SAC

November 2019

Pasturefields Salt Marsh SAC

- Pasturefields is the last remaining significant natural inland salt spring with marsh habitats in the country.
- It qualifies as the Habitats Directive Annex 1 habitat *Inland salt meadows*, and as it is the best example of this habitat in the UK, the site has been designated as a Special Area of Conservation (SAC).
- Therefore compliance with the Habitats Directive must be demonstrated.

Pasturefields Salt Marsh SAC: Habitats directive compliance

- In order to demonstrate compliance with the Habitats Directive, it is necessary to definitively prove a lack of impact, not likelihood or risk.

Pasturefields Salt Marsh SAC: Key stages (1 of 2)

- In 2012, a Habitats Regulation Assessment (HRA) screening report was carried out as part of the Appraisal of Sustainability.
 - The report considered potential construction and operational effects from the proposed route alignment on Pasturefields due to hydrological processes.
 - The report concluded that the chosen (southern) route alignment would have no likely significant effect.
 - This conclusion was agreed with Natural England and the Environment Agency.

Pasturefields Salt Marsh SAC: Key stages (2 of 2)

- The 2012 HRA screening report was updated as part of the Phase 2a Environmental Statement (2017).
- In 2014, the British Geological Survey (BGS), commissioned by Ingestre and Tixall Parish Council, undertook a review with their more extensive geological records.
- In 2017 Mr Jeremy Lefroy, MP for Stafford Constituency provided HS2 with an interpretive report by Envireau Limited. The report was commissioned by the Tixall with Ingestre Parish Council.
 - The Envireau report suggested that a potential mechanism for the Proposed Scheme to effect Pasturefields SAC had not been assessed.

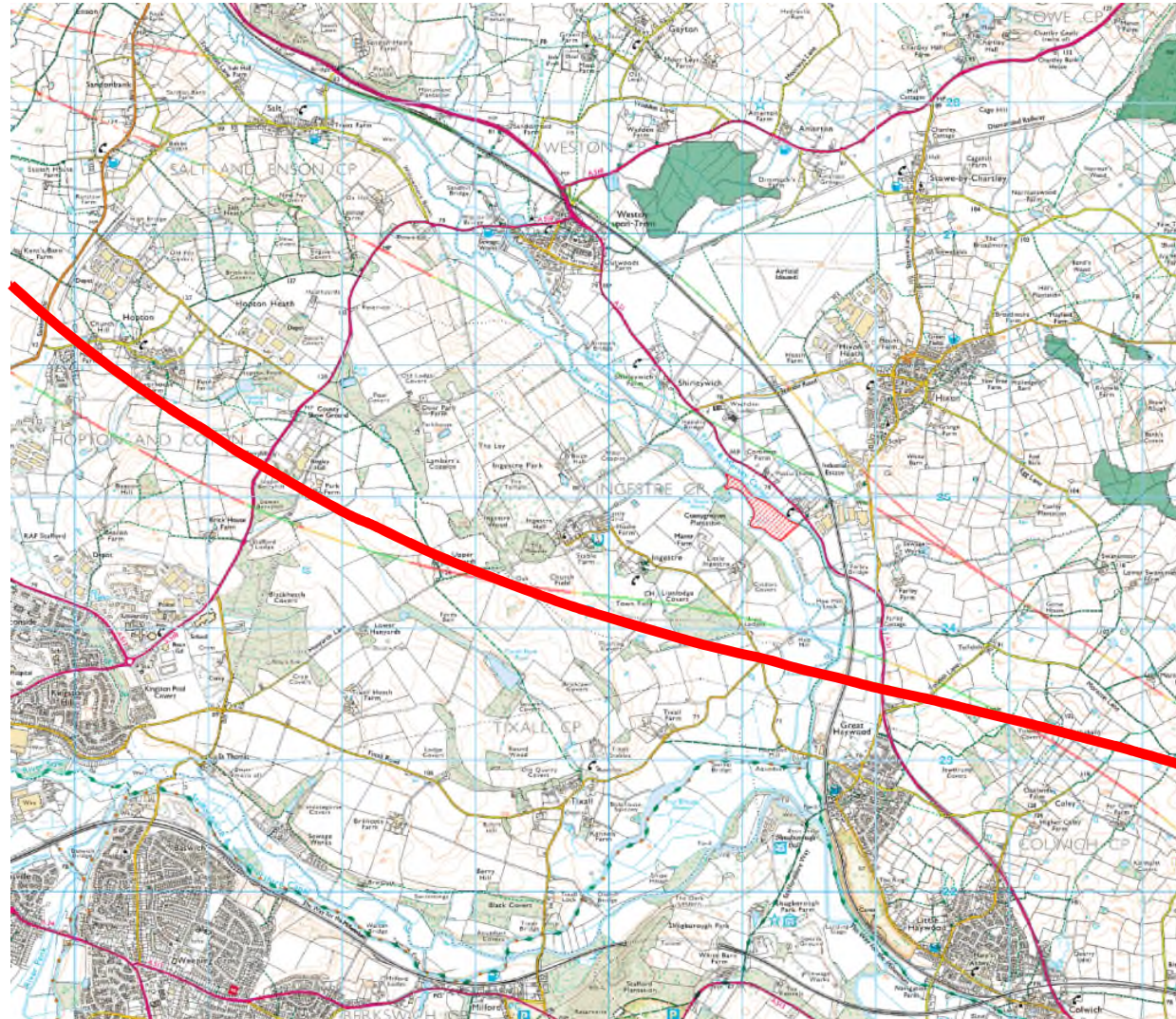
Pasturefields Salt Marsh SAC: Previous studies

- The brine at Pasturefields is fed by a complex mechanism which has been investigated by several studies.
- An initial study was undertaken for Natural England, which was unrelated to HS2, who proposed that the site was being fed via dissolution features within the mudstone to the north of Pasturefields. The resulting brine then flows south in the River Terrace Deposits groundwater, and discharges at Pasturefields due to the presence of impermeable Alluvium deposits.
- The Promoter undertook a review and concluded a similar mechanism to that identified in the Natural England study was likely, however, suggested that the dissolution features to the north-east may be the source. In either case, the studies demonstrated that the brine would be transported to site via the River Terrace Deposits groundwater and discharge at Pasturefields due to the presence of the impermeable Alluvium.

Pasturefields Salt Marsh SAC: Location

Key

-  Dissolution features
-  Pasturefields SAC and SSSI
-  Proposed Scheme



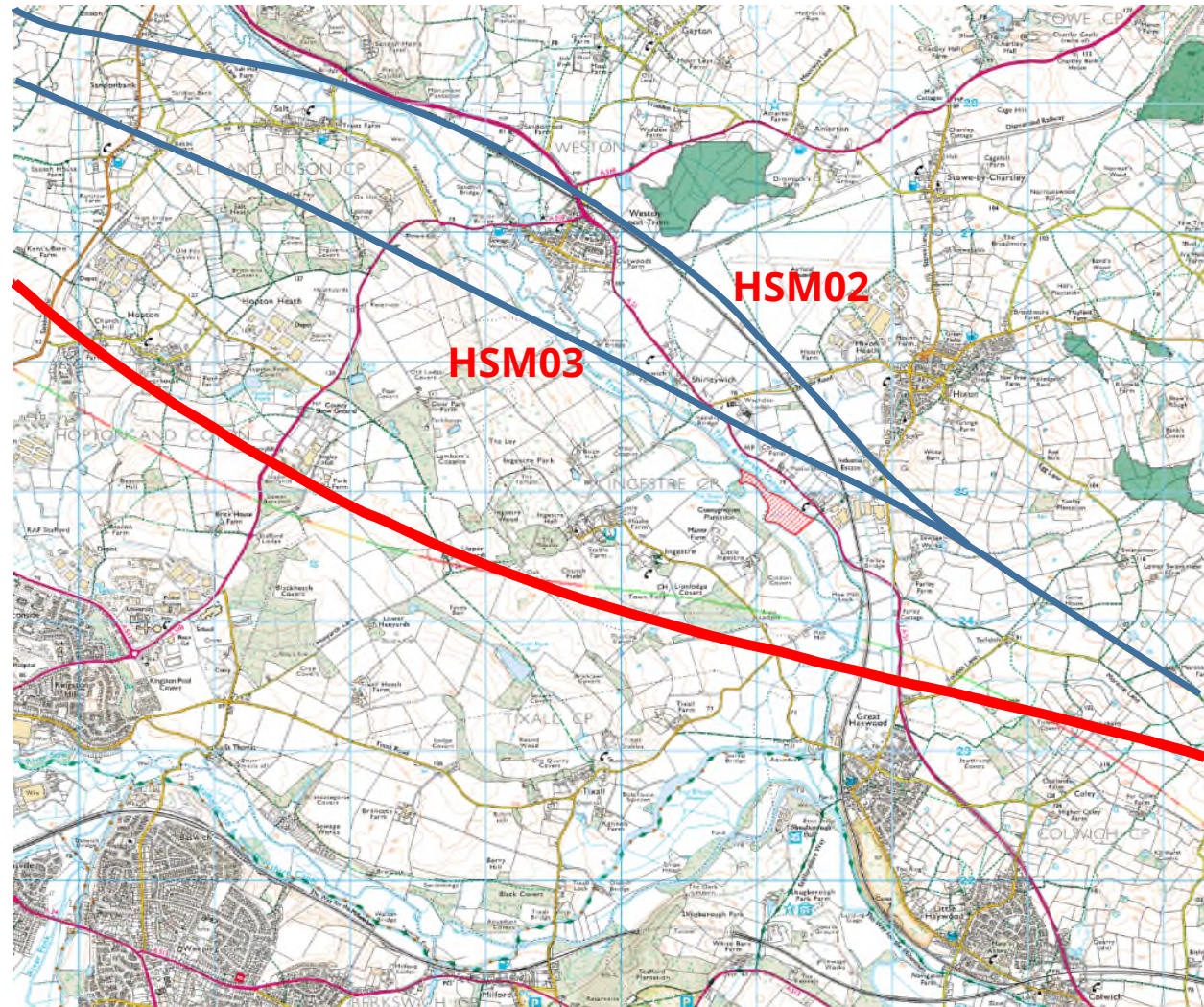
Pasturefields Salt Marsh SAC: Route selection

