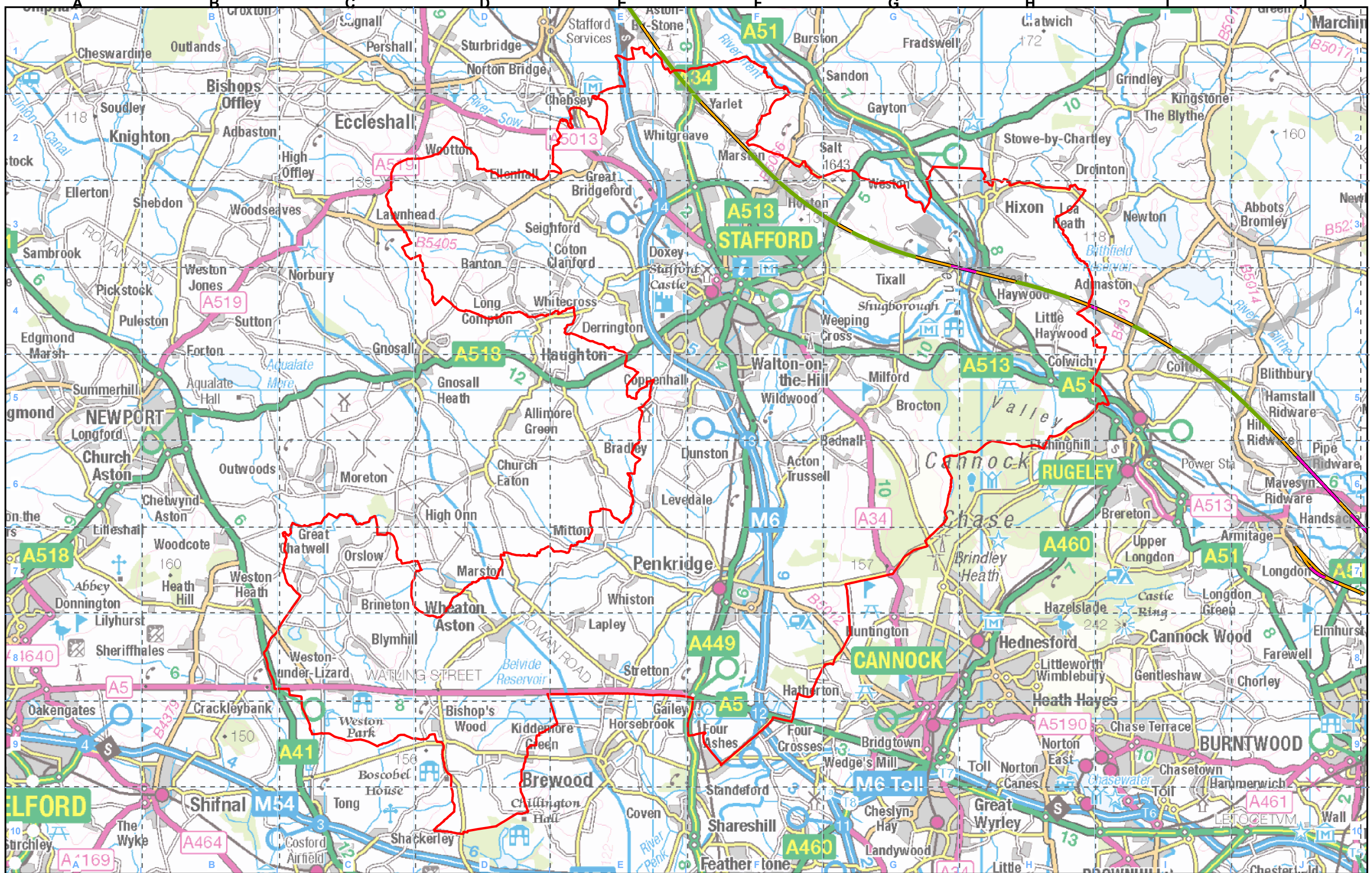


HS2

Theo Clarke MP

HS2-HOL-037



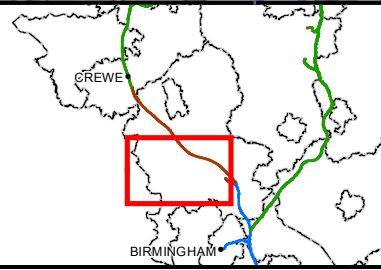
Legend

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	Theo Clarke MP
Petition number	P2A-HOL-000037

HS2

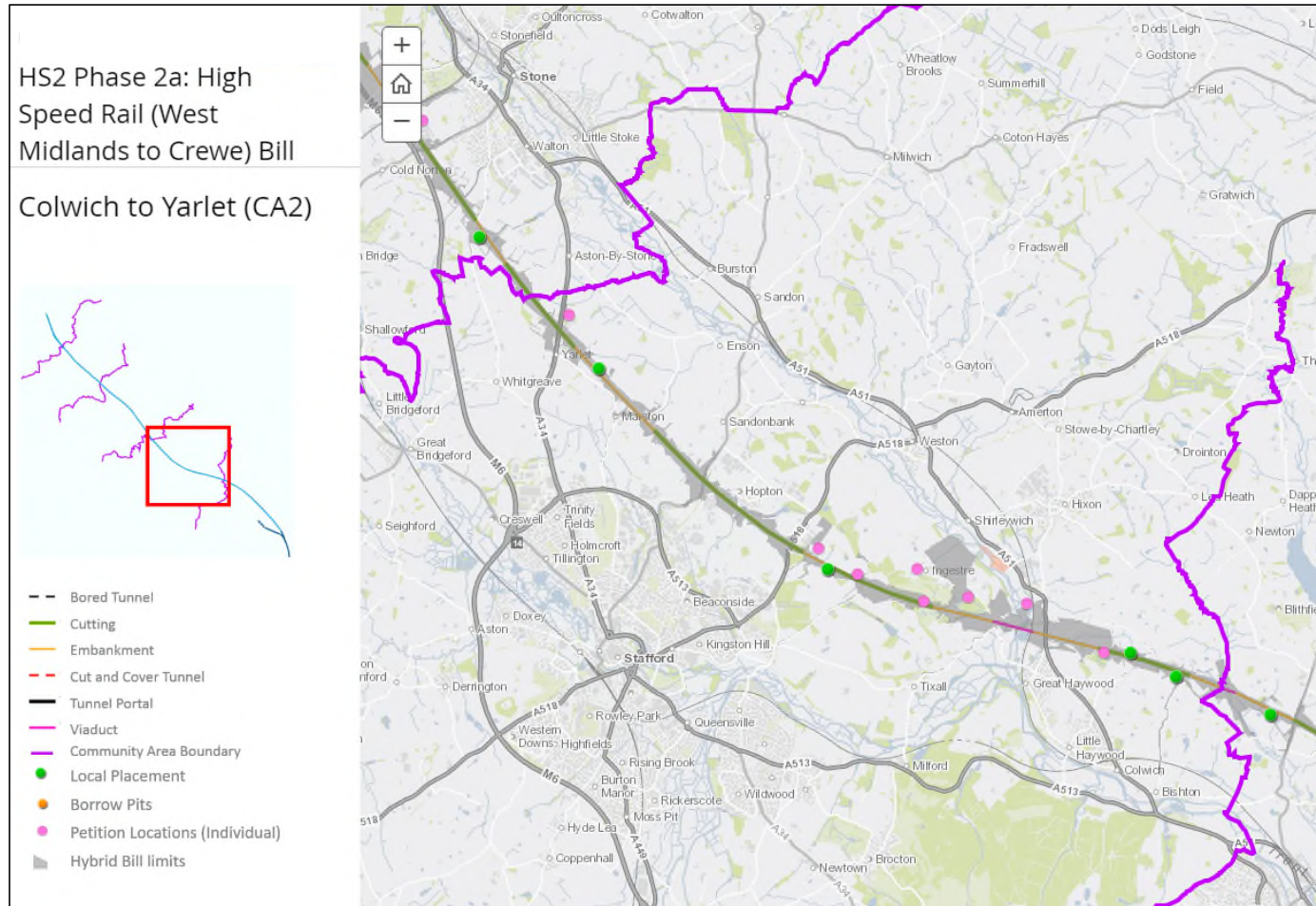
Registered in England. Registration number 06791686.
Registered office: 2 Snowhill Queensway Birmingham B4 6GA

Scale at A3: 1:104,750

0 1,000 2,000 3,000 4,000 Metres

Doc Number: P2A-HS2-HY-MAP-A000-000306

Overview of Community Area 2



Allocation of rail capacity

The West Coast Main Line (WCML) is owned and maintained by **Network Rail Infrastructure Limited**.

Railways Act 1993 established the regulatory framework for using capacity on the network. It requires that passenger and freight train operators have track access contracts with Network Rail, which gives them “**access rights**” so they can run services on the rail network.

Train operators can appeal to the **Office of Rail and Road** (ORR, the independent safety and economic regulator for Britain's railways) if they have a dispute with Network Rail over access to the rail network.

Operators' access rights do not specify a timetable for running services. Instead, Network Rail converts operators' access rights into paths in the **working timetable** through a process set out in **Part D of the Network Code**, which is the rail industry “rulebook.” This rulebook is managed and maintained by Network Rail and overseen by ORR.

Operators bid for the paths they want in the timetable, and Network Rail is responsible for coordinating and validating these bids into the national rail network timetable. This is done twice a year, in May and in December.

Neither the HS2 Phase 1 Act nor the Phase 2a hybrid Bill alters the regulatory framework or the roles of either the ORR or Network Rail.



West Coast Main Line

Coming into operation of HS2 services will release capacity on the WCML to meet demand for additional local, cross-country, commuter and freight services.

The WCML timetable will be recast ahead of the introduction of HS2 services to ensure the maximum benefit from this released capacity.

The independent Office of Rail and Road, in accordance with its statutory duties, will ensure that Network Rail maintains the WCML to a standard suitable to meet the needs of its customers.

At the appropriate time, Network Rail will work with the rail industry to develop timetabling options.



Construction traffic routes

Construction routes used by large goods vehicles (over 7.5t) will require the approval of the local planning authority (Schedule 17) – except Motorways and Trunk Roads and access to compounds with less than 24 two-way trips per day.

Planning authority may refuse to approve the proposed arrangements and seek modification on the grounds of:

- Preserving the local environment or amenity.
- Road safety or congestion concerns.
- Archaeological, historic or nature conservation concerns.



Management of traffic during construction (1)

The Promoter has been working with Staffordshire County Council as the local highway authority to address concerns about HS2 construction traffic routes.

Under the planning regime established under Schedule 17 to the Bill the nominated undertaker will be required to seek approval from Staffordshire County Council 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 (save where the number of movements per day is 24 or less).

This is explained further in HS2 Phase 2a Information Paper B2: The Main Provisions of the Planning Regime.



Management of traffic during construction (2)

In accordance with the draft CoCP, Local Traffic Management Plans (LTMPs) will be prepared in consultation with the local highway authority and other relevant parties prior to the start of construction to address local transport issues.

This is explained in HS2 Phase 2A Information Paper E3: Management of Traffic During Construction.

With regard to works on the M6, the Promoter will work with Highways England and Staffordshire County Council as the local highway authority to ensure that, as far as reasonably practicable, the works relating to the Proposed Scheme do not interfere with other highway schemes and that HS2 works are co-ordinated with those of the highways authorities.



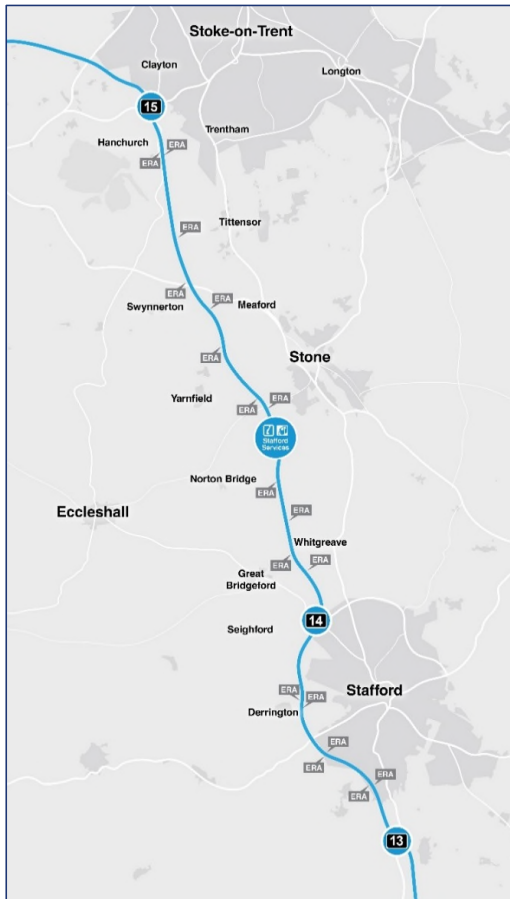
Traffic management site specific measures

Measures set out in the draft CoCP address:

- Phasing of works.
- Timing of operations.
- Road traffic management, layouts and signage.
- Parking controls.
- A list of roads that may be used as construction routes by large goods vehicles, including any restrictions to the use of these routes.
- Monitoring of vehicles arriving and leaving construction compounds.
- Monitoring for deviation from authorised routes.
- Measures for highway reinstatement.
- Emergency access protocols.
- Proposals for transport of construction workforce and measures to ensure safe access to and from site.
- Arrangements for liaison with the relevant highway authorities and emergency services.



Smart Motorways Programme – M6 Junctions 13-15



- The stretch of the M6 between Stafford and Stoke on Trent - Friday peak day = 127,000 vehicles.
- 28km length.
- Upgrading to 'all lane running' - permanent conversion of the hard shoulder as a live lane for traffic to use.
- Increases capacity by a third from three to four lanes.
- A key part of smart spine from London to North West.
- Scheme started March 2018.
- Scheme programmed for completion by March 2022.
- Main Works earthworks construction of the Phase 2a scheme is programmed to begin after March 2022.



M6 motorway traffic note (1 of 2)

During the peak month of construction and the peak hours (AM and PM peak):

- Future baseline plus HS2 Phase 2a construction traffic is not predicted to exceed the 85% threshold above which the M6 motorway is considered to be operating at capacity.
- Future baseline plus HS2 Phase 2a construction traffic is predicted to use no more than 80% of the capacity of either carriageway.
- HS2 Phase 2a construction traffic is predicted to use no more than 7.2% of the capacity of either carriageway.

Substantial variation in HS2 Phase 2a HGV construction traffic, i.e. between Yarnfield Lane and Junction 15 the peak period is expected to last six months, the busy period ten months, whilst the construction duration is seven years.

In advance of the busy period the M6 motorway between Junctions 13 to 15 will be upgraded to 'all lane running' - permanent conversion of the hard shoulder as a live lane for traffic to use, which will increase the capacity of both carriageways from three lanes to four lanes.