- Routes to the north and south of Pasturefields were considered. As discussed previously, Pasturefields may be fed by brine flow from the north, which northern routes could disrupt.
- Where there is more than one development solution, the Habitats Directive requires the selection of the solution which avoids impact on the site unless strict tests can be met.
- Therefore in this case, the southern route must be selected.

Pasturefields Salt Marsh SAC: Route selection

Key

-  Dissolution features
-  Pasturefields SAC and SSSI
-  Proposed Scheme
-  Alternative routes considered north of Pasturefields SAC and SSSI (HSM02 and HSM03¹)

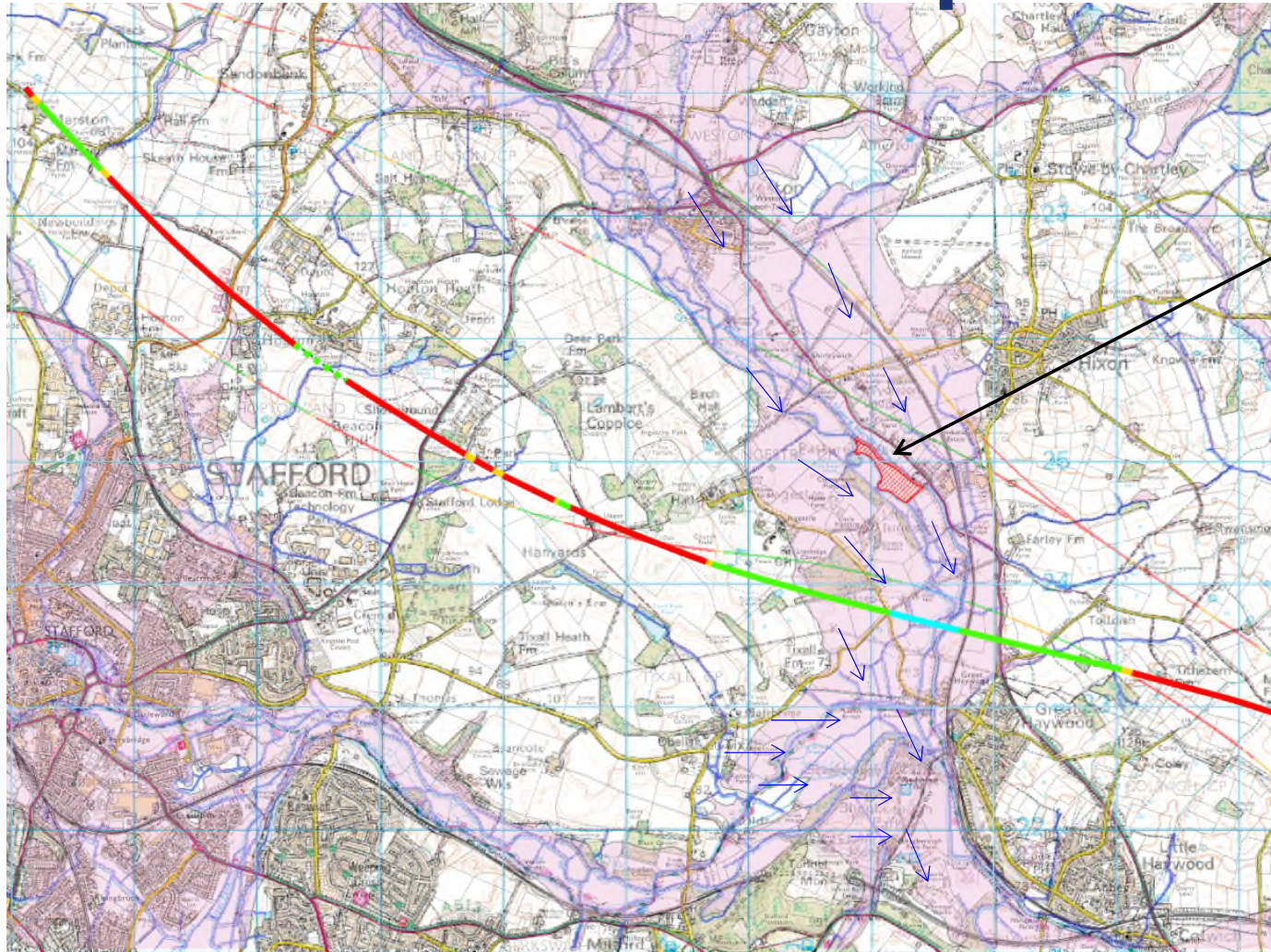


¹ Refer to Habitats Regulations Assessment screening report for Pasturefields Salt Marsh Special Area of Conservation, Volume 5, ES

Pasturefields Salt Marsh SAC: British Geological Survey review

- The British Geological Survey (BGS), commissioned by Ingestre and Tixall Parish Council, undertook a review with their more extensive geological records. This study was very useful, as it helped to clarify several points, that:
- There is an alternative potential mechanism; in this case, the salt is at depth within the mudstone and the brine is forced to the ground surface under pressure. They acknowledge that the brine could either emerge locally or to the north and brought south by the groundwater in the River Terrace Deposits;
- It may not be any one of the mechanisms that solely feed Pasturefields, but a combination.
- Therefore, the BGS identify the brine source as either local to the site, or from the north.

Pasturefields Salt Marsh SAC: Prevailing groundwater flow within the aquifer



Pasturefields
SAC

Pasturefields Salt Marsh SAC: Response to Envireau report

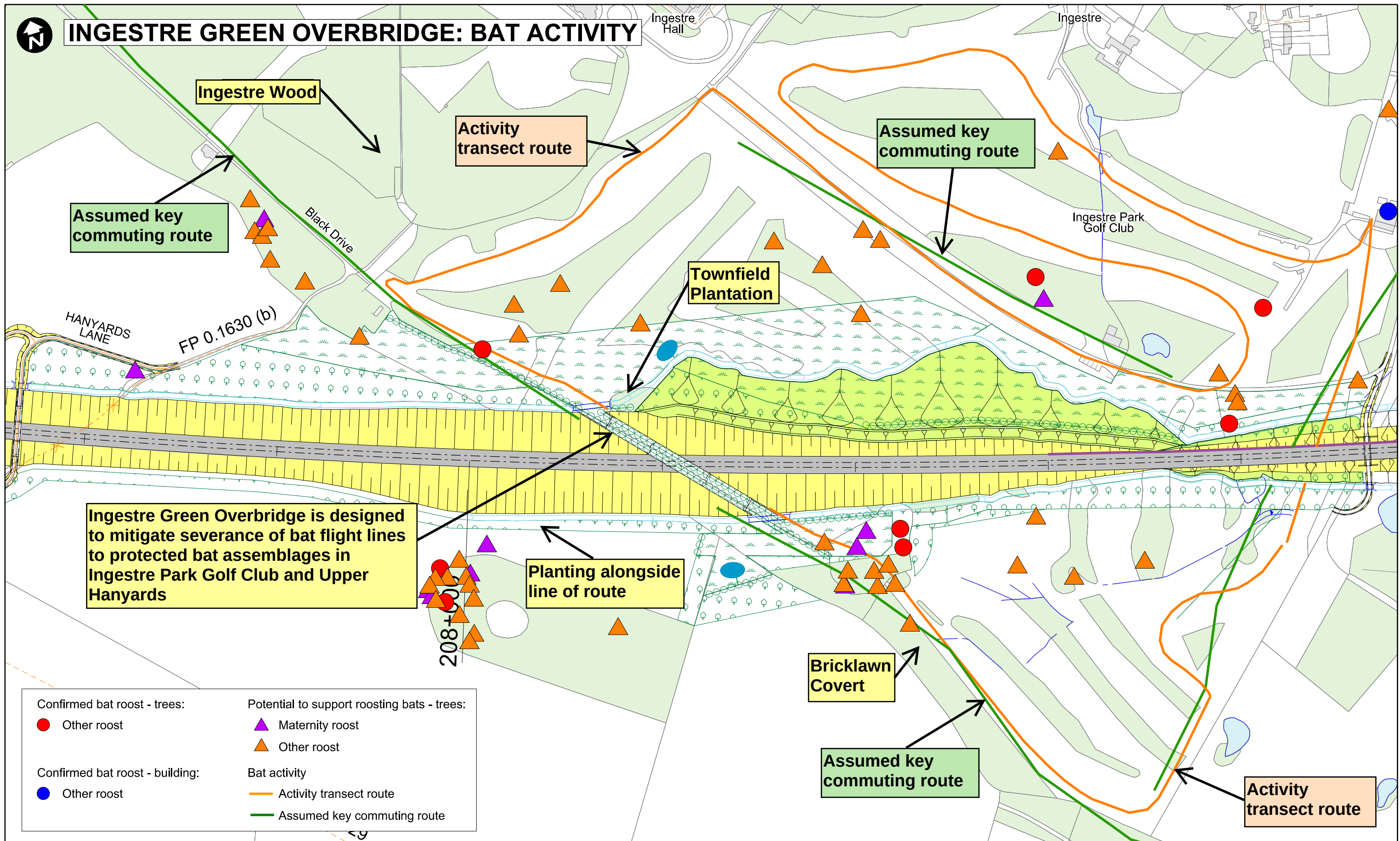
- A detailed review of the Envireau report was undertaken by the Promoter and a report prepared that was sent to Jeremy Lefroy MP.
- Following consideration of the Envireau report, it remains the Promoter's view that no potential impacts on Pasturefields Salt Marsh SAC have been identified, therefore there are no likely significant effects.
- The Environment Agency and Natural England both agree with the conclusions of the HS2 report.

Pasturefields Salt Marsh SAC: Summary Points

- The Promoter and British Geological Society are aligned, that the brine source is either to the north or local to the site;
- A northern alignment could disrupt the flow of brine to Pasturefields;
- The Habitats Directive requires that where it is not possible to conclude that an adverse effect would not occur, alternative solutions must be considered. Where there is a satisfactory alternative that would avoid an impact, then this alternative solution must be adopted;
- No source to the south has been identified; and
- The Promoter, the Environment Agency and Natural England are in agreement that the southern route is the only route that can be certain as to not impact Pasturefields, and therefore, must be chosen over the northern routes.



INGESTRE GREEN OVERBRIDGE: BAT ACTIVITY



- Confirmed bat roost - trees:

 - Other roost

Confirmed bat roost - building:

 - Other roost
- Potential to support roosting bats - trees:

 - Maternity roost
 - Other roost

Bat activity

 - Activity transect route
 - Assumed key commuting route

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Legends/Notes:

- Engineering earthworks
- Landscape earthworks
- Railway
- Woodland habitat creation
- Landscape mitigation planting
- Grassland habitat creation

- Existing inland water
- Existing woodland
- Ecological mitigation pond
- Existing public right of way (PRoW)
- New, diverted or realigned PRoW
- Stopped-up PRoW

- Noise barrier
- Hedgerow habitat creation
- Ditches - new
- Watercourse diversion

HS2

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Registered office:
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Creator/Originator
Ove Arup & Partners International Ltd

Zone	Community Area 2		Project/Contract C861 Hybrid Bill Additional Provision 2 AP2		
Design Stage	Designs for Petition		Discipline/Function Petitions		
Drawing Title	Mr Mark Madders, Mr James Madders, Mr Robert		Drawn DS	Checked VW	Approved TE
	Madders, Mrs Mary Madders		Date 2019/11/05	Scale 1:5000	Size A3
	Petition P2A-HOL-010		Drawing No. 2PT02-ARP-PT-DSK-000-200018-PET000029		
			Rev. P01		

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Dr Andrews
2 The Hanyards
Tixall
Stafford
ST18 0XY

4 May 2018

Dear Dr Andrews

HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL

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.

Following the meeting you had with colleagues on 02 May 2018, I am writing to you in regards to your concerns over the possible closure of Ingestre Park Road. As a result, I am writing to you, on behalf of the Secretary of State for Transport, to offer you the following assurance:

"The Secretary of State will require the nominated undertaker in exercise of the Bill powers not to prevent, insofar as is reasonably practicable, public vehicular access to Ingestre from Hoo Mill crossroads via Ingestre Park Road. However, Ingestre Park Road may be temporarily subject to some unavoidable overnight or weekend access restrictions during the highway or utility works in the Mill Lane / Hoo Mill Lane junction area, but in the event that public vehicular access is unavailable for short periods a route to Ingestre suitable for use by the emergency services would be maintained."

In this assurance, "the nominated undertaker" refers to the body or bodies appointed by the Secretary of State to carry out the powers conferred under the Bill to construct and maintain the scheme. The nominated undertaker may be HS2 Ltd, or it may be another body or bodies appointed to oversee the construction and operation of Phase 2A.

If accepted, the assurance set out above 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. Further information on how the Secretary of State will ensure compliance with assurances made by HS2 Ltd is set out in HS2 Phase 2A Information Paper B5, Compliance with Undertakings and Assurances¹.

¹ A copy can be found at <https://www.gov.uk/government/publications/understanding-the-hybrid-bill-hs2-phase-2a-information-papers>

If you have any queries please don't hesitate to contact Omar Deedat, Area Petition Advisor, on 020 7944 8646 and Omar.Deedat@HS2.org.uk.

I am copying this David Cook

Yours sincerely

A handwritten signature in dark ink, appearing to read 'O Bayne', with a stylized flourish at the end.

Oliver Bayne

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

High Speed Two (HS2) Limited

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Dr Andrews
2 The Hanyards
Tixall
Stafford
ST18 0XY

29 March 2019

Dear Dr Andrews

**HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL – HOUSE OF COMMONS SELECT COMMITTEE:
PETITION P2A-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. You had a number of concerns about the impact of Phase 2A of HS2 (known as 'the Proposed Scheme') and submitted a petition on that basis against the Bill and Additional Provision 2.

Following receipt of your petition, I am writing to you, on behalf of the Secretary of State for Transport, to offer 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.

In these assurances:

“Proposed Scheme” means Phase 2A of HS2 as defined further in the Bill, and includes the proposals in Additional Provision 2 to the Bill;

“the nominated undertaker” refers to the body or bodies appointed by the Secretary of State to carry out the powers conferred under the Bill to construct and maintain the scheme. The Nominated Undertaker may be HS2 Ltd, or it may be another body or bodies appointed to oversee the construction and operation of the Proposed Scheme;

“Secretary of State” means the Secretary of State for Transport or any successor Secretary of State or minister holding the Transport portfolio;

“Relevant Site Haul Roads” means such site haul roads as may be constructed for the Proposed Scheme within the area of the land required for the construction of the railway which may be utilised by the Nominated Undertaker to provide a vehicular construction route between the public road network and the Compound;

“the Compound” means the Brancote South Cutting Satellite Compound as authorised by the Bill the indicative location of which is shown on CT-05-214 in Environmental Statement Volume 2: Map Book, CA2: Colwich to Yarlet as deposited with the Bill; and

“Hanyards Lane” means that part of the private road known as Hanyards Lane in the Parish of Tixall, Staffordshire which is situated within plot 48a and Plot 48 on Sheet No. 1-29 and Sheet No. 1-28 of the deposited plans (as defined in the Bill).”

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.

Further information on how the Secretary of State will ensure compliance with assurances made by HS2 Ltd is set out in HS2 Phase 2A Information Paper B5, Compliance with Undertakings and Assurances. The assurance process is set out in Annex A.

If you have any queries please don't hesitate to contact Omar Deedat, on 020 7944 8646 and Omar.Deedat@HS2.org.uk.