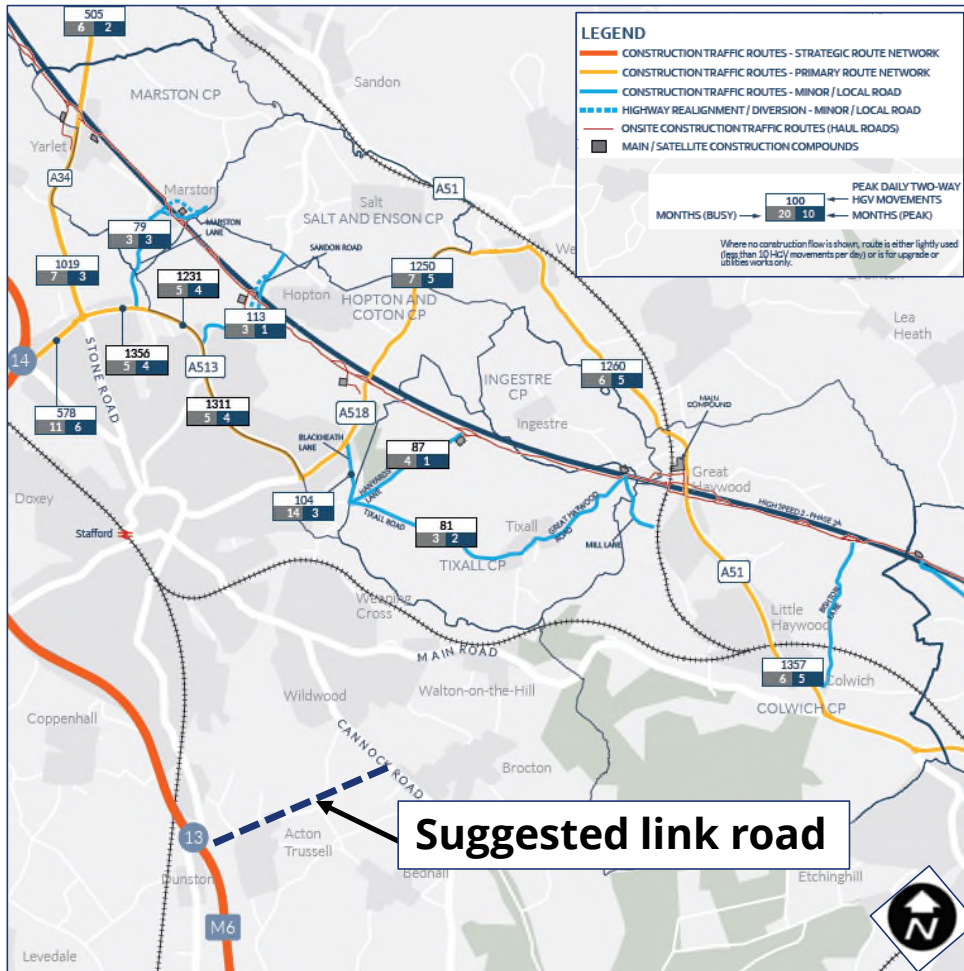
M6 motorway traffic note (2 of 2)

Construction of the Proposed Scheme expected to require three weekend closures of the M6 between Junctions 14 to 15 associated with new M6 overbridges (Meaford & Yarnfield) and demolition of existing overbridge at Yarnfield.

Construction phasing and planning indicates that new M6 slip roads could be completed within nine months. During this period we would expect both carriageways to maintain a minimum of three lanes for general traffic in each direction. Some off peak and overnight carriageway restrictions, typically 22:00-05:00, will be required with single lane running in either or both directions.



Link Road between A34 South and Junction 13 M6



- The Promoter does not propose to route HS2 construction traffic along the local road network to the south of Stafford and roads directly accessing Junction 13 of the M6.
- The construction of a new link road (as shown indicatively) would be a substantial undertaking and would likely result in a range of impacts on the local environment and wider traffic, requiring a full assessment.
- This proposal would only be justified in the context of long-term road transport and regeneration objectives, which are the responsibility of the relevant highway authorities and not this bill. The impacts of HS2 construction traffic are, in this context, relatively short-term effects.

Hopton Tunnel Alternative Options (April 2018)

Short Bored Tunnel (Option H2)

- The short bored tunnel would be a 2.2 km long twin bored tunnel, with 150m porous portals, between a southern portal north west of A518 Weston Road to a northern portal northwest of B5066 Sandon Road.

Long Bored Tunnel (Option H3)

- The long bored tunnel would be a 5.6 km long twin bored tunnel, with 150m porous portals, between a southern portal west Great Haywood Viaduct to a northern portal northwest of B5066 Sandon Road.

Short Cut and Cover Tunnel (Option H4)

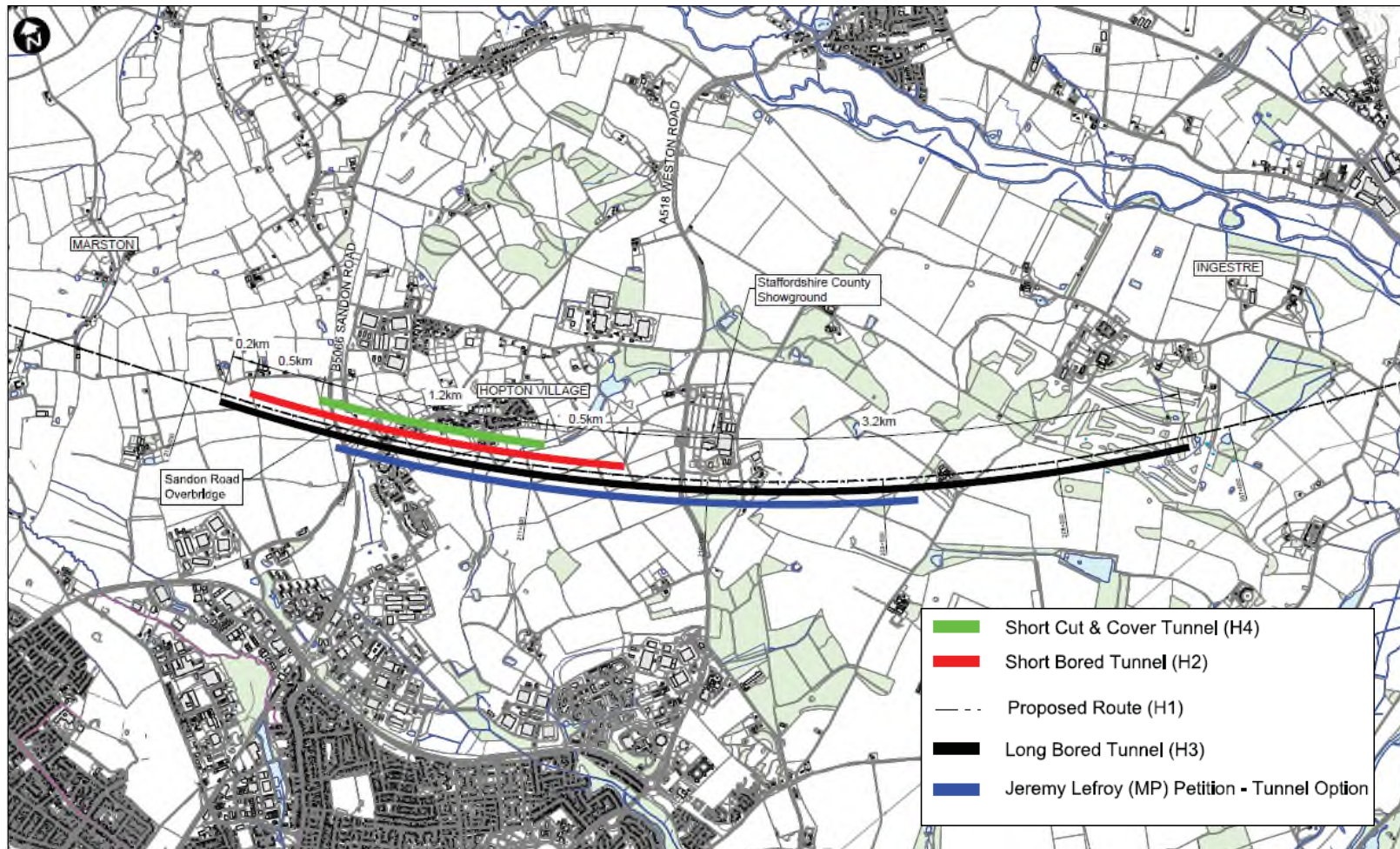
- The short cut and cover tunnel would be 1.2 km long, with 150m porous portals, between a southern portal 850m north west of A518 Weston Road to a northern portal northwest of B5066 Sandon Road.

Jeremy Lefroy MP's Proposed Tunnel

- Jeremy Lefroy MP proposed a tunnel between Upper Hanyards Farm and B5066 Sandon Road. When the proposal is optimised to a buildable scheme the tunnel would be similar to the long bored tunnel Option H3.



Hopton Tunnel Alternative Options (April 2018)



Hopton Tunnel Alternative Options (April 2018) - Conclusion

Short and long bored tunnels (Options H2 and H3) would result in environmental and community benefits during construction and operation of the railway, compared to the Proposed Scheme. Those benefits would be greater in the case of the longer tunnel (Option H3).

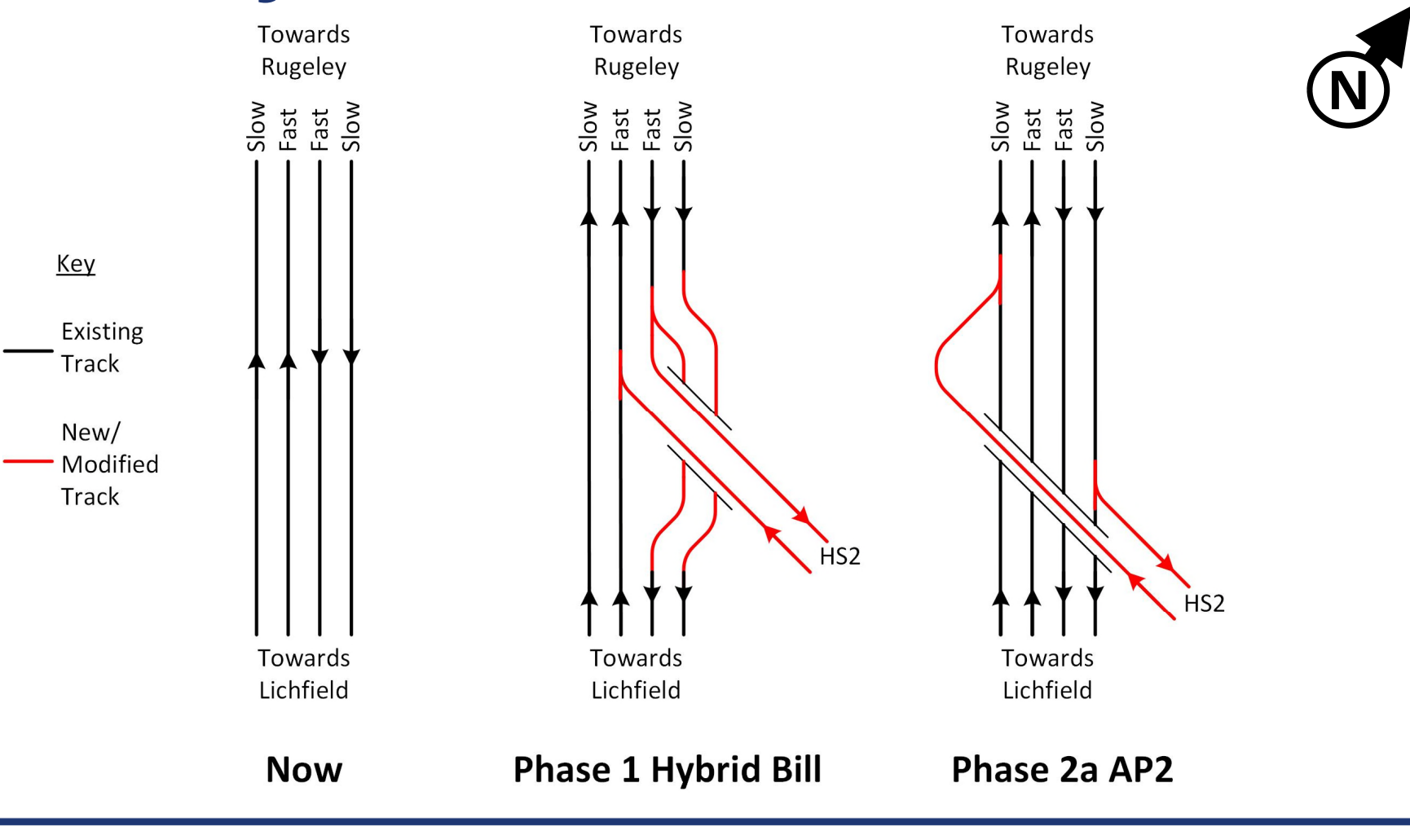
Short cut and cover tunnel (Option H4) would result in greater adverse environmental effects during construction and environmental and community benefits during operation of the railway.

All three tunnel options would result in very significant additional construction costs in comparison to the Proposed Scheme, between Ingestre and Marston.

Any of these options would require an Additional Provision.



Handsacre Junction



Handsacre Junction - Impact on West Coast Main Line during construction

AP2 Layout significantly reduces the total amount of disruption during construction.

Highly disruptive weekend all-line closures reduced from 34 to two.

Sunday daytime all-line closures reduced from 36 to 13.

Increase in night time closures, but most of these will be partial closures, affecting the slow lines only

- Reduced traffic during the night means all trains can be accommodated on the fast lines.



Community Engagement Strategy

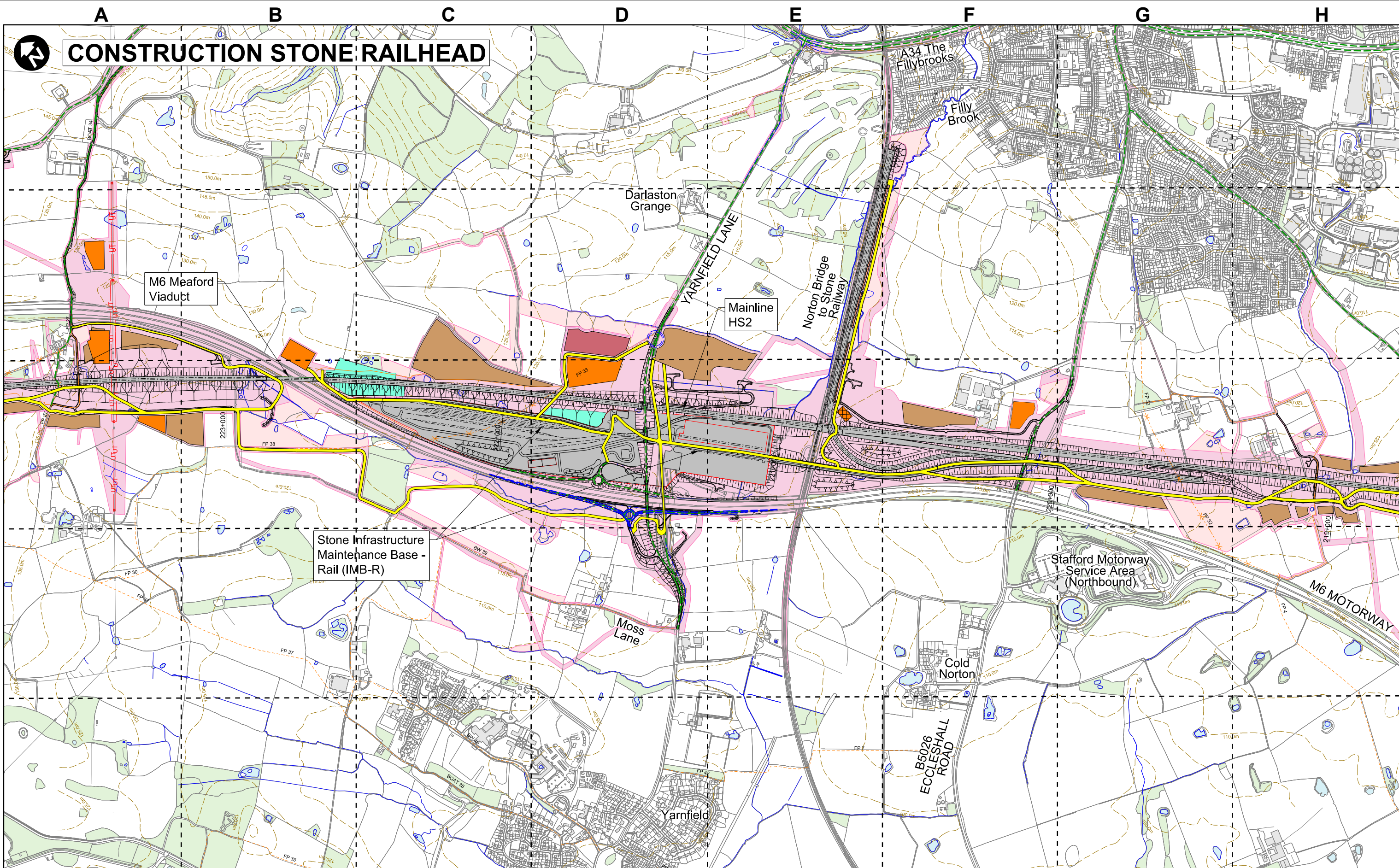
HS2 Ltd has published a Community Engagement Strategy which outlines HS2 Ltd's overall approach to community engagement and set out ten community commitments, which HS2 Ltd reports progress against every six months. This strategy also sets out how HS2 Ltd will be a good neighbour to communities affected by the project.

HS2 Ltd has a community engagement team dedicated to Phase 2a of the project. This team will ensure that HS2 Ltd and its contractors adhere to the ten community commitments set out in the Community Engagement Strategy.

HS2 Ltd and its contractors will produce, maintain and deliver Local Area Engagement Plans for Phase 2a. These engagement plans will include information about how communities will be kept informed of works in their area, how HS2 Ltd and its contractors will respond to communities, and how communities can be involved.

HS2 Ltd will work with Theo Clarke MP and members of her constituency team in the development of the Local Area Engagement Plans which cover her constituency.





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.

© Crown Copyright and database right 2018. All rights reserved. Ordnance Survey Licence number 100049190

© Crown Copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO.

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.

Legends/Notes:

- Engineering earthworks
- Landscape earthworks
- Railway
- Satellite Construction Compound
- Temporary Material Stockpile

- Land potentially required during construction
- Extent of land potentially required during construction for mitigation planting
- Existing Inland Water
- Existing Woodland

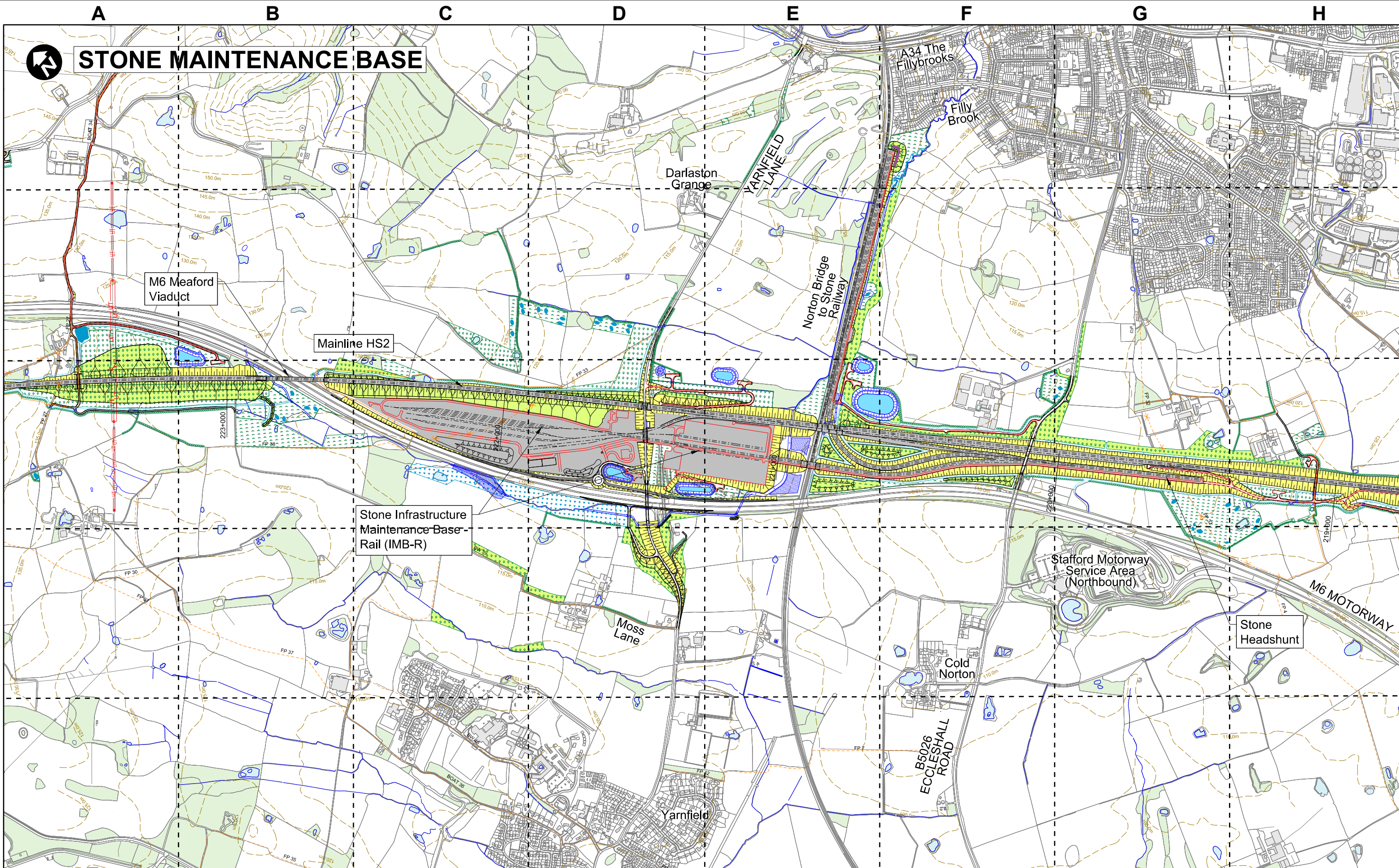
- Existing public right of way
- New, diverted or realigned PROW
- Stopped-up PROW
- Main Utility Work
- Haul Road
- Construction Traffic Route

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 3		Project/Contract C861 Hybrid Bill Additional Provision 2 AP2		
Design Stage	Designs for Petition		Discipline/Function Petitions		
Drawing Title	Stone Maintenance Base		Drawn DS	Checked RGI	Approved TE
	Constructional Features		Date 2019/09/30	Scale 1:12500	Size A3
			Drawing No. 2PT02-ARP-PT-DSK-000-203311	Rev. P01	



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.

© Crown Copyright and database right 2018. All rights reserved. Ordnance Survey Licence number 100049190

© Crown Copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO.

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.

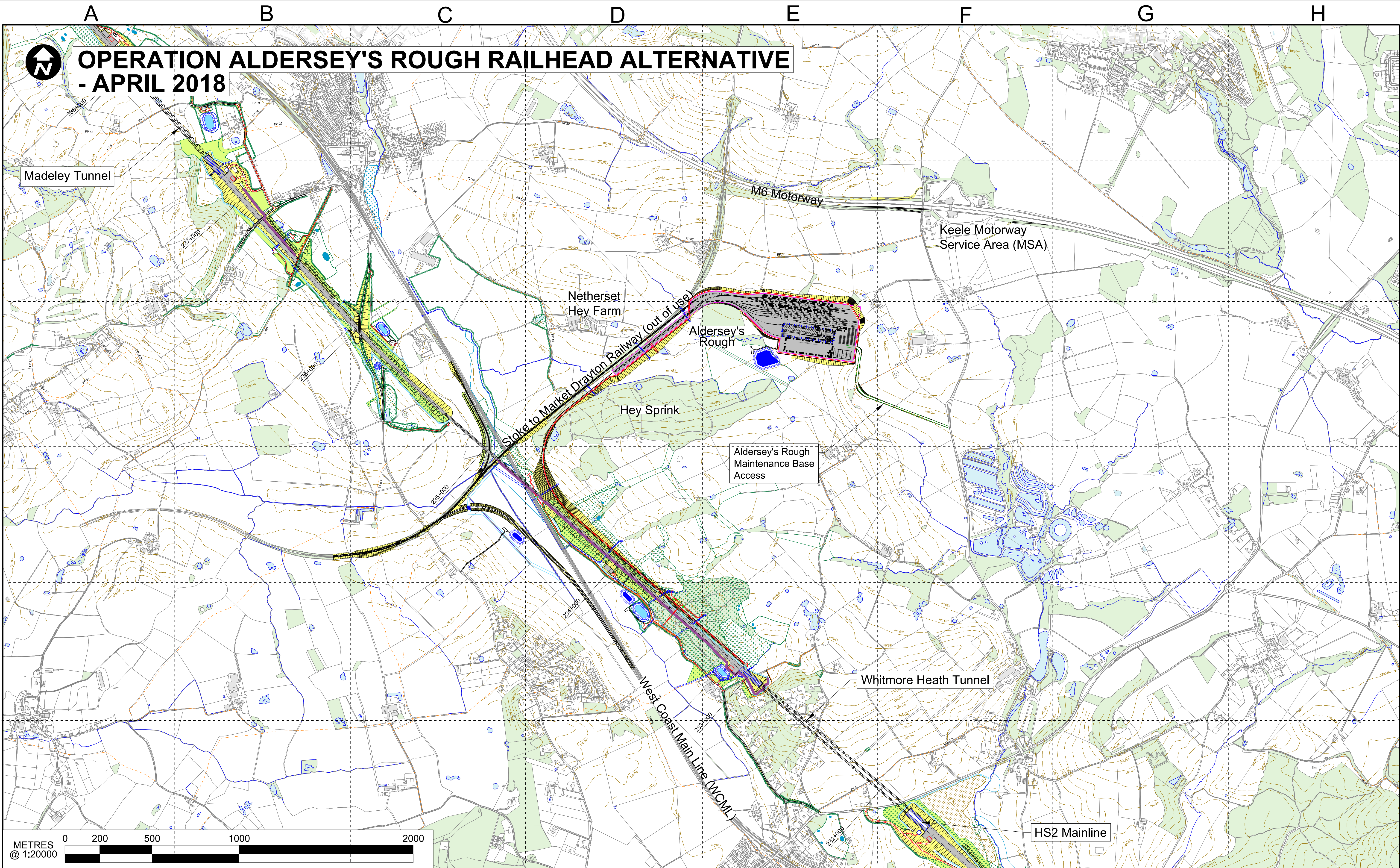
Legends/Notes:

- | | | |
|-------------------------------|-------------------------------------|---------------------------|
| Engineering earthworks | Balancing pond | Main utility work |
| Landscape earthworks | Existing inland water | HS2 access road |
| Railway | Existing woodland | Noise barrier |
| Woodland habitat creation | Ecological mitigation pond | Hedgerow habitat creation |
| Landscape mitigation planting | Existing public right of way (PRoW) | Ditches - new |
| Grassland habitat creation | New, diverted or realigned PRoW | Watercourse diversion |
| Wetland habitat creation | Stopped-up PRoW | Floodplain |

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 3		Project/Contract C861 Hybrid Bill Additional Provision 2 AP2		
Design Stage	Designs for Petition		Discipline/Function Petitions		
Drawing Title	Stone Maintenance Base Operation Features		Drawn	Checked	Approved
			DS	RGI	TE
			Date	Scale	Size
		2019/09/30	1:12500	A3	
		Drawing No. 2PT02-ARP-PT-DSK-000-2013310			Rev. P01



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.

© Crown Copyright and database right 2018. All rights reserved.
Ordnance Survey Licence number 100049190

© Crown Copyright material is reproduced with the permission of Land Registry under delegated authority from the Controller of HMSO.

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.

Scale with caution as distortion can occur.

Legends/Notes:

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

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

- UT— Main utility work
- HS2 access road
- Noise barrier
- Hedgerow habitat creation
- Ditches - new
- Watercourse diversion
- Floodplain

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 4		Project/Contract C861 Hybrid Bill Additional Provision AP2		
Design Stage	Designs for Petition		Discipline/Function Petitions		
Drawing Title	Aldersey's Rough Railhead		Drawn DS	Checked PM	Approved TE
	Operation		Date 2019/10/02	Scale 1:20000	Size A3
	Location Plan		Drawing No. 2PT02-ARP-PT-DSK-000-204932		Rev. P01

High Speed Two (HS2) Limited
Two Snowhill, Snow Hill Queensway
Birmingham B4 6GA

Telephone: 08081 434 434
Minicom: 08081 456 472
Email: hs2enquiries@hs2.org.uk
[gov.uk/hs2](https://www.gov.uk/hs2)

Theo Clarke MP
Member of Parliament for Stafford
House of Commons
London
SW1A 0AA

8 July 2020

Dear Theo,

Thank you for taking the time to meet with me on 19 June. It was good to speak with you and I look forward to continuing to work with you over the coming years.

Firstly, I recognise HS2 will affect communities along its route, and therefore how important it is for us to deliver this project with compassion and empathy. We recognise there is more to do, and I appreciate your comments regarding our communications with residents in your constituency; we will continue to work with you and your communities to help guide our areas of improvement in our aim to be a good neighbour.

As you know we have dedicated teams of community engagement managers working along the route in Staffordshire, and, following Royal Assent of the HS2 Phase 2a Bill, we will also be publishing a Local Engagement Plan for Staffordshire. I know you have discussed this with Julie King, our Community Engagement Director, and we would welcome your involvement as the document is developed. We are eager to learn the lessons from Phase One on issues such as construction traffic and ensure that communities are informed and involved.

You raised a number of issues on behalf of your constituents and I promised to follow up on our discussions in writing. As we discussed in our meeting, these active cases are complex and currently subject to negotiations between both parties. I have asked the team to keep me informed as these cases progress, in the meantime an update against each case is set out below:

Mr Tams - I know you have received recent correspondence from the HS2 Minister about this case. My team received a submission from Mr Tam's new agent on Friday, 3rd July and they are reviewing this. If there remains a difference in views on the total compensation payable we would recommend consideration be given to Alternative Dispute Resolution (ADR) by Mr Tams. We have guidance available on ADR which can be found online at: www.hs2.org.uk/documents/alternative-dispute-resolution.

Ingestre Golf Club - we are committed to supporting the club to remain a going concern and its role as an important local employer. We are exploring all options with the club, which may involve an acceptable settlement for the loss of holes for a season. However, alongside this, it is important that the club secure and prepare their new site to ensure it would be ready at the end of that season. We have offered our help to them in achieving this.

You also raised questions regarding engagement with the club. We are working hard to resolve the questions that are being asked by the club and are continuing to make progress with these. During the week of our meeting, the team had met with the club twice and have now established weekly calls with them to drive progress. We will continue to engage closely with the club until we are able to find a suitable resolution to their issues.

Great Haywood Marina - you had asked me to confirm whether bridge works near to Great Haywood Marina were being undertaken by HS2. I can confirm that there are no HS2 construction works currently underway in your constituency.

I hope these updates are helpful, and I look forward to working with you and your team both to address any local concerns and also deliver on the local opportunities that HS2 will present to those living and working in Staffordshire.

If you would find any further information on these, or any other matters, please don't hesitate to contact our Stakeholder Engagement Manager, Jon Hudson, at Jon.Hudson@hs2.org.uk or on 0121 720 5234.

Yours sincerely,



Mark Thurston

Chief Executive Officer

High Speed Two (HS2) Ltd

Ms Theo Clarke MP
House of Commons
London
SW1A 0AA

28 August 2020

Dear Ms Clarke

**HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL – HOUSE OF LORDS SELECT COMMITTEE:
PETITION HS2-P2A-037 – THEO CLARKE MP**

Further to Oliver Bayne's letter of 17 March, I am writing to you about the petition you have submitted against the Bill in the House of Lords in respect of the HS2 Phase 2a Bill.

Mr Bayne's letter (a copy attached for ease of reference) included a Promoter's Response Document (PRD) setting out our position on the issues raised in your petition, and the letter summarised our responses.

Since that letter, our position on most of the issues raised in your petition has not changed. However, I can provide the following updates on some of them.

Armitage-Handsacre link

Andrew Stephenson MP, Minister of State at the Department for Transport and HS2 Minister, has spoken to Staffordshire County Council about the Handsacre Junction and has reiterated the message from the Prime Minister on 12 February 2020 that HS2 will go ahead, including Handsacre Junction. This will be included in the Government's response to the Oakervee Review.

M6

I attach a note on the M6 which sets out our response to the issues raised in your petition relating to the M6. This note has been shared with the Select Committee and we will also be sending a copy to Yarnfield and Cold Meece Parish Council, Stone Town Council & Chebsey Parish Council for information, as their petition also raises issues in relation to the M6.

Ingestre Park Golf Club

I understand that Rosalind Read-Leah of the Department for Transport emailed you on 25 August 2020, attaching a copy of a letter sent to Geoff Matthews of Ingestre Park Golf Club, setting out the terms

under which the Secretary of State for Transport is willing to fund the reconfiguration of the golf course.

In addition, we have recently offered the Golf Club a number of assurances which relate to environmental mitigation, access and possession dates, and I attach copies of these assurances for information.

I hope that this letter and the attached documents clarify the Promoter's position. If you would like to discuss anything further please feel free to contact Martin Wells on 0207 944 0601 or martin.wells@hs2.org.uk.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Simon Knight', with a stylized flourish at the end.