Yours sincerely

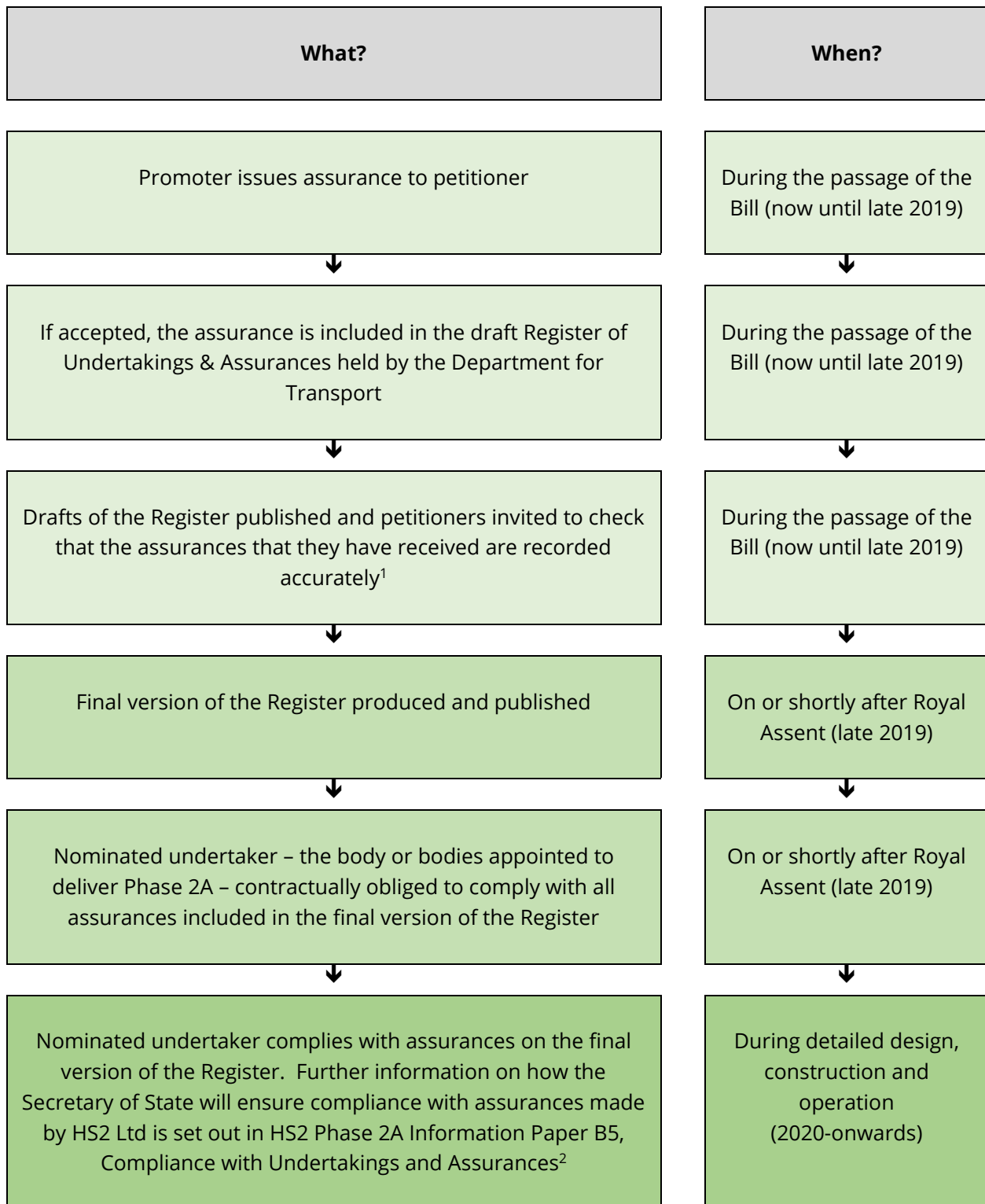
A handwritten signature in dark ink, appearing to read 'O Bayne', with a stylized, flowing script.

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>

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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