Simon Knight

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

Geoff Matthews
Honorary Secretary
Ingestre Park Golf Club
Ingestre
Stafford
Staffordshire
ST18 0RE

By email: office@ingestregolf.co.uk

21 August 2020

Dear Mr Matthews

**HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL – HOUSE OF LORDS SELECT COMMITTEE:
PETITION HS2-HOL-029 – INGESTRE PARK GOLF CLUB**

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 as part of the on-going engagement with the Club there have been discussions about possible changes to the proposed environmental mitigation within the existing course to allow the Club to use the existing golf holes during the proposed reconfiguration. I am now writing, on behalf of the Secretary of State for Transport, to offer you the following assurance:

"In this Assurance:

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

"Red Land" means the land shown shaded red on the Plan annexed to this assurance (Replacement Sheet No. 1-26 in the Borough of Stafford);

"the 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 prepared for the Proposed Scheme and deposited at Parliament with the Bill;

"Grassland Habitat Creation" means the land proposed to be used for environmental mitigation under the the Bill on the Orange Land;

"Mitigation Pond" means the mitigation pond proposed to be constructed under the Bill on the Orange Land;

“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 Orange Land” means the land to be used for the Grassland Habitat Creation and the Mitigation Pond under the Bill shown edged orange on the Plans annexed to this assurance (Replacement Sheets No. 1-26 and 1-28 in the Borough of Stafford);

“Promoter” means the Secretary of State (or any successor Secretary of State or Minister holding the transport portfolio) and includes so far as relevant any nominated undertakers exercising any powers or functions under the Bill once enacted;

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

“Royal Assent” means the date when the Royal Assent is given to the Bill;

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

1. Subject to the conditions in paragraph 2 being satisfied, the Secretary of State will require the nominated undertaker to relocate the Grassland Habitat Creation and the Mitigation Pond from the Orange Land to the Red Land.
2. The conditions referred to in paragraph 1 are:
 - a. that the Secretary of State is satisfied that the Grassland Habitat Creation and Mitigation Pond can be delivered on the Red Land without giving rise to any new or different significant environmental effects from those assessed in the Environmental Statements accompanying the Bill;
 - b. that the Secretary of State is satisfied that the Grassland Habitat Creation and Mitigation Pond can be delivered on the Red Land within the existing powers of the Bill;
 - c. the Secretary of State securing any and all necessary consents for delivering the Grassland Habitat Creation and the Mitigation Pond on the Red Land within a timescale consistent with the construction period for the Proposed Scheme; and
 - d. the Secretary of State being of the view that the relocation of the Grassland Habitat Creation Land and the Mitigation Pond to the Red Land does not prejudice the safe, timely and economic delivery of the Proposed Scheme and can be delivered within the construction programme for the Proposed Scheme.
3. Nothing in this assurance shall prevent the Secretary of State from exercising the powers conferred by the Bill over the Orange Land for the purposes of the Grassland Habitat Creation and the Mitigation Pond:
 - (a) in the event that the conditions in paragraph 2 are not satisfied; and
 - (b) to the extent that the Red Land is insufficient to accommodate the habitat mitigation.”

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 Connolly Meagher, Senior Acquisition Manager on 020 7944 6486 or Connolly.meagher@hs2.org.uk.

Yours sincerely

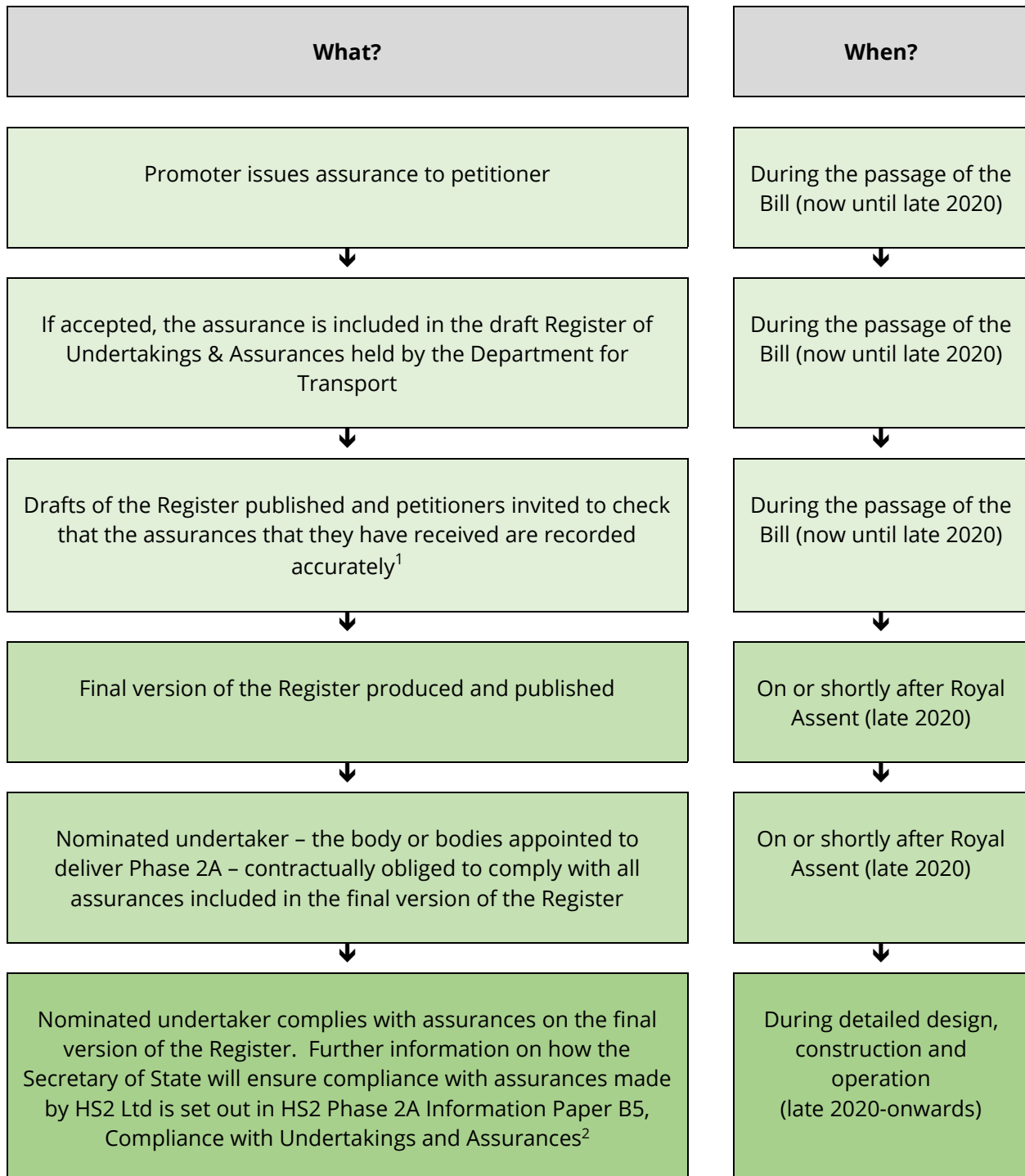
A handwritten signature in black ink, appearing to read 'Simon Knight', with a stylized flourish at the end.

Simon Knight

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

Annex A

ASSURANCES: STEPS AND TIMING

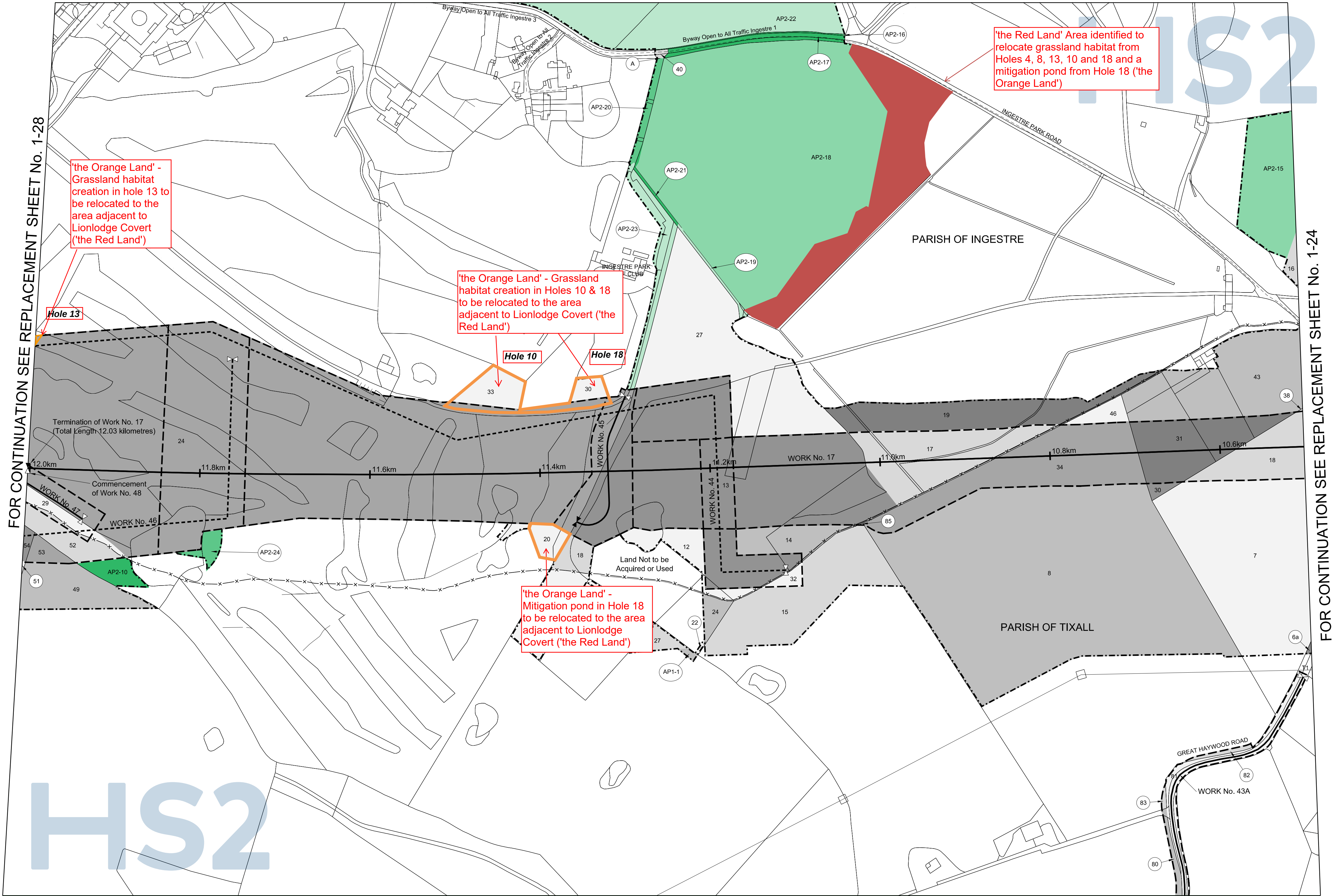


¹ The latest draft of the Register can be found at <https://www.gov.uk/government/publications/hs2-phase-2a-register-of-undertakings-and-assurances>

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

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's stationery office crown copyright. Unauthorised reproduction infringes crown copyright and may lead to prosecution or civil proceedings (Ordnance Survey Licence number 100049190)

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

COUNTY OF STAFFORDSHIRE
BOROUGH OF STAFFORD
PLAN

REPLACEMENT SHEET No. 1-28

IN PARLIAMENT - SESSION 2017-19

HIGH SPEED RAIL
(WEST MIDLANDS - CREWE)

ADDITIONAL PROVISION
(FEBRUARY 2019)

Work No. 44 (Fuel Pipeline)
Work No. 46 (Gas Main)
Work No. 47 (Bridge)
Work No. 48 (Railway)
Works Nos. 49, 49A (Access Roads)

For Section of Work No. 44 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
For Section of Work No. 48 see Sheet No. 2-25
For Section of Work No. 49
see Replacement Sheet No. 2-28
For Section of Work No. 49A
see Replacement Sheet No. 2-28

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.

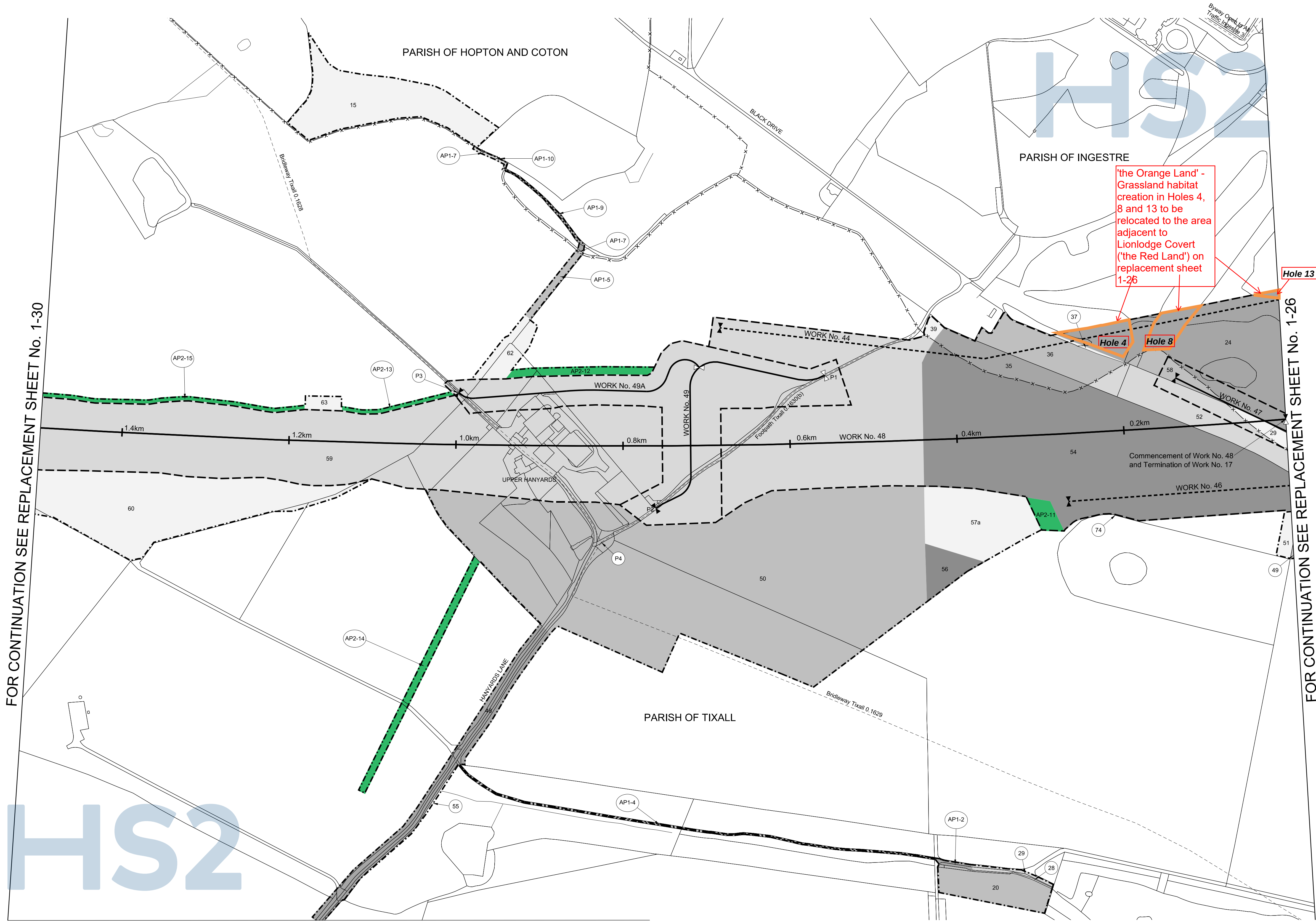
This map is based upon Ordnance Survey material with the
permission of Ordnance Survey on behalf of the controller
of Her Majesty's stationery office crown copyright.
Unauthorised reproduction infringes crown
copyright and may lead to prosecution or civil proceedings
(Ordnance Survey Licence number 100049190)

FEBRUARY 2019 AMENDMENTS TO THIS SHEET
ARE AS FOLLOWS :-

Plots AP2-11, AP2-12, AP2-13, AP2-14 and AP2-15
added in the Parish of Tixall
Plot 57a added in the Parish of Tixall
Plot 57 removed in the Parish of Tixall

MARCH 2018 AMENDMENTS TO THIS SHEET
ARE AS FOLLOWS :-

Plots AP1-7, AP1-9 and AP1-10 added in the
Parish of Hopton and Coton
Plots 4, 5 and 12 removed in the Parish of Hopton
and Coton
Plots AP1-2, AP1-4, AP1-5 and AP1-7 added in the
Parish of Tixall
Plots 41, 45, 65 and 68 removed in the Parish of
Tixall



FOR CONTINUATION SEE REPLACEMENT SHEET No. 1-30

FOR CONTINUATION SEE REPLACEMENT SHEET No. 1-26

FOR CONTINUATION SEE REPLACEMENT SHEET No. 1-29

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

Drawing No. C861-ARP-HY-DPL-000-120014 RevAP02

Mr G Matthews
Honorary Secretary
Ingestre Park Golf Club
Ingestre
Stafford
Staffordshire
ST18 0RE

By email: office@ingestregolf.co.uk

25 August 2020

Dear Mr Matthews

**HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL – HOUSE OF LORDS SELECT COMMITTEE:
PETITION HS2-HOL-029 – INGESTRE PARK GOLF CLUB**

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.

A number of matters are under discussion between the Club and HS2 Ltd in seeking to reach agreement with the Club on proposals to facilitate the carrying out of reconfiguration works to alter the layout of the course utilising land proposed to be acquired pursuant to the Bill and a number of written assurances have already been offered to the Club in correspondence dated 28 June 2018, 15 May 2019 and 21 August 2020. Those assurances relate to the mitigation of various aspects of the impacts on the Club of the construction of HS2 related works.

In that regard an assurance set out in paragraph 1.c of the letter of assurance dated 15 May 2019 stated that HS2 Ltd would not during the construction and operation of the HS2 works, and so far as reasonably practicable, prevent vehicular and pedestrian access to/from the Clubhouse, Car Park and Greenkeepers Maintenance Area as shown on the Plan annexed to the assurance. In the light of further development work around the reconfiguration of the golf course and the related construction of the British Pipeline Agency Diversionary Works ("BPA works"), some further comfort can now be given regarding the impact of the BPA works and other HS2 related works on the Greenkeepers access track which is recognised as being important to the ongoing maintenance and upkeep of the course and Clubhouse during and following the construction of the HS2 works and the reconfiguration of the golf course.

Accordingly, I am writing to you, on behalf of the Secretary of State for Transport, to offer you the following further assurance regarding the Greenkeepers access track:

"In this assurance:

"2019 Assurance" means the letter of assurance from the Secretary of State to the Petitioner and dated 15 May 2019;

“Additional Provision” means an amendment to the Bill introduced following deposit of the Bill into Parliament;

“AP2” means the Additional Provision as deposited in the House of Commons on 8 February 2019;

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

“BPA Works” means works for the purpose of diverting an existing British Pipeline Agency fuel pipeline annotated on the plans deposited with AP2 as Fuel Pipeline Work No. 44 on Replacement Sheets No 1-26 and 1-28;

“Greenkeepers track” means that part of the internal access and maintenance track connecting the visitors car park to the Golf Club with the Greenkeepers maintenance area as indicatively edged blue on the Plan.

“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;

“Petitioner” means Kingston Hill Golf Club;

“Plan” means the plan attached to this assurance and labelled Annex B and the red line dotted on the Plan identifies the southern boundary set on the southern edge of the Greenkeepers track and gate entry to the Underbridge;

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

“Reconfiguration Works” means the reconfiguration of the Golf Club to be undertaken on land proposed to be acquired under Bill including land identified for the purposes of AP2;

“Secretary of State” means the Secretary of State for Transport; and

“Underbridge” means the underbridge to be constructed as part of Work No.45 as described in Schedule 1 to the Bill;

1. Subject to the conditions in paragraph 2 and without prejudice to paragraph 1.c of the 2019 Assurance, the Secretary of State will require the Nominated Undertaker, in exercising the powers under the Bill to execute the BPA Works, to use reasonable endeavours to avoid obstruction or prevention of use by the Petitioner of the Greenkeepers track during the construction of the BPA Works.

2. The assurance set out in paragraph 1 is subject to the following conditions:

- a) the timely delivery of all required environmental surveys and the outcome of those surveys being satisfactory;
- b) the discharge of the assurance not creating any new or different significant environmental effects;

- c) the discharge of the assurance not having a detrimental impact on the safe, timely and economic delivery of the Proposed Scheme;
- d) the use by the Nominated Undertaker of the Greenkeepers track as a means of access for the construction of a junction between the Greenkeepers track and the Underbridge and for the operational maintenance of the Proposed Scheme; and
- e) the use as a means of access to land required for the construction and maintenance of environmental mitigation works.

3. The Secretary of State will require the Nominated Undertaker to continue to engage with the Petitioner in good faith to keep the Petitioner informed of any changes to the programme for construction of the BPA Works.”

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 Michael Eckett, Head of Acquisitions, Land and Property on 020 7944 8331 or Michael.Eckett@hs2.org.uk.

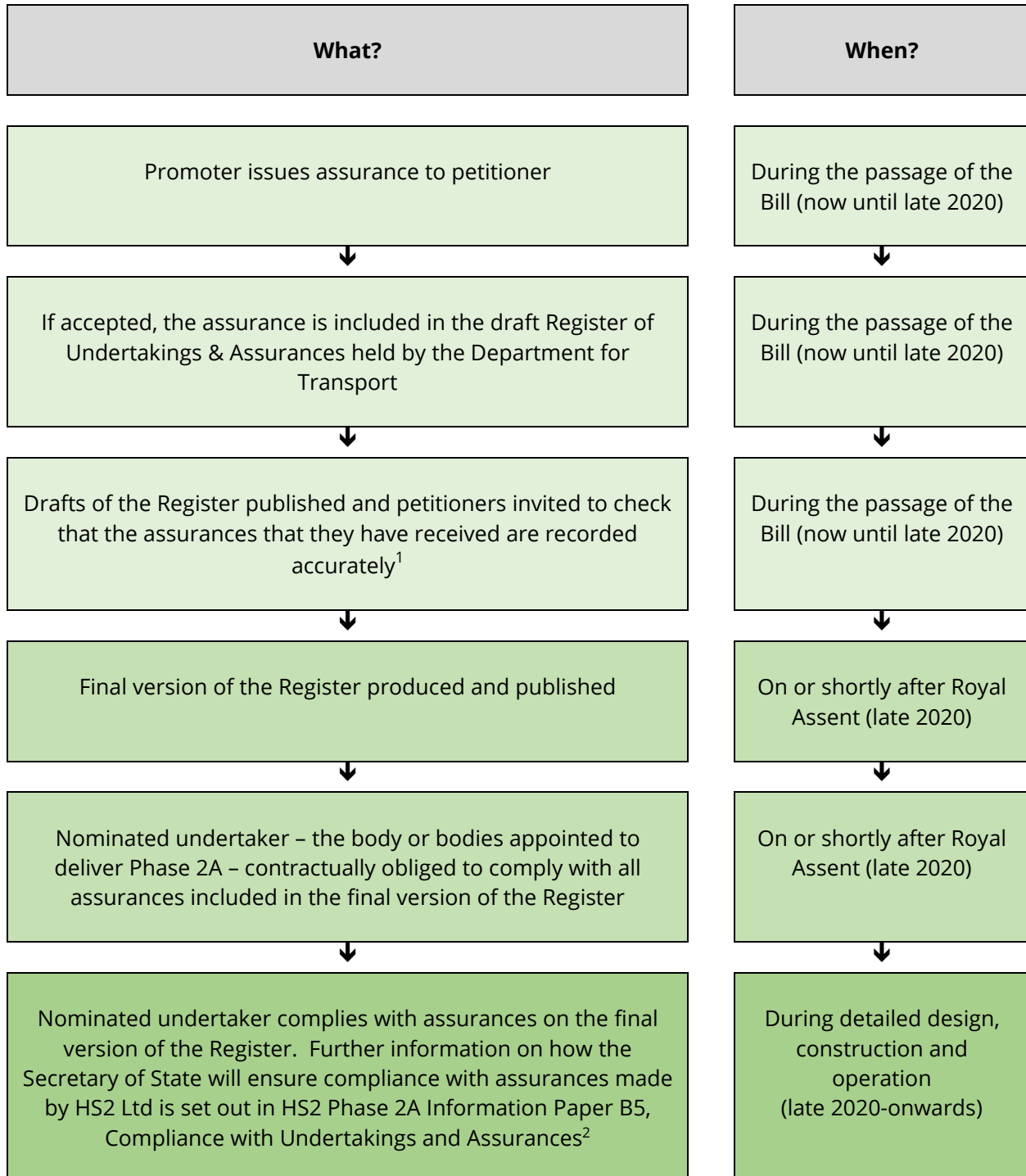
Yours sincerely



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

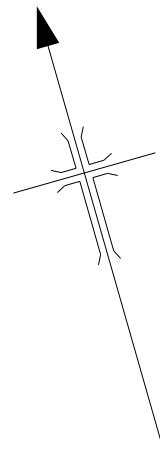
Annex A

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>

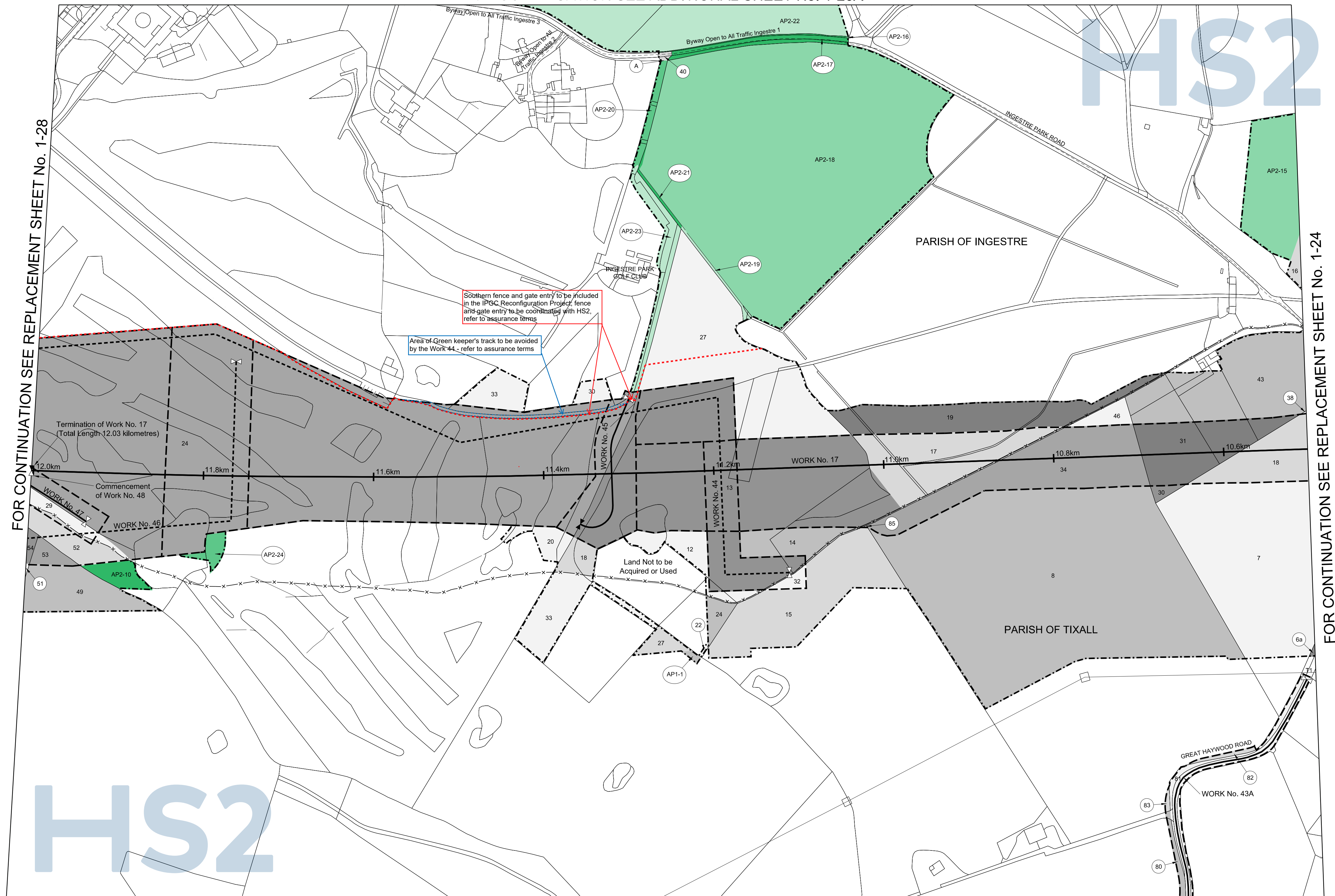
² A copy can be found at <https://www.gov.uk/government/publications/understanding-the-hybrid-bill-hs2-phase-2a-information-papers>



"PLAN" ANNEX B TO ASSURANCE
25/08/2020 ON GREEN KEEPER TRACK

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
This map is based upon Ordnance Survey material with the
permission of Ordnance Survey on behalf of the controller
of Her Majesty's stationery office crown copyright.
Unauthorised reproduction infringes crown
copyright and may lead to prosecution or civil proceedings
(Ordnance Survey Licence number 100049190)

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

ADDITIONAL SHEET No. 1-26A

IN PARLIAMENT - SESSION 2017-19

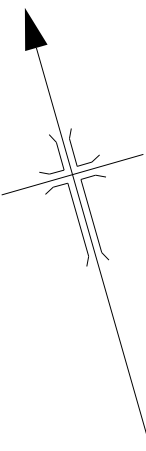
HIGH SPEED RAIL
(WEST MIDLANDS - CREWE)

ADDITIONAL PROVISION
(FEBRUARY 2019)

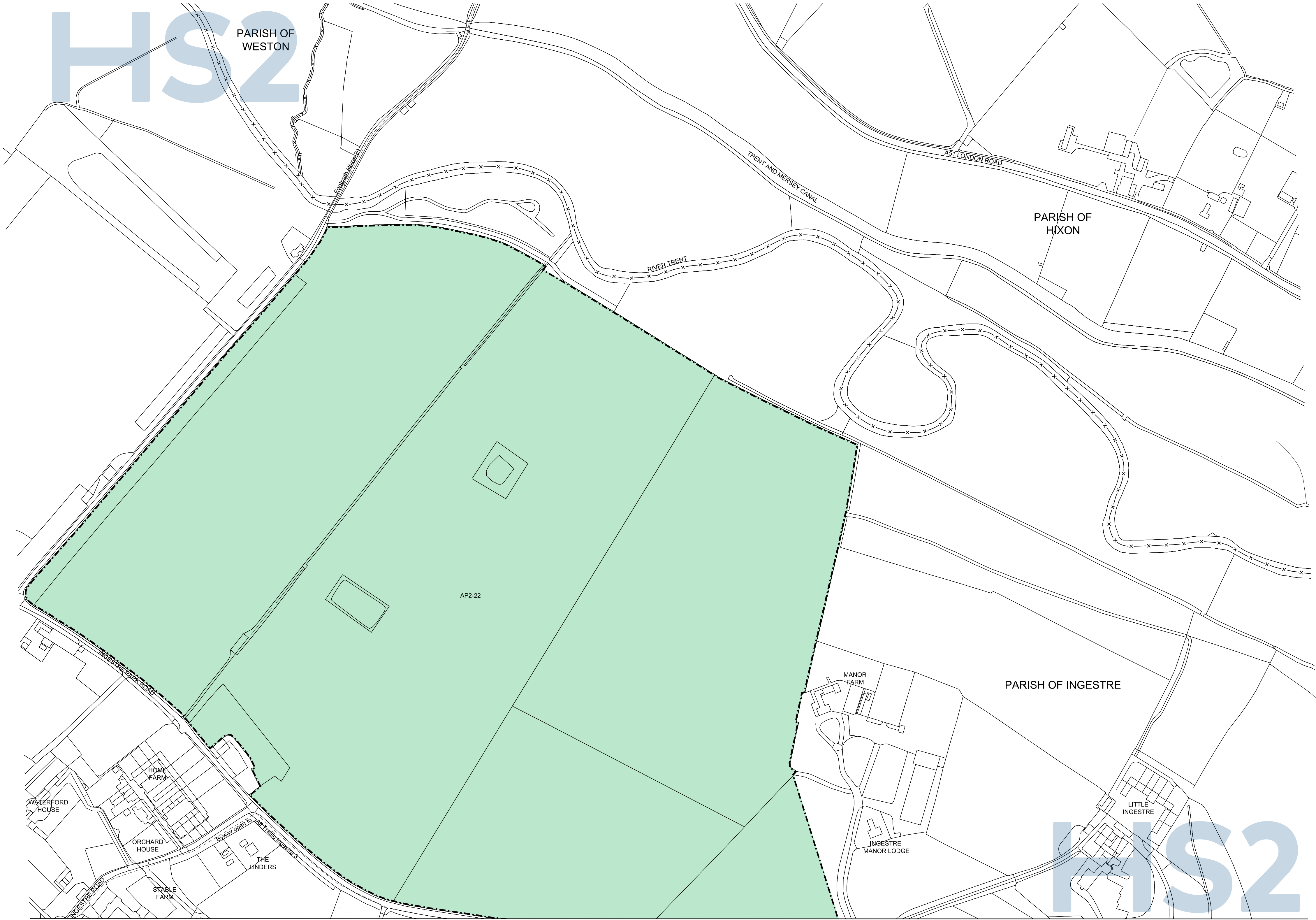
Additional Land

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

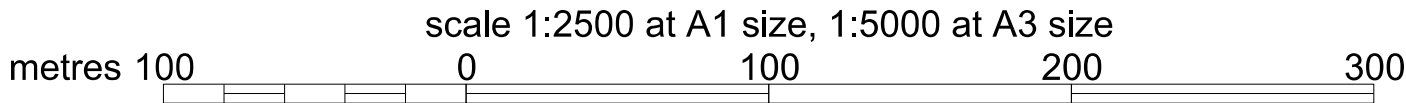
This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's stationery office crown copyright. Unauthorised reproduction infringes crown copyright and may lead to prosecution or civil proceedings (Ordnance Survey Licence number 100049190)



COUNTY OF STAFFORDSHIRE
BOROUGH OF STAFFORD
PLAN



FOR CONTINUATION SEE REPLACEMENT SHEET No. 1-26



COUNTY OF STAFFORDSHIRE
BOROUGH OF STAFFORD
PLAN

REPLACEMENT SHEET No. 1-28

IN PARLIAMENT - SESSION 2017-19

HIGH SPEED RAIL
(WEST MIDLANDS - CREWE)

ADDITIONAL PROVISION
(FEBRUARY 2019)

Work No. 44 (Fuel Pipeline)
Work No. 46 (Gas Main)
Work No. 47 (Bridge)
Work No. 48 (Railway)
Works Nos. 49, 49A (Access Roads)

For Section of Work No. 44 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
For Section of Work No. 48 see Sheet No. 2-25
For Section of Work No. 49
see Replacement Sheet No. 2-28
For Section of Work No. 49A
see Replacement Sheet No. 2-28

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.