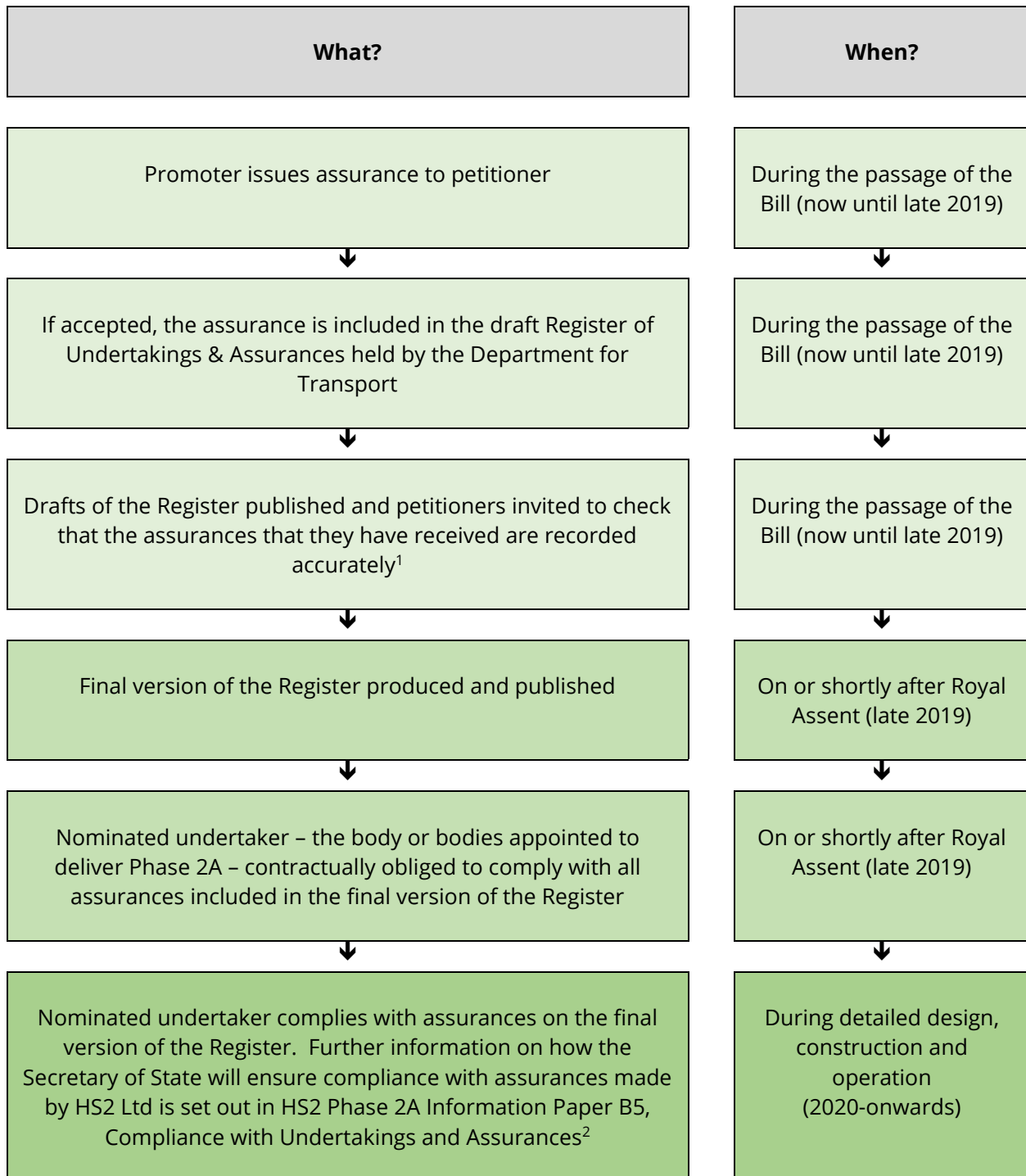


Oliver Bayne

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

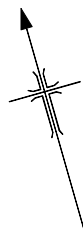
Annex A

ASSURANCES: STEPS AND TIMING



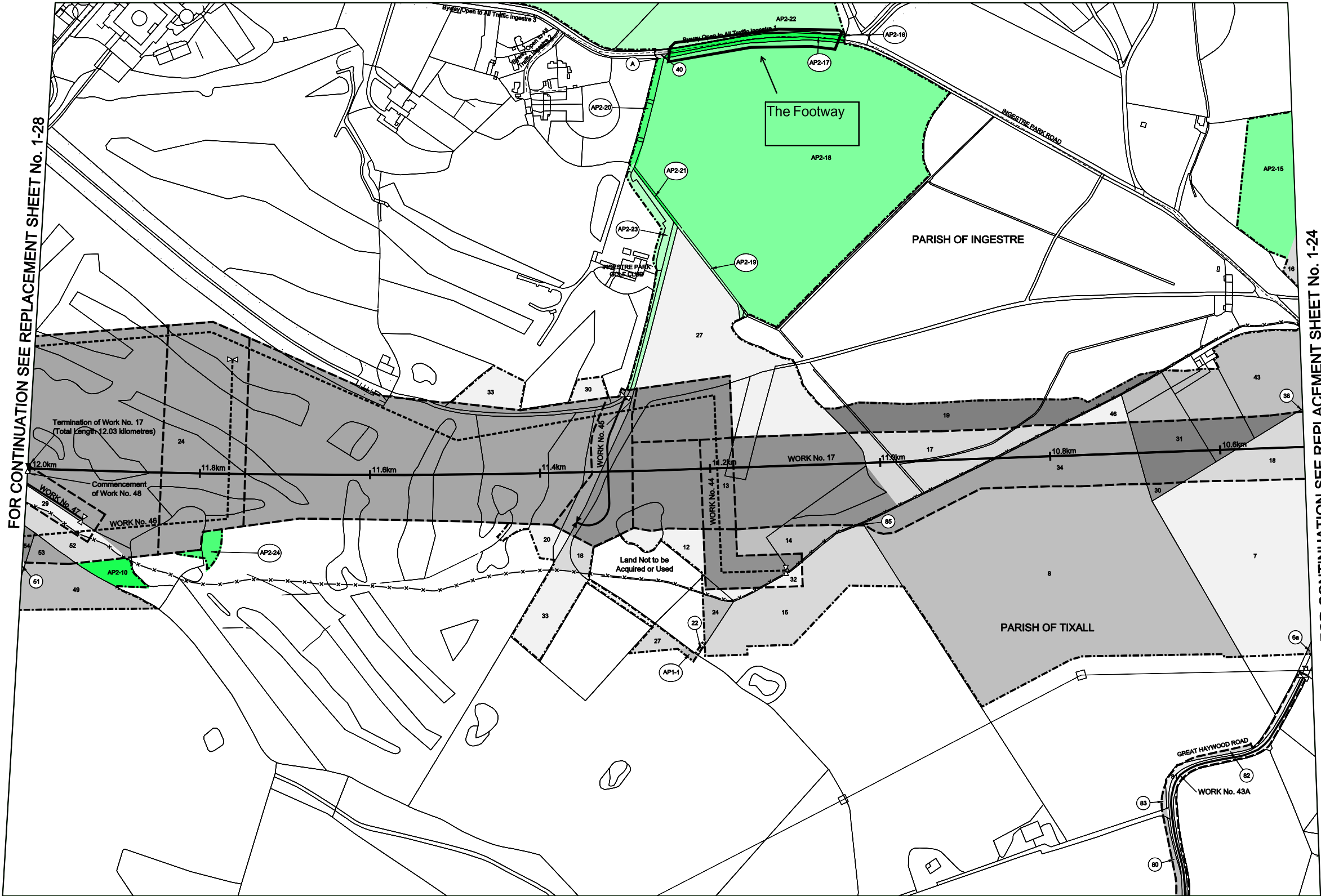
¹ The latest draft of the Register can be found at <https://www.gov.uk/government/publications/hs2-phase-2a-register-of-undertakings-and-assurances>

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

Cllr Anne Andrews
2 The Hanyards
Tixall
Stafford
ST18 0XY

10 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.

Following your appearance before the Select Committee on 8 May 2019, I am writing to you to provide a revised assurance in regards to the Parish Council's request for a footway to be installed from the entrance to Ingestre Manor Farm to Home Farm corner. This assurance is being provided following a commitment made by the Promoter during your appearance and supersedes the previous one in my letter of 7 May 2019 (I attach a copy of that for ease of reference):

"In this assurance:-

"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;

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.
2. The conditions referred to in paragraph 1 are:

- a. that the provisions contained in Additional Provision 2 relating to Ingestre Park Golf Course 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;
- 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, this assurance 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.

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.

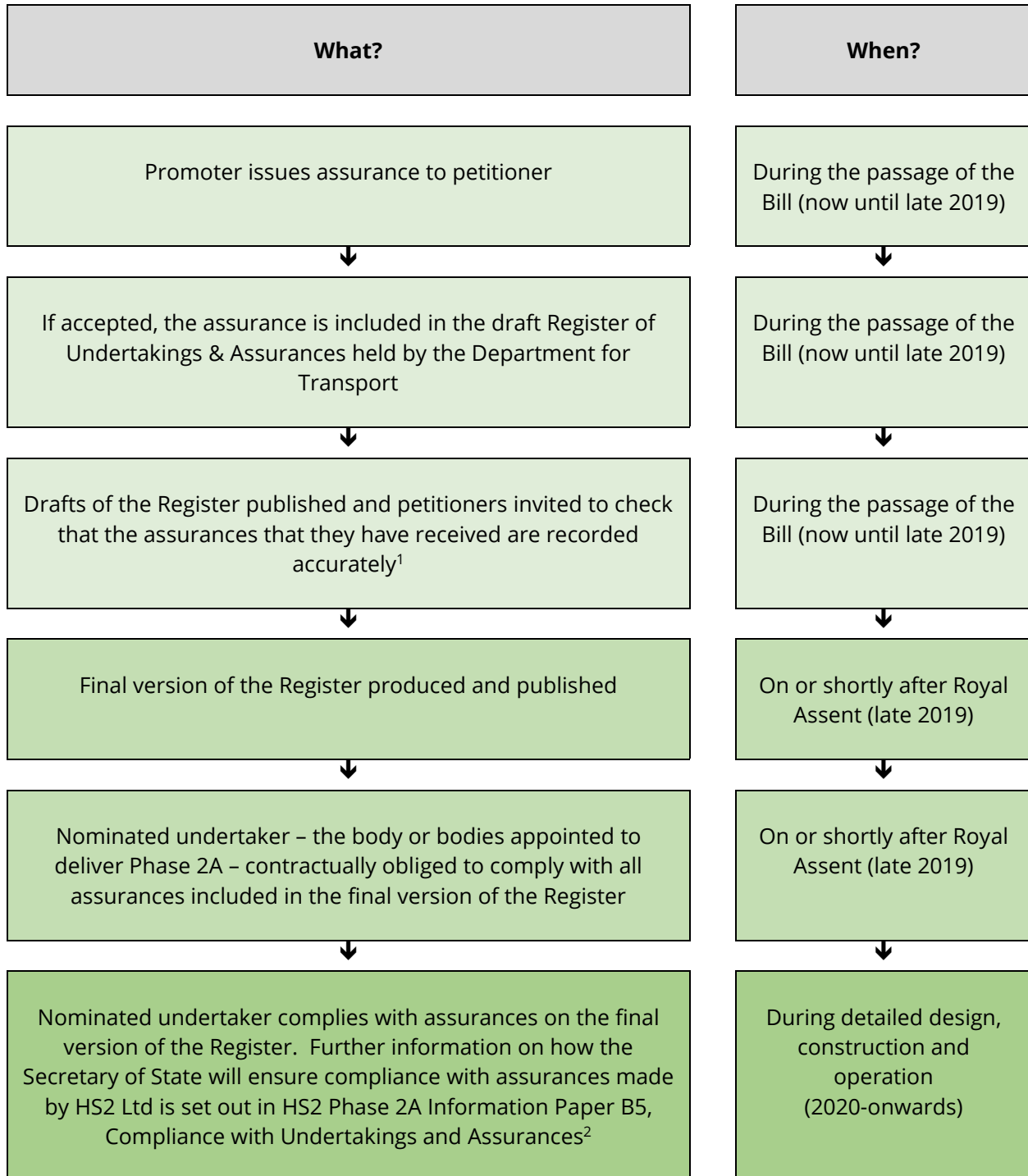
Yours sincerely



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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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

High Speed Two (HS2) Limited

Sanctuary Buildings
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Email: hs2enquiries@hs2.org.uk

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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