This map is based upon Ordnance Survey material with the
permission of Ordnance Survey on behalf of the controller
of Her Majesty's stationery office crown copyright.
Unauthorised reproduction infringes crown
copyright and may lead to prosecution or civil proceedings
(Ordnance Survey Licence number 100049190)

FEBRUARY 2019 AMENDMENTS TO THIS SHEET
ARE AS FOLLOWS :-

Plots AP2-11, AP2-12, AP2-13, AP2-14 and AP2-15
added in the Parish of Tixall

Plot 57a added in the Parish of Tixall

Plot 57 removed in the Parish of Tixall

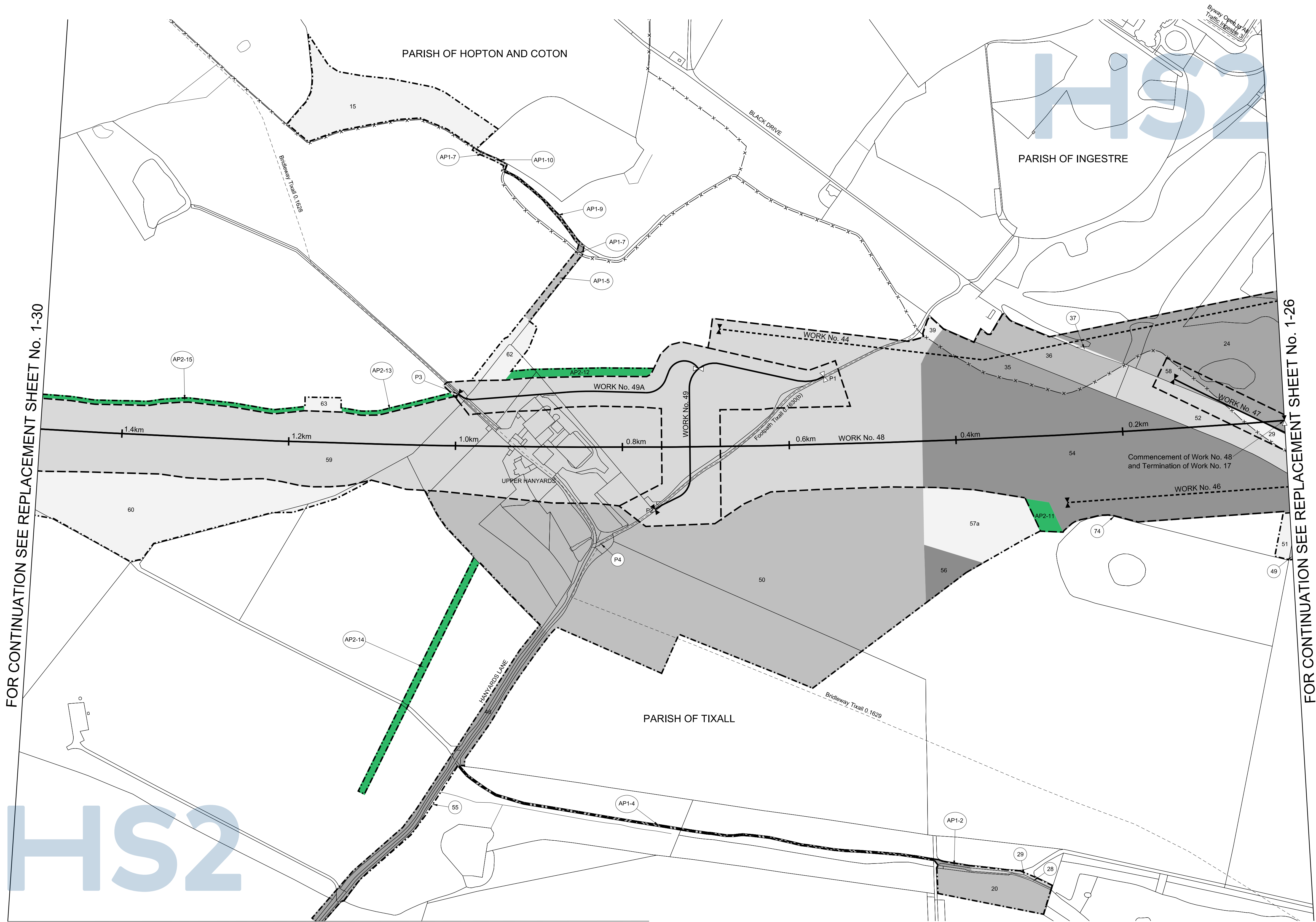
MARCH 2018 AMENDMENTS TO THIS SHEET
ARE AS FOLLOWS :-

Plots AP1-7, AP1-9 and AP1-10 added in the
Parish of Hopton and Coton

Plots 4, 5 and 12 removed in the Parish of Hopton
and Coton

Plots AP1-2, AP1-4, AP1-5 and AP1-7 added in the
Parish of Tixall

Plots 41, 45, 65 and 68 removed in the Parish of
Tixall



FOR CONTINUATION SEE REPLACEMENT SHEET No. 1-30

FOR CONTINUATION SEE REPLACEMENT SHEET No. 1-26

FOR CONTINUATION SEE REPLACEMENT SHEET No. 1-29

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

High Speed Two (HS2) Limited

Albany House
96-98 Petty France
London SW1H 9EA

Telephone: 08081 434 434

Minicom: 08081 456 472

Email: hs2enquiries@hs2.org.uk
[gov.uk/hs2](https://www.gov.uk/hs2)

Geoff Matthews
Honorary Secretary
Ingestre Park Golf Club
Ingestre
Stafford
Staffordshire
ST18 0RE

By email: office@ingestregolf.co.uk

26 August 2020

Dear Mr Matthews

**HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL – HOUSE OF LORDS SELECT COMMITTEE:
PETITION HS2-HOL-029 – INGESTRE PARK GOLF CLUB**

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.

A number of detailed matters are under discussion between the Club and HS2 Ltd in seeking to reach agreement with the Club on proposals to facilitate the carrying out of reconfiguration works to alter the layout of the course utilising land proposed to be acquired pursuant to the Bill and a number of written assurances have already been offered to the Club in correspondence dated 28 June 2018, 15 May 2019, 21 August 2020 and 25 August 2020. Those assurances relate to the mitigation of various aspects of the impacts on the Club of the construction of HS2 related works.

In addition a further letter dated 25 August 2020 and sent on behalf of the Secretary of State for Transport confirms, as a result of the engagement between the parties on a solution to the impact of the HS2 works on the Club, the intention of the Secretary of State to fund the proposed reconfiguration works at Ingestre Park Golf Club. In doing so a number of number of very clear conditions on the provision of funding have been laid down including the necessity for a cap on the level of funding to be made available and the need to ensure the availability of the Club as a community asset.

In light of that letter and further engineering/design work associated with the programme for the Cadent and British Pipeline Agency Diversionary Works, I am pleased to be able to offer the Club some further assurances to build upon the assurances previously provided in paragraph 1 of the assurances set out in the letter dated 15 May 2019.

Accordingly, I am writing to you, on behalf of the Secretary of State for Transport, to offer you the following further assurances regarding the proposed reconfiguration works:

"In these assurances:

"2019 Assurance" means the letter of assurance from the Secretary of State to the Petitioner and dated 15 May 2019;

"Additional Provision" means an amendment to the Bill introduced following deposit of the Bill into Parliament;

"AP2" means the Additional Provision as deposited in the House of Commons on 8 February 2019;

"AP2 ES" means the supplementary environmental statement accompanying AP2 and deposited in the House of Commons on 8 February 2019;

"Authorised Works" means the works to be authorised under the Bill which are shown on the plans deposited with the Bill including the Cadent Works;

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

"Cadent Works" means the works to divert an existing gas pipeline and comprised within Work No 46 and shown on replacement sheets 1-26 and 1-28 on the Deposited Plans;

"Deposited Plans" means the plans and sections deposited in Parliament in connection with the Bill;

"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;

"Petitioner" means Kingston Hill Golf Club t/a Ingestre Park Golf Club;

"Plan" means the plan attached to this assurance and labelled Annex B;

"Planning Direction" means a direction by the Secretary of State pursuant to clause 47(1) of the Bill (Planning Permission: works involving reinstatement of undertakings) in respect of the Reconfiguration Works);

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

"Reconfigured Course Land" means the land shown for identification purposes only edged blue on the Plan;

"Reconfiguration Works" means the reconfiguration of Ingestre Park Golf Club to be undertaken by the Petitioner on land proposed to be acquired under the Bill including land identified for the purposes of AP2;

"Secretary of State" means the Secretary of State for Transport;

"Secretary of State's letter" means the letter dated 25 August 2020 from Mr Jon Griffiths to the Petitioner;

"Significant Construction Works" means the enabling, utility and other Authorised Works in the vicinity of the existing Ingestre Park Golf Club between Fradley and Yarlet, as set out in more detail in the AP2 ES, which includes, but is not limited to, the Cadent Works;

"Significant Construction Works Start Date" means the date on which the Significant Construction Works commence (which is reported as end of September 2021 in the AP2 ES indicative construction programme);

1. Subject to the conditions in paragraphs 2, 3 and 6 but without prejudice to the generality of paragraph 1.a and 1.b of the 2019 Assurance, the Secretary of State will -
 - a) either i) exercise the powers of compulsory purchase proposed to be conferred under the Bill to vest the Reconfigured Course Land in the Secretary of State so that the Reconfigured Course Land may be occupied from the date of vesting by the Petitioner in order for the Petitioner to commence the construction of Reconfiguration Works such date being no later than 1 April 2021; or ii) require the Nominated Undertaker to exercise the powers of temporary occupation proposed to be conferred under the Bill over the Reconfigured Course Land so that the Reconfigured Course Land may be occupied from the date of possession by the Petitioner for the Petitioner to commence the construction of Reconfiguration Works such date being no later than 1 April 2021; and
 - b) require the Nominated Undertaker to use reasonable endeavours to secure that the period of availability of a minimum of 9 holes of golf specified in paragraph 1.a of the 2019 Assurance will be maintained at Ingestre Park Golf Club between the period of January 2022 to September 2022 notwithstanding the commencement date of the Significant Construction Works Start Date.
2. The assurance set out in paragraph 1 a) is subject to the following conditions:
 - a) the enactment of the Bill on or before 31 December 2020; and
 - b) vacant possession being taken of the Reconfigured Course Land on expiry of the relevant statutory notice period for vesting or temporary occupation of the Reconfigured Course Land.
3. The assurance set out in paragraph 1 b) is subject to the following conditions:
 - a) the timely delivery of all required environmental surveys and the outcome of those surveys being satisfactory;
 - b) all required planning consent being secured so as to facilitate the availability of the 9 holes for the period between January 2022 and September 2022;
 - c) the carrying out of such an assurance does not have a prejudicial impact on the safe, timely and economic delivery of the Proposed Scheme;
 - d) the Petitioner progressing the Reconfiguration Works on a timely and cost effective basis to complete the Reconfiguration Works so that the Reconfigured Golf Club Land is available for use as a golf course by 1 October 2022; and
 - e) the Petitioner working closely and cooperatively with the Nominated Undertaker.

4. Subject to the conditions in paragraphs 5 and 6 the Nominated Undertaker will use reasonable endeavours to secure the Planning Direction for the Reconfiguration Works as soon as practicable following enactment of the Bill.

5. The assurance set out in paragraph 4 is subject to the following conditions:

- a) the Petitioner providing in a timely manner to the Secretary of State all relevant planning information reasonably required by the Secretary of State to facilitate the making by the Secretary of State of the Planning Direction; and
- b) the Petitioner proposing a cost effective solution for the Reconfiguration Works which seeks to design and deliver the Reconfiguration Works in a manner which does not prejudice the timely and economic delivery of HS2 and mitigates the impact upon the operation of the Golf Club.

6. The assurances set out in paragraphs 1 and 4 are also subject to the following conditions:

- a) the Petitioner must enter into an agreement with the Secretary of State prior to Royal Assent of the Bill on terms satisfactory to the Secretary of State to give effect to the terms of the Secretary of State's letter regarding the provision of funding by the Secretary of State to the Petitioner for the construction of Reconfiguration Works, such agreement making provision for the terms upon which funding shall be forthcoming and the subsequent safeguarding of the golf course as a community asset;
- b) the Petitioner must secure any required additional environmental and planning consents beyond those contained in the Planning Direction or otherwise provided for under the Bill to facilitate the construction of Reconfiguration Works; and
- c) the Petitioner must complete the design and construction of the Reconfiguration Works prior to 1 October 2022.

7. The Secretary of State and the Nominated Undertaker will continue to engage with the Petitioner in good faith towards the construction by the Petitioner of the Reconfiguration Works."

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.

If you have any further queries please don't hesitate to contact Michael Eckett, Head of Acquisitions, Land and Property on 020 7944 8331 or Michael.Eckett@hs2.org.uk.