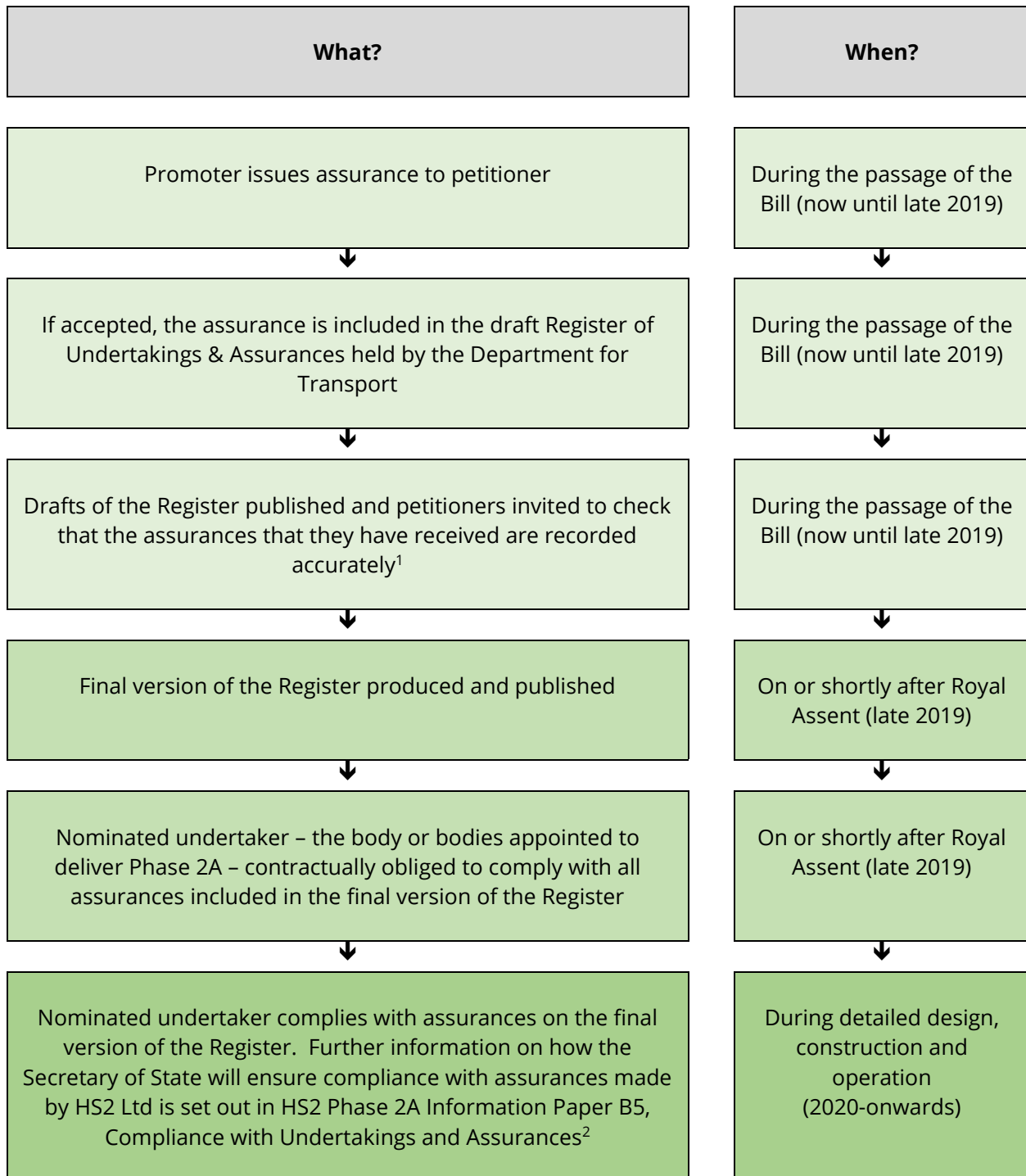


Oliver Bayne

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

Annex A

ASSURANCES: STEPS AND TIMING



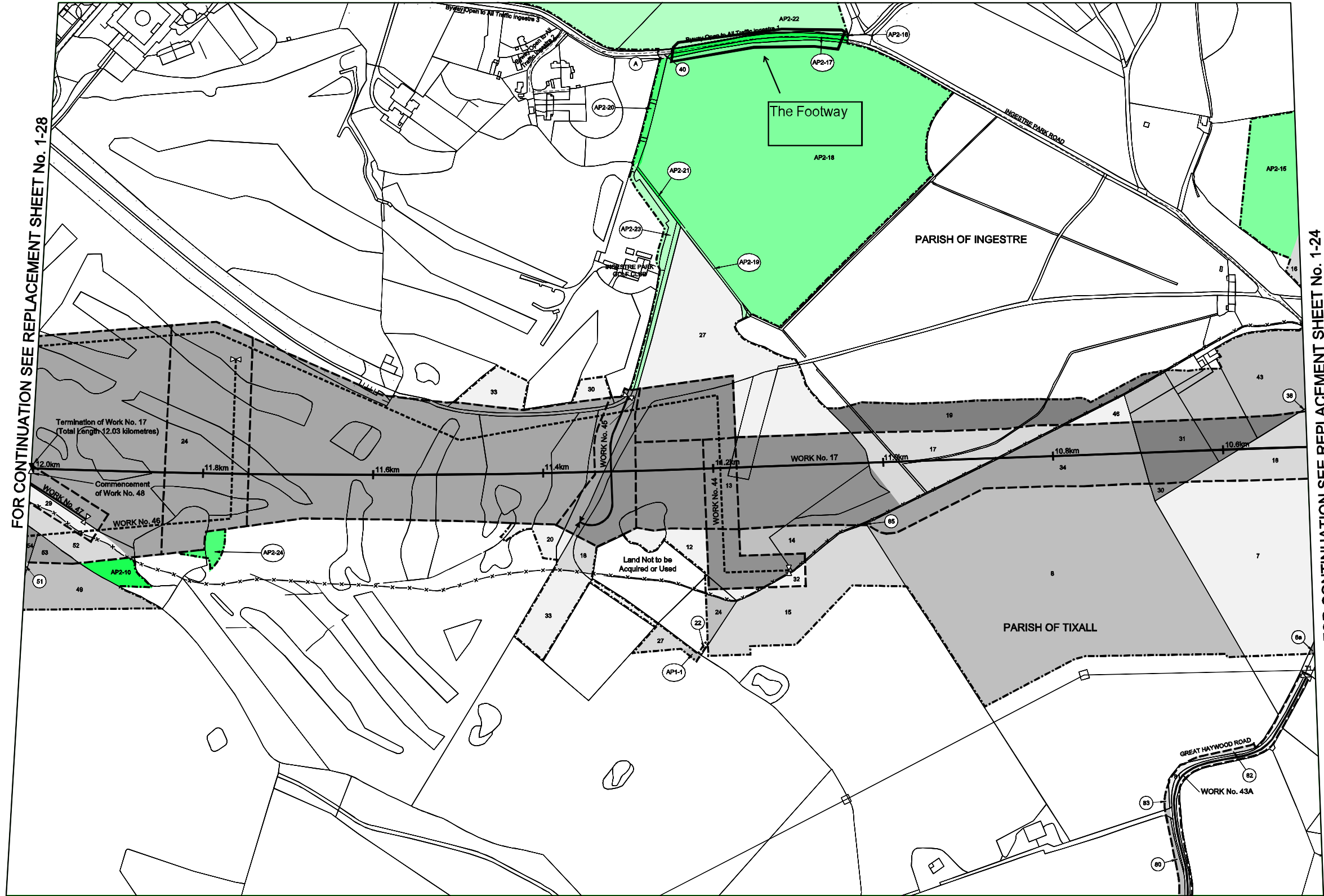
¹ The latest draft of the Register can be found at <https://www.gov.uk/government/publications/hs2-phase-2a-register-of-undertakings-and-assurances>

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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)
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High Speed Two (HS2) Limited

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Cllr Anne Andrews
2 The Hanyards
Tixall
Stafford
ST18 0XY

23 October 2019

Dear Cllr Andrews

**HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL – HOUSE OF LORDS SELECT COMMITTEE:
PETITION HS2-HOL-018 – 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 have concerns about the impact of Phase 2A of HS2 (known as 'the Proposed Scheme') and have submitted a petition on that basis against the Bill in the House of Lords.

I understand that the Parish Council have been unable to meet with my colleagues following the submission of your House of Lords petition. However, Omar Deedat informs me that you have been in regular contact by telephone and email in relation to the issues raised in your petition.

A Promoter's Response Document (PRD) for the petition was sent to you on 4 October 2019

This letter sets out the Promoter's position in relation to the issues you have raised, and the measures identified to address your concerns.

Access, traffic and transport

In your petition you state you are concerned about the effects on the road network during the construction of the Proposed Scheme. I understand you are satisfied with the assurance in respect of access to Ingestre via Ingestre Park Road which was offered to the Parish Council on 11 May 2018, in addition to the two assurances regarding Hoo Mill Crossroads which were offered on 29 March 2019 and 7 May 2019.

I refer you to the Promoters response in the PRD regarding your concerns about proposed HS2 construction traffic from Blackheath Lane to Great Haywood Road.

Cut and cover tunnel

In your petition you have requested that one solution to the impact on the road network within the Parish would be to replace the deep cuttings proposed on either side of Upper Hanyards Farm with a cut and cover tunnel. The request set out in your petition would require an Additional Provision to the

Bill, since provision of such a tunnel would result in the need to extend the powers of compulsory acquisition and use of lands that are not currently within the Bill limits.

The guidance¹ on petitioning published by the Private Bill Office in the House of Lords in July 2019 in advance of the petitioning period explains:

“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.”

Additionally, you state that replacing the cuttings with a cut and cover tunnel would reduce the amount of spoil to be transported away from the site. We propose to use Great Haywood Road, Tixall Road and Hanyards Lane as construction traffic routes primarily for the purpose of setting up and demobilising construction compounds. Embankments and cuttings are envisaged to be built using the on-site construction route (haul road) in order to avoid using the local road network.

Canal towpath

In your petition you state that impacts on the road network could be partly compensated by the Promoter funding the provision of a wheelchair friendly towpath from Holdiford Road to the Sow Aqueduct on the Staffordshire & Worcestershire Canal. Following a telephone conversation with Omar Deedat on 18 September 2019, you clarified that in addition to the towpath being upgraded you would like a wheelchair friendly ramp down to the canal.

The Promoter has met with the Canal and River Trust (CRT) in order to discuss your request. I understand Omar Deedat explained during a telephone conversation with you on 21 October 2019 that the wheelchair friendly zig zag ramp you mentioned on the telephone would require an Additional Provision to the Bill. However, CRT have said that they would be willing to engage with the Parish Council in relation to providing an alternative wheelchair friendly access to the canal.

In regards to the footpath upgrade, as you might be aware, in their petition against Additional Provision 2 (AP2) to the Bill in the House of Commons, Colwich Parish Council requested that the Promoter upgrade the canal towpath on the Staffordshire and Worcestershire from Great Haywood to Baswich (approximately 6.3km).