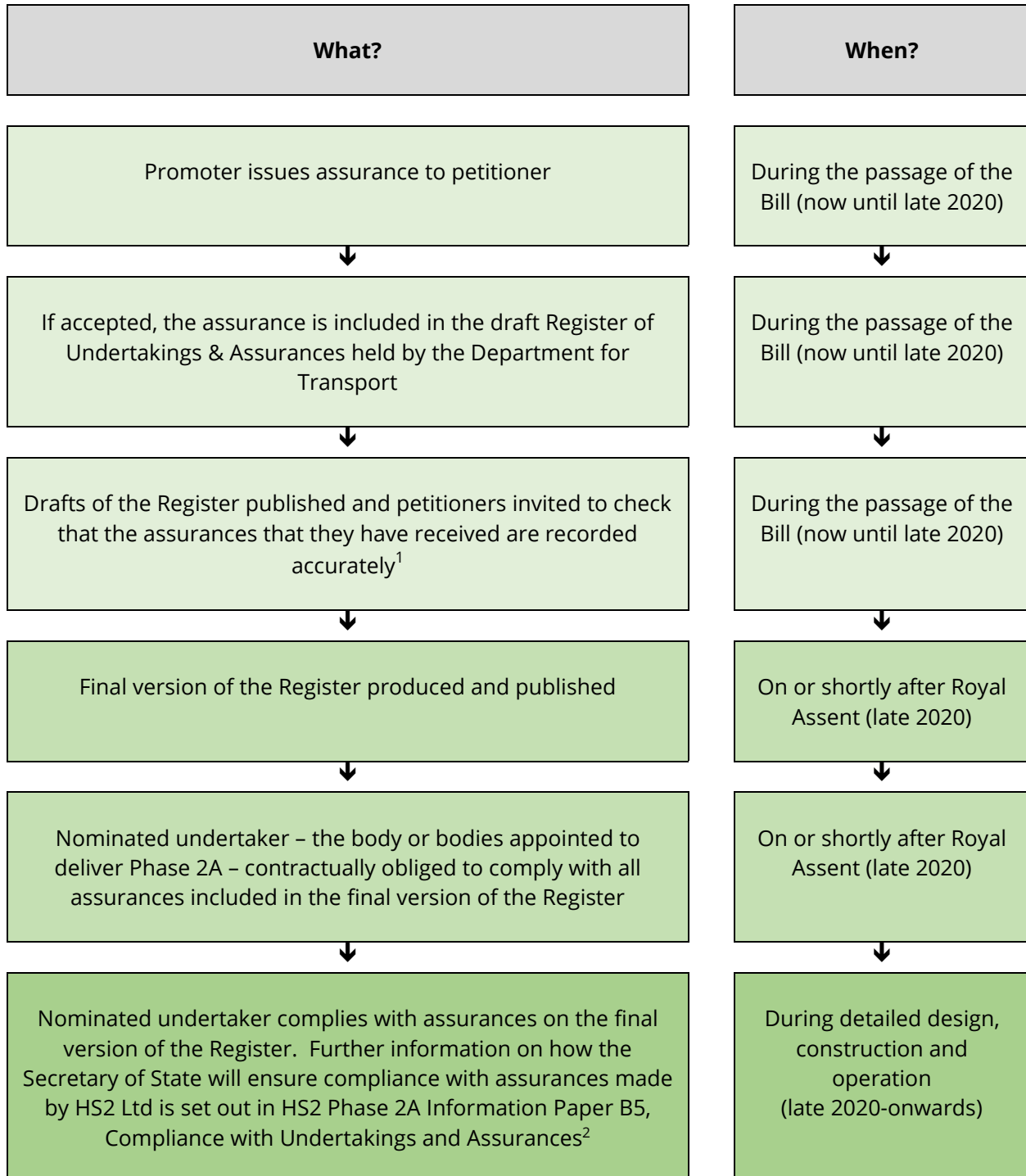
Yours sincerely



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

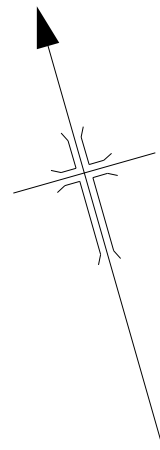
Annex A

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>

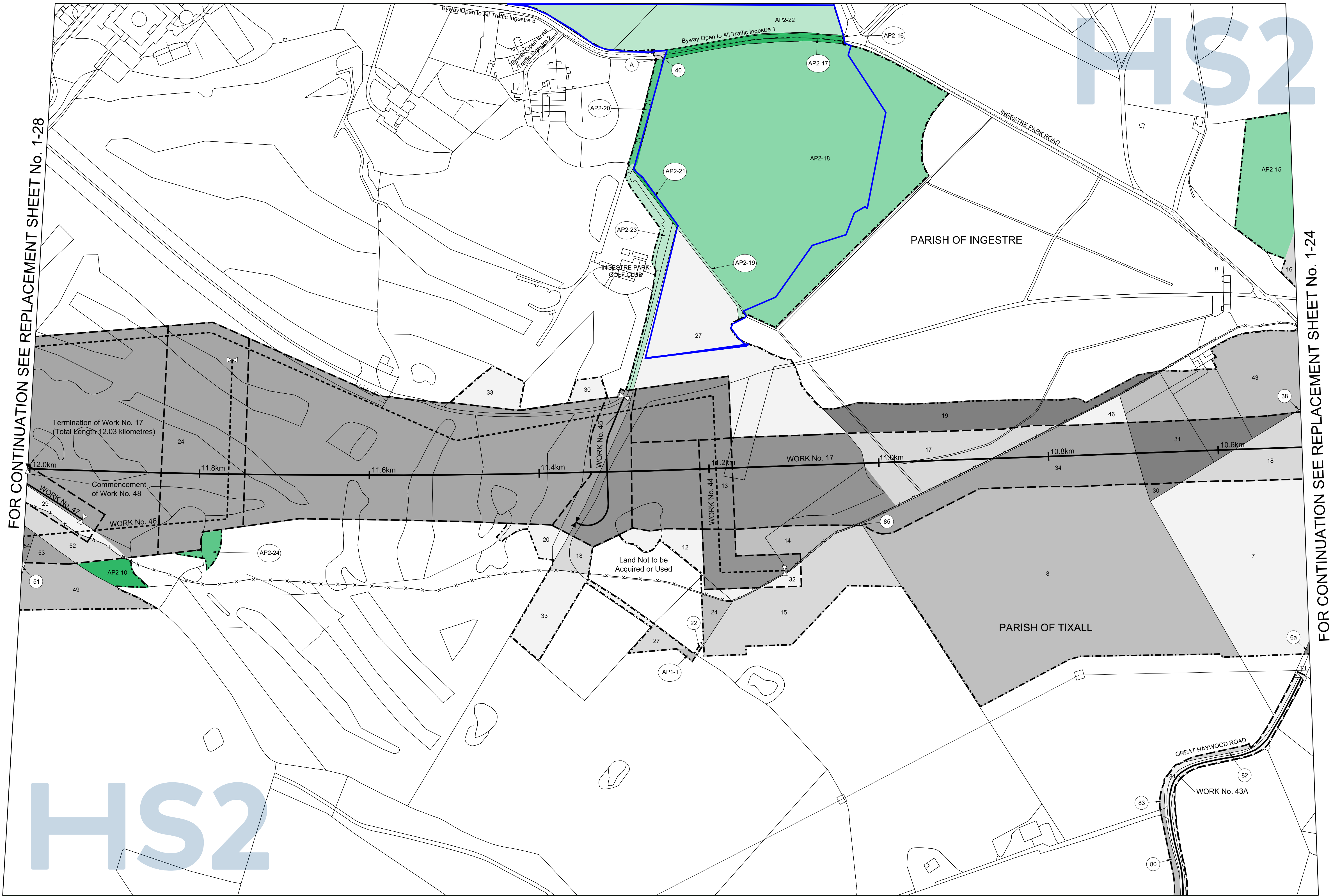
² A copy can be found at <https://www.gov.uk/government/publications/understanding-the-hybrid-bill-hs2-phase-2a-information-papers>



ANNEX B

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

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's stationery office crown copyright. Unauthorised reproduction infringes crown copyright and may lead to prosecution or civil proceedings (Ordnance Survey Licence number 100049190)

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

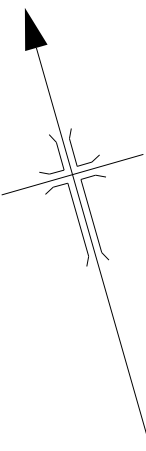
Plot 6 removed in the Parish of Tixall

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

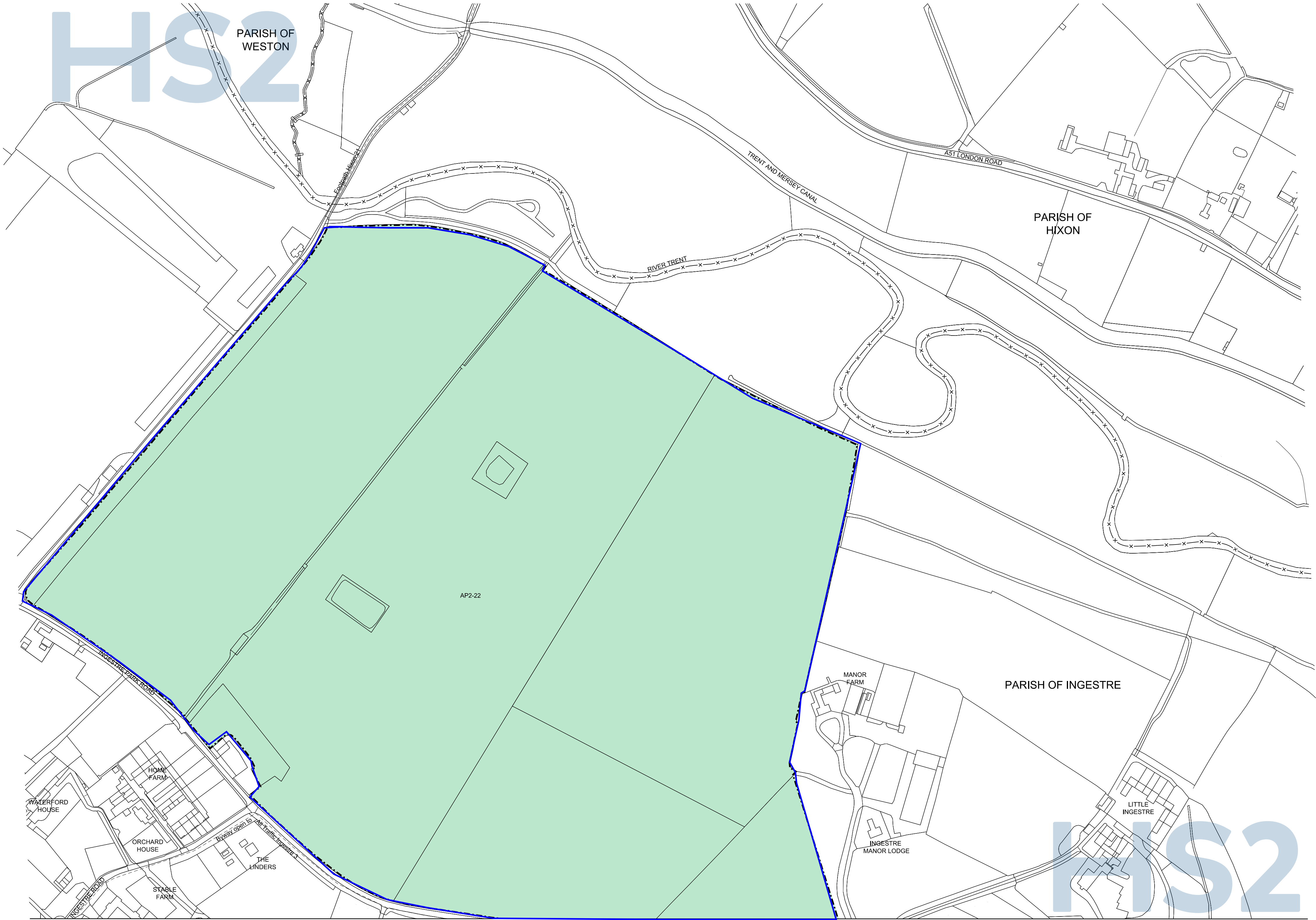


Annex B

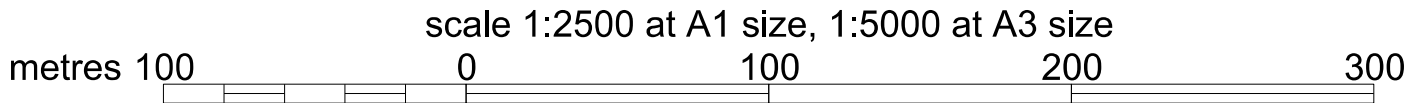
COUNTY OF STAFFORDSHIRE

BOROUGH OF STAFFORD

PLAN



FOR CONTINUATION SEE REPLACEMENT SHEET No. 1-26



Annex B

COUNTY OF STAFFORDSHIRE
BOROUGH OF STAFFORD
PLAN

REPLACEMENT SHEET No. 1-28

IN PARLIAMENT - SESSION 2017-19

HIGH SPEED RAIL
(WEST MIDLANDS - CREWE)

ADDITIONAL PROVISION
(FEBRUARY 2019)

Work No. 44 (Fuel Pipeline)
Work No. 46 (Gas Main)
Work No. 47 (Bridge)
Work No. 48 (Railway)
Works Nos. 49, 49A (Access Roads)

For Section of Work No. 44 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
For Section of Work No. 48 see Sheet No. 2-25
For Section of Work No. 49
see Replacement Sheet No. 2-28
For Section of Work No. 49A
see Replacement Sheet No. 2-28

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.

This map is based upon Ordnance Survey material with the
permission of Ordnance Survey on behalf of the controller
of Her Majesty's stationery office crown copyright.
Unauthorised reproduction infringes crown
copyright and may lead to prosecution or civil proceedings
(Ordnance Survey Licence number 100049190)

FEBRUARY 2019 AMENDMENTS TO THIS SHEET
ARE AS FOLLOWS :-

Plots AP2-11, AP2-12, AP2-13, AP2-14 and AP2-15
added in the Parish of Tixall

Plot 57a added in the Parish of Tixall

Plot 57 removed in the Parish of Tixall

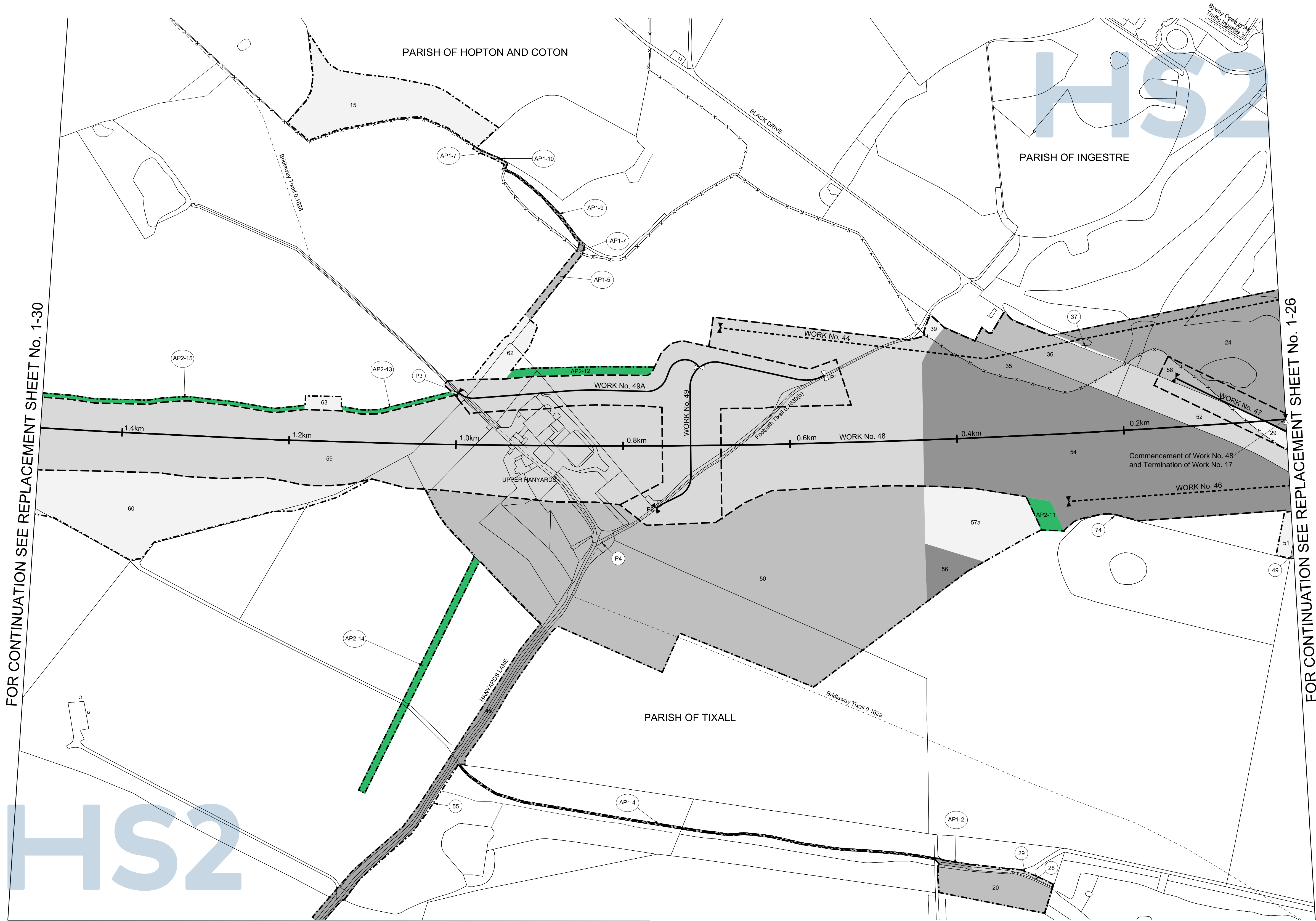
MARCH 2018 AMENDMENTS TO THIS SHEET
ARE AS FOLLOWS :-

Plots AP1-7, AP1-9 and AP1-10 added in the
Parish of Hopton and Coton

Plots 4, 5 and 12 removed in the Parish of Hopton
and Coton

Plots AP1-2, AP1-4, AP1-5 and AP1-7 added in the
Parish of Tixall

Plots 41, 45, 65 and 68 removed in the Parish of
Tixall



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



Department for Transport

Geoff Matthews
Honorary Secretary
Ingestre Park Golf Club
Ingestre
Stafford
Staffordshire
ST18 0RE

Jon Griffiths
HEAD OF PHASE 2A
HSMPRG
DEPARTMENT FOR TRANSPORT
GREAT MINSTER HOUSE
33 HORSEFERRY ROAD
LONDON
SW1P 4DR
DIRECT LINE: 07879 694422
jon.griffiths@dft.gov.uk

Web Site: www.dft.gov.uk

25 August 2020

By email: office@ingestregolf.co.uk

Dear Mr Matthews,

In my capacity as Deputy Director and Senior Responsible Officer for Phase 2a of High Speed 2, and on behalf of the Secretary of State for Transport, I wanted to write to you ahead of your hearing before the House of Lords Select Committee on the High Speed Rail (West Midlands – Crewe) Bill on 2 September 2020.