In their Third Special Report of Session 2017-2019, the House of Commons Select Committee said “Colwich Parish Council petitioned the Committee on 1 May 2019 arguing for an upgrade of the

¹ See section 1

<https://www.parliament.uk/business/committees/committees-a-z/lords-select/high-speed-rail-west-midlands-crewe-bill-select-committee-lords/petitioning-guidance-17-19/>

towpath of the Trent and Mersey Canal [...] HS2 are now in discussions about using the Community Fund to upgrade the towpath”.

In paragraph 115 of its response to the House of Commons Select Committee’s Third Special Report of Session 2017-2019 the Promoter said:

“The Promoter is continuing to engage with Colwich Parish Council, working with the Canal and River Trust and Sustrans to help facilitate an alternative route for cyclists wishing to avoid construction traffic on the Great Haywood Road, including working with them to make a bid to the HS2 Community and Environment Fund (CEF), Business and Local Economy fund (BLEF) or Sustrans funding.”

Through further conversations with CRT, an alternative upgrade has been identified which would satisfy Ingestre with Tixall Parish Council’s request and, in part, Colwich Parish Council’s request. The Promoter is willing to fund £106,000 towards this upgrade which represents the cost of the section Ingestre with Tixall Parish Council have requested. I understand Omar Deedat explained to you on the telephone on 21 September that this would be subject to the condition that other parties also contribute their proportionate share of the overall cost of the proposed upgrade. I am therefore able to offer the Parish Council the following assurance:

“Towpath improvement contribution

1.1. Subject to the conditions at paragraph 1.2, the Secretary of State will require the nominated undertaker to provide a contribution of up to £106,000 towards the construction of the Staffordshire and Worcester Canal Towpath Improvements (‘contribution’).

1.2. The conditions referred to at paragraph 1.1 are:

1.2.1. all required consents or approvals required for the Wider Staffordshire and Worcester Canal Towpath Improvements are obtained by Ingestre with Tixall Parish Council or, as the case may be, other relevant stakeholders (for the avoidance of doubt, the nominated undertaker is not required to obtain such consents);

1.2.2. other stakeholders provide the remaining funds required for the Wider Staffordshire and Worcester Canal Towpath Improvements;

1.2.3. a requirement that the contribution is applied only to the Staffordshire and Worcester Canal Towpath Improvements and that Ingestre with Tixall Parish Council, or other stakeholder carrying out those works, provides the nominated undertaker with evidence to show its compliance with this requirement upon request; and

1.2.4. the Bill receives Royal Assent.

In these assurances:

“Bill” means the High Speed Rail (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 nominated undertaker” refers to the body or bodies appointed by the Secretary of State to exercise the powers conferred by the Bill to construct and maintain the Proposed Scheme. The

nominated undertaker may be HS2 Ltd, or it may be another body or bodies appointed to oversee the construction and operation of the Proposed Scheme;

“the Proposed Scheme” means Phase 2a of HS2 as defined further in the Bill;

“the Secretary of State” means the Secretary of State for Transport (or any successor Secretary of State or Minister holding the transport portfolio);

“the Staffordshire and Worcester Canal Towpath Improvements” means the improvement of the towpath requested by Ingestre with Tixall Parish Council between the points indicatively marked with a green dot on the attached plan; and

“the Wider Staffordshire and Worcester Canal Towpath Improvements” means the wider improvements of the towpath between the points indicatively marked with an orange dot on the attached plan.”

Noise effects

In your petition you have raised concerns in regard to the impact of noise on the communities of Ingestre and Tixall. I refer you to the Promoters response in the PRD to paragraph 2 of your petition.

Vibration

In your petition you have raised concerns in relation to vibration effects. I refer you to the Promoters response in the PRD to paragraph 3 of your petition.

Visual effects – Great Haywood viaduct

In your petition you express concern with the visual effect of Great Haywood viaduct, and state that the National Trust is particularly concerned at the visual impact from Hadrian's Arch at Shugborough.

Clause 17 of the Bill, if enacted, will grant planning consent for the carrying out of development authorised by the (then) Act. That is, however, subject to the provisions of Schedule 17 which requires development comprising building works – which would include the viaduct – to be carried out in accordance with plans approved by the local planning authority. Paragraph 2 of Schedule 17 sets out the grounds on which the local planning authority may refuse to approve the plans or specifications. These grounds include, that the design or external appearance of the building works ought to be modified to preserve the local environment or local amenity, and is reasonably capable of being so modified; and, for a qualifying authority,² that the design or external appearance of the building works ought to be modified to preserve a site of archaeological or historic interest or nature conservation value, and is reasonably capable of being so modified.

Schedule 17 sits alongside the Planning Memorandum and the Heritage Memorandum, which form part of the Environmental Minimum Requirements. The Heritage Memorandum makes clear that the nominated undertaker will engage with Heritage England, local authorities and other stakeholders on heritage matters, which will clearly include the potential impact of structures such as the Great Haywood viaduct on the setting of listed buildings.

² i.e. an authority which has opted for wider powers and has signed the Planning Memorandum

I would also draw your attention to HS2 Phase 2a Information Paper D1: Design³, which sets out the approach which the Promoter plans to adopt to public engagement in the design development process. As set out at paragraph 6.2 of the Information Paper:

“6.2 The Promoter plans to adopt the following approach for public engagement in design development:

- Key design elements - the nominated undertaker will engage the public on the design development of key elements of infrastructure - including main viaducts and maintenance buildings in sensitive areas. The engagement exercise is likely to focus on engaging the public in the locality where the infrastructure is located. These key design elements are outlined in Table 1 at the end of this paper.
- Common design elements - the nominated undertaker will develop standard or common designs for certain permanent structures associated with the railway (such as road-bridges, foot-bridges, noise barriers). The Promoter will undertake wider public engagement on design development for common design elements, including for example interactive on-line materials, with associated local and routewide publicity.”

I confirm that Great Haywood viaduct is listed as a key design element in Table 1 of HS2 Phase 2a Information Paper D1: Design.

Hells Gate

In your petition, you set out that you are strongly opposed to the Promoter joining Ingestre Wood to Lamberts Coppice as the Parish Council would like the views maintained across the deer park, which is known locally as Hells Gate. I understand that you are satisfied with the assurance offered to the landowner of Upper Hanyards Farm which Omar Deedat sent you a copy of on 15 October 2019. As a result of this assurance, this view would be maintained.

Millennium avenue

In your petition you state that a millennium avenue of horse chestnut trees were planted either side of Hoo Mill Lane, with protective fencing and bronze plaques recording the dedications in 2000. You are concerned that the trees nearest the crossroads will be removed during construction. In addition, some of the horse chestnut trees have become diseased and need replacing. You have requested additional oak trees be planted further along the lane and the plaques reused.

I understand that in a telephone conversation with Omar Deedat on the 21 October you clarified that the Parish Council would like additional oak trees planted on the diverted section of Hoo Mill Lane. Additionally, you would like the trees which are due to be removed closest to Hoo Mill crossroads to be replaced. In relation to the oak trees on Hoo Mill Lane I am able offer the Parish Council the following assurance:

“1. The Secretary of State will, subject to the conditions in paragraph 2, require the nominated undertaker, insofar as it is reasonably practicable, during the detailed design to reflect the character of the Millennium Avenue within the design of the realigned Hoo Mill Lane through the

planting of oak trees. The location and spacing of the trees will replicate the location and spacing of the trees in the Millennium Avenue and such bronze plaques previously used in the Millennium Avenue as are provided by the Petitioner will be used to label the trees.

2. The conditions referred to in paragraph 1 are that the planting of such trees does not:

1. create any new or different significant environmental effects than those reported in the Environmental Statement; or
2. prejudice the safe, timely and economic delivery of the Proposed Scheme, and that the planting of such trees satisfies the requirements of the local highway authority.

In these assurances:

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

“Bill” means the High Speed Rail (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;

“Environmental Statement” means the environmental statement deposited at Parliament with the Bill or the environmental statement deposited at Parliament in relation to the High Speed Rail (London- West Midlands) Bill 2017;

“the nominated undertaker” refers to the body or bodies appointed by the Secretary of State to exercise the powers conferred by the Bill to construct and maintain the Proposed Scheme. The nominated undertaker may be HS2 Ltd, or it may be another body or bodies appointed to oversee the construction and operation of the Proposed Scheme;

“the Petitioner” means Ingestre with Tixall Parish Council;

“the Proposed Scheme” means Phase 2a of HS2 as defined further in the Bill; and

“the Secretary of State” means the Secretary of State for Transport.”

Trees closest to Hoo Mill crossroads

In relation to the trees which are due to be removed closest to Hoo Mill crossroads, as set out in section 12.2 of the draft Code of Construction Practice⁴, trees intended to be retained which may be accidentally felled or die as a consequence of construction works would be replaced. Where reasonably practicable, the size and species of replacement trees would be selected to achieve a close resemblance to the original trees in line with the HS2 Landscape Design Approach document and taking cognisance of any management plans for immediately adjacent areas of woodland.