You have been in discussion with HS2 Ltd who are working on behalf of the Promoter of the Bill, and Ministers have been made aware of the most recent cost estimates for the Ingestre Park Golf Club (IPGC) reconfiguration provided by International Design Group. I can confirm that the Secretary of State for Transport is committed to the AP2 reconfiguration scheme, but I also wanted to reiterate the conditions upon which the offer of reconfiguration is made.

The House of Commons Select Committee to this Bill recognised IPGC as a community asset. That was the basis upon which (in its Third Special Report 2017-19) the Select Committee founded its request to the Secretary of State to work with you to come to an agreement on delivery of the AP2 reconfiguration. The resulting discussions on that basis have led to an expected cost to the taxpayer well beyond that which IPGC would be entitled to receive under the Compensation Code.

Having regard to these matters, the need to secure value for money and to safeguard the public interest, Ministers remain willing to fund the reconfiguration of the Golf Course authorised under the Bill on the following basis:

- That the amount of funding provided to IPGC for that purpose is subject to a ceiling or cap, beyond which the Secretary of State is not prepared to provide funding and any spend on reconfiguration above this will have to be met by IPGC;
- That the Secretary of State will require “step-in” rights to IPGC in order to take over IPGC and retain its property if there is any financial difficulty or IPGC do not adhere to the terms within the agreement reached; and
- That IPGC commits to providing significant opportunities for the local community to enjoy the facilities offered by the reconfigured course in addition to those that have hitherto been available.

The “step-in” rights mentioned above will give the Secretary of State certainty over the investment being made. These will include the right to step in to complete the development of the course should IPGC not be able to do so for any reason, to take a charge over the course to protect the expenditure of public money in the event of insolvency and to include a restrictive covenant over the course to secure the long-term use of that land for recreation/leisure and measures to preserve the Club’s status as a community asset.

The ways in which IPGC could provide significant opportunities for the local community to enjoy and to benefit from the reconfigured course could include: opening of the clubhouse for community groups to use for meetings/gatherings free of charge; reduced green fees for local golfers; reduced membership fees for those households within a certain radius of the Club; engagement with the local community in relation to golf coaching using golf as a hobby for wellbeing, exercise etc.; engagement with local schools and colleges offering golf tuition and structured pathways to becoming a regular golfer / member; enhanced access to play the course for local school and college pupils; dedicated programmes to attract youth players, members from disadvantaged backgrounds and golfers with physical or mental disability; programmes specifically aimed at attracting golfers / members from black, Asian and minority ethnic backgrounds; open days for local fund raising (using golf as the fund-raising vehicle). However, this list is not exhaustive and the terms of how IPGC will reflect its status as a community asset will need to be agreed with you under the terms of the contract.

Nevertheless, I want to make clear that all of these points are non-negotiable and writing these terms into the contract are the basis on which the Secretary of State is willing to proceed.

Yours sincerely,



Jon Griffiths

Deputy Director, Senior Civil Servant and SRO for HS2 Phase 2a Bill

Cc: Theo Clarke MP

Hopton and Coton Parish Council
c/o Sylvia Gibson
Flat 4, High Chase House
High Chase Rise
Little Hayward
Stafford
ST18 0TZ

21 August 2019

Dear Ms Gibson

**HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL - HOUSE OF LORDS SELECT COMMITTEE:
PETITION HS2-HOL-0011 – HOPTON AND COTON 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 the House of Lords.

Following on-going conversations with my colleague, Omar Deedat, and the receipt of your petition against the Bill in the House of Lords, I am writing to you, on behalf of the Secretary of State for Transport, to offer Hopton and Coton Parish Council the following assurances:

"1. HS2 HGV Construction Traffic

1.1 The Promoter will require the nominated undertaker to restrict HS2 Large Goods Vehicles from using Within Lane between its existing junction with the A518 Weston Road and the B5066 Sandon Road during the Construction Period, except:

- (a) in circumstances where works can only be accessed via Within Lane; or
- (b) in circumstances where it is required to do so by the relevant planning authority under the powers conferred on it by paragraph 6 of Schedule 17 to the Bill; or
- (c) in the case of emergency or if directed to do so by the police or emergency services; or
- (d) where, it would prejudice the safe, timely and economic delivery of the Proposed Scheme.

2. Signage

Subject to having the necessary rights and consents to erect such signage at the locations in question, the Promoter will require the nominated undertaker to use reasonable endeavours to provide appropriate signage stating "No HS2 HGV construction traffic" at the junction of Within

Lane and the A518 Weston Road and the junction of Within Lane and the B5066 Sandon Road during the Construction Period.

3. Hopton Pools

The Promoter will procure that an ecological survey of Hopton Pools is carried out by a suitably qualified ecological specialist subject to the landowner of Hopton Pools granting the necessary rights to access Hopton Pools and to carry out that ecological survey. The Promoter will inform the Petitioner of the results of the ecological survey carried out pursuant to this paragraph.

HS2 HGV Construction Traffic/Signage

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 Construction Period” means the period from commencement of any works for construction and delivery of the Proposed Scheme until completion of those works;

“Large Goods Vehicle” has the same meaning as in Part 4 of the Road Traffic Act 1988;

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

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

Hopton Pools

In this assurance:

“Hopton Pools” means the area highlighted in red on the attached EC-01-307 Designated Sites Map;

“the Petitioner” means Hopton Parish Council; and

“the Promoter” means the Secretary of State for Transport (or any successor Secretary of State or Minister holding the transport portfolio) and includes so far as relevant any nominated undertakers exercising any powers or functions under the Bill once enacted.”

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.

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

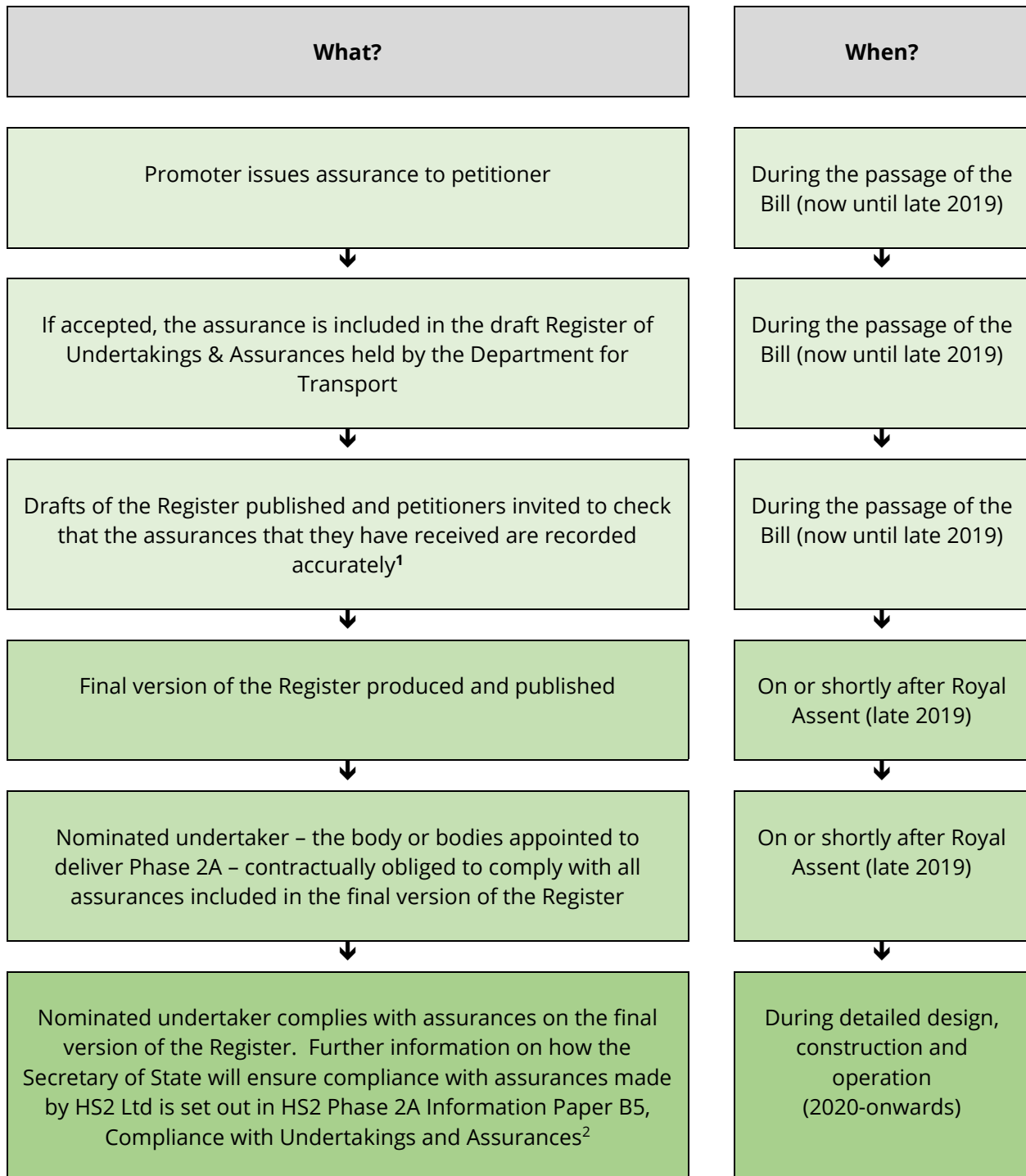
A handwritten signature in black ink, appearing to read 'OB', followed by a horizontal flourish.

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>

Hopton and Coton Parish Council
c/o Sylvia Gibson
Flat 4, High Chase House
High Chase Rise
Little Hayward
Stafford
ST18 0TZ

18 October 2019

Dear Ms Gibson

**HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL - HOUSE OF LORDS SELECT COMMITTEE:
PETITION HS2-HOL-005 – HOPTON AND COTON 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 the House of Lords. I understand that you 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.

Following a number of 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 assurance:

"Hopton and Coton Parish Fund

1.1. The Promoter will provide a contribution of up to £350,000 (three hundred and fifty thousand pounds) ("the contribution") towards the improvement of community facilities or the local environment in the Parish of Hopton and Coton. These funds will be released to the Parish Council following the nominated undertaker's review of the Parish Council's proposals and will be subject to:

- 1.1.1. the commencement of construction of the Proposed Scheme;
- 1.1.2. all required consents and approvals in relation to any community facility or environmental improvement works being obtained by Hopton and Coton Parish Council;

- 1.1.3. the nominated undertaker being provided with detailed estimates to evidence the costs that will be incurred;
- 1.1.4. a requirement that the contribution is applied only to community facility and local environment improvement works in the Parish of Hopton and Coton and that any proposals by Hopton and Coton Parish Council meet the appropriate standards for managing public money and that Hopton and Coton Parish Council provide the nominated undertaker with any evidence required to support this requirement on request.

1.2. Nothing in paragraph 1.1 will prevent Hopton and Coton Parish Council from making an application to the nominated undertaker's Community and Environmental Fund or the Business and Local Economy Fund."

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 the attached.

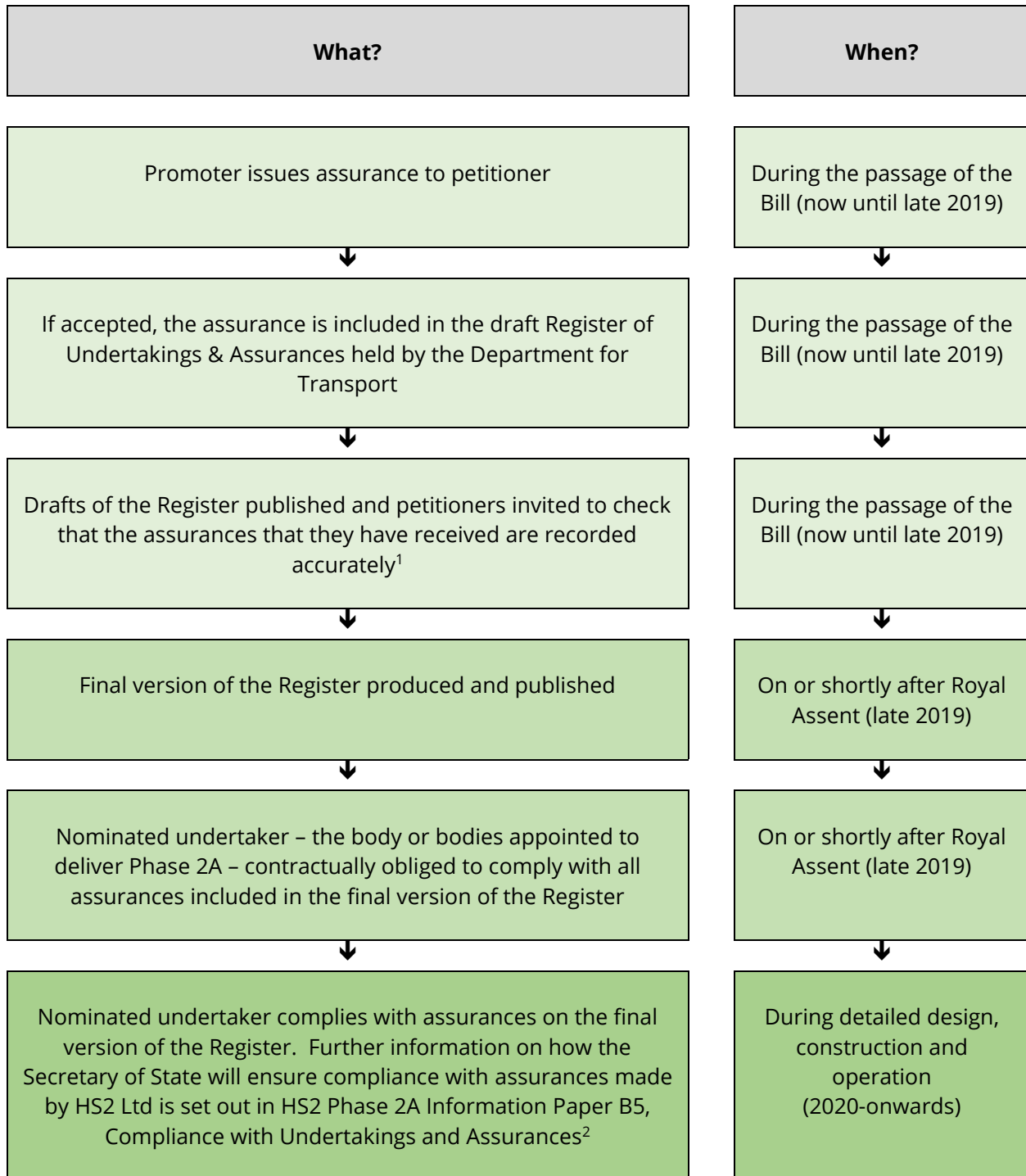
If you have any further queries please don't hesitate to contact Omar Deedat, Petition Advisor on 020 7944 8646 or omar.deedat@hs2.org.uk.

Yours sincerely



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

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>