4

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/627182/E26_C T-003-000_WEB.pdf

Impacts on the communities of Ingestre and Tixall

In your petition you have raised concerns in regards to the impact of the Proposed Scheme on the communities of Ingestre and Tixall. I refer you to the Promoter's response in the PRD to paragraph 5 of your petition.

Parish Council requests and local hydrology

In your petition you have raised concerns in regards to the impact of the Proposed Scheme on Pasturefields SAC. I refer you to the Promoter's response in the PRD to paragraphs 6-7 of your petition.

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

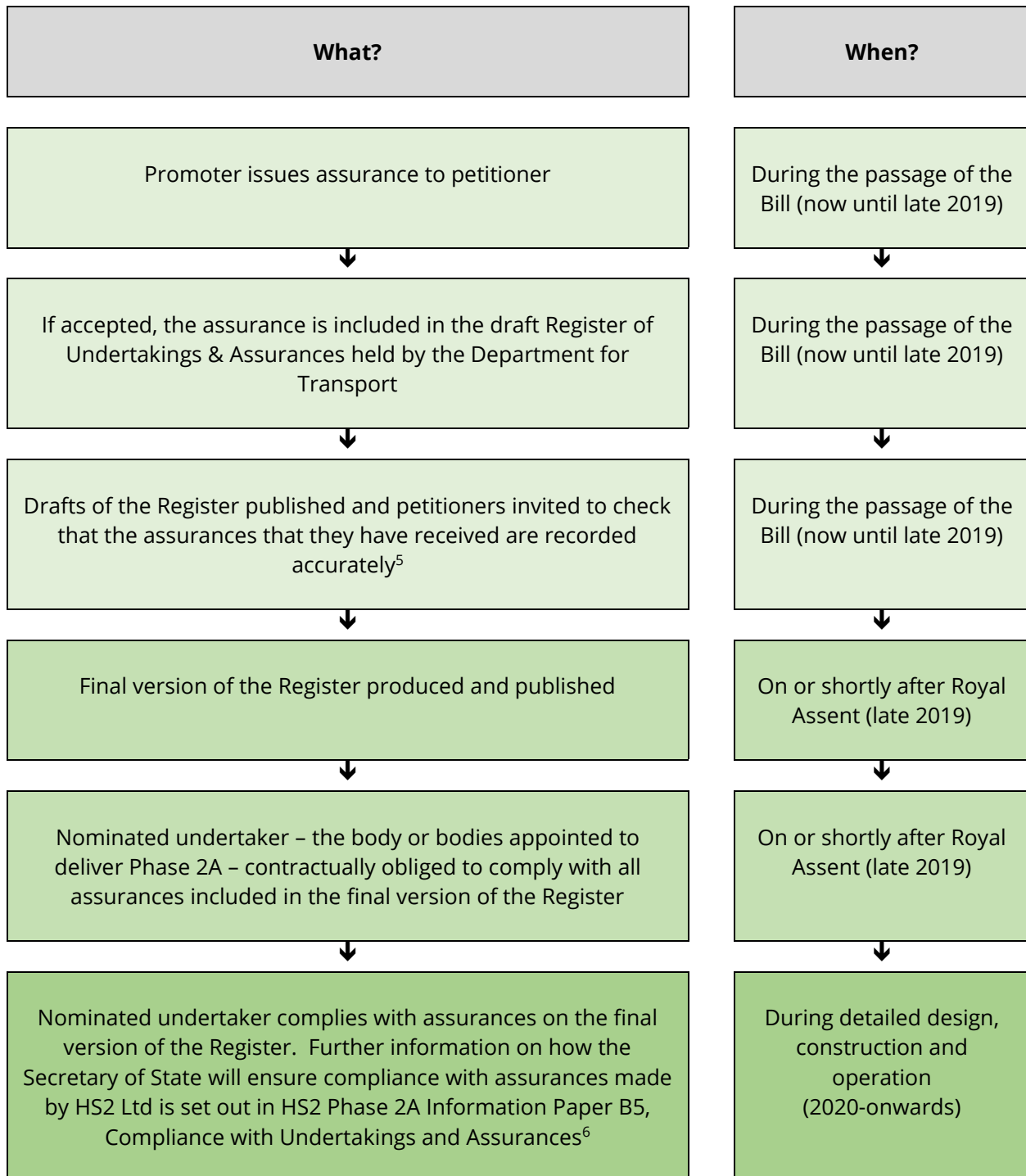


Oliver Bayne

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

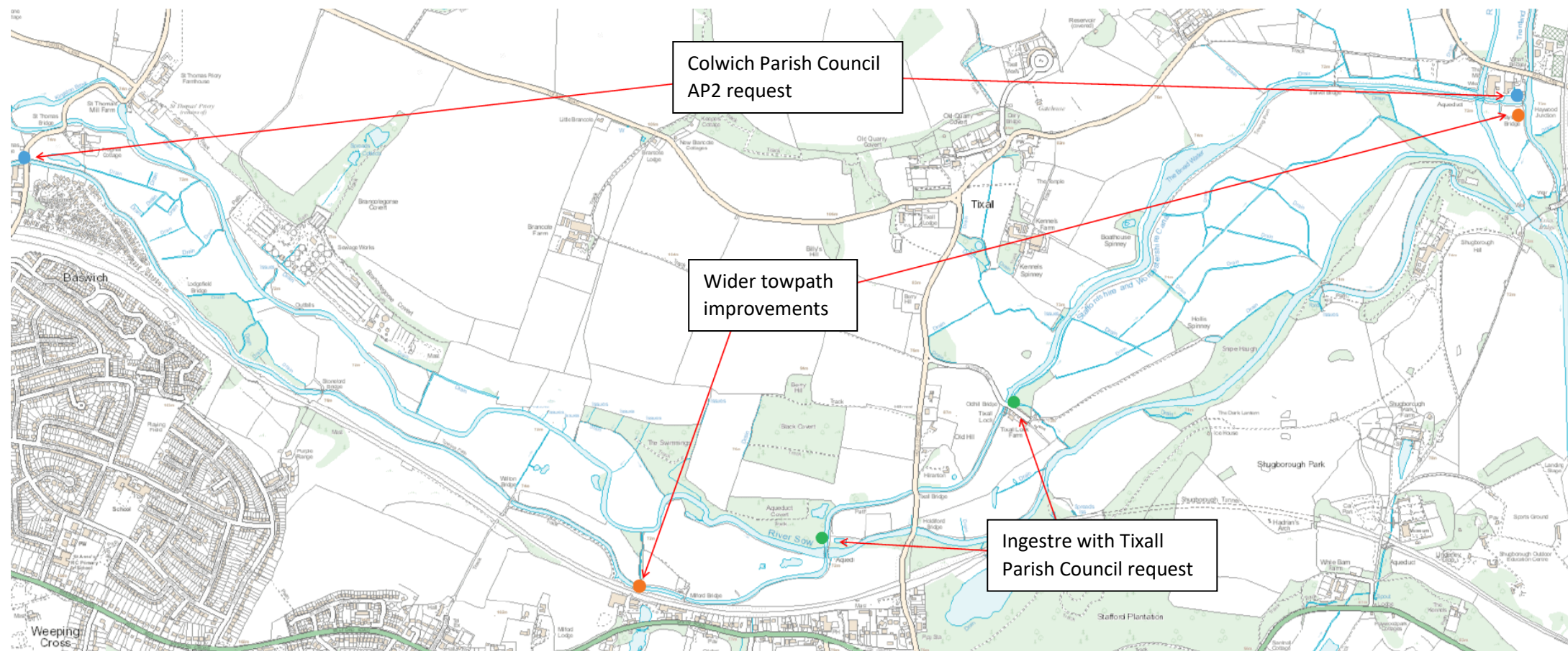
Annex A

ASSURANCES: STEPS AND TIMING



⁵ The latest draft of the Register can be found at <https://www.gov.uk/government/publications/hs2-phase-2a-register-of-undertakings-and-assurances>

⁶ A copy can be found at <https://www.gov.uk/government/publications/understanding-the-hybrid-bill-hs2-phase-2a-information-papers>



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Jill Davies
29 The Crescent
Stafford
Staffordshire
ST16 1ED

9 July 2020

Dear Ms Davies

**HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL - HOUSE OF LORDS SELECT COMMITTEE:
PETITION HS2-HOL-018 – 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 was extremely saddened to hear about the recent passing of the former Clerk, Anne Andrews.

I understand that you have now taken on the role of Parish Clerk. Further to Omar Deedat's email to you of 13 May, I am writing to confirm that the offer of assistance in terms of discussing the issues raised in the Council's petition against the Bill remains.

If you would like to discuss any aspect of the Council's petition, the hybrid Bill process, or any of the assurances that we have offered the Council, please do not hesitate to contact Omar at Omar.Deedat@hs2.org.uk or on 07795 092313.

Yours sincerely



Simon Knight

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