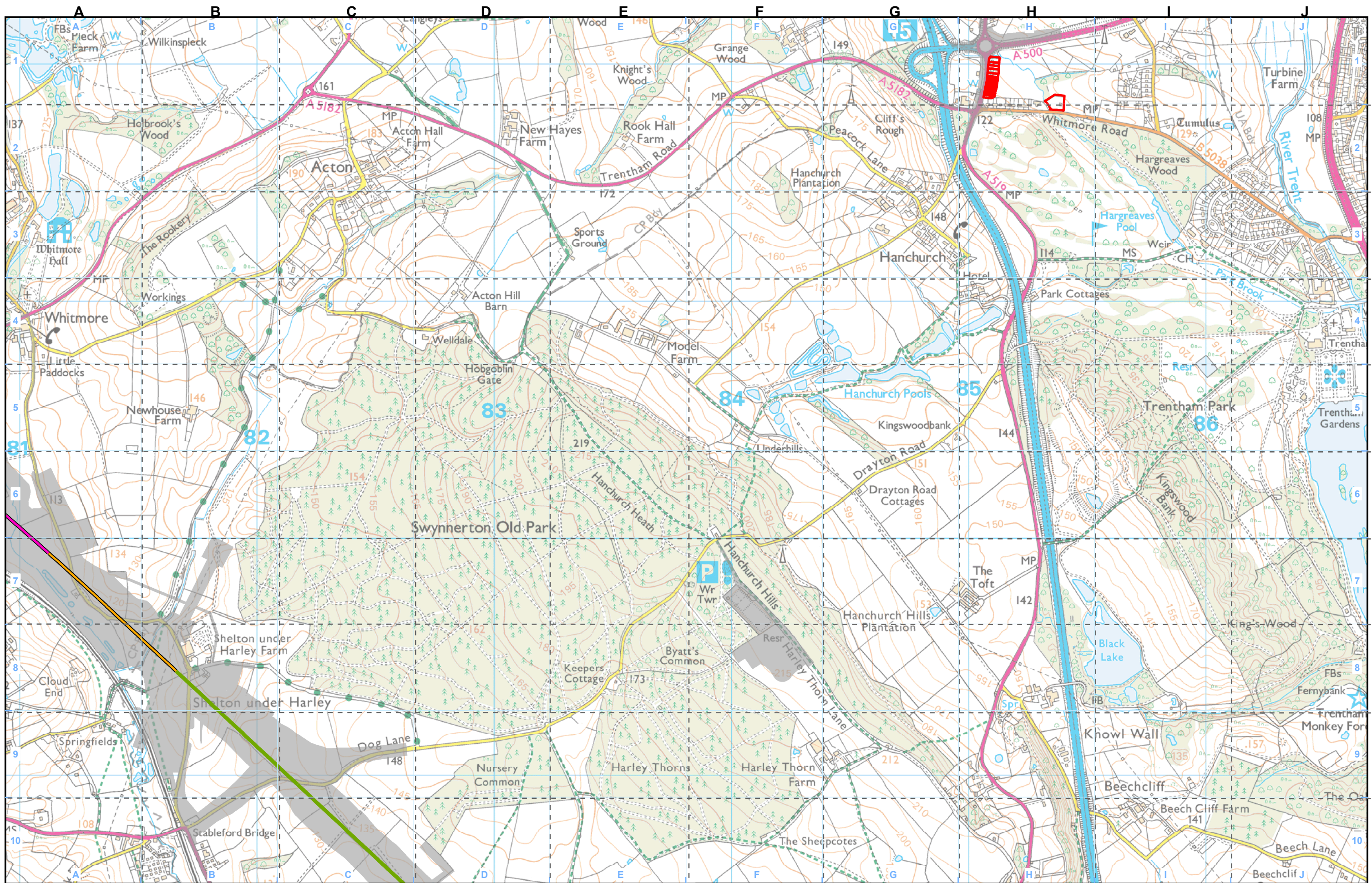


HS2

Newcastle Road Residents

HS2-HOL-022



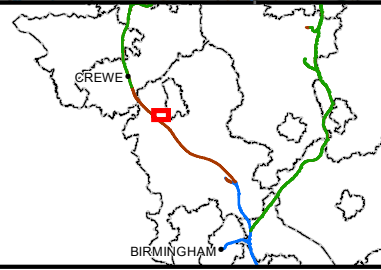
P39 (2)

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
Newcastle Road Residents
Petition number
P2A-HOL-000022

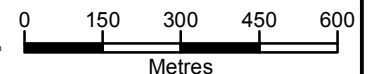
HS2

Registered in England. Registration number 06791686.
Registered office: 2 Snowhill Queensway Birmingham B4 6GA
© Crown copyright and database rights 2018
OS 100049190
© Crown copyright material is reproduced with the permission of
Land Registry under delegated authority from the Controller of
HMCO. This material was last updated in 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.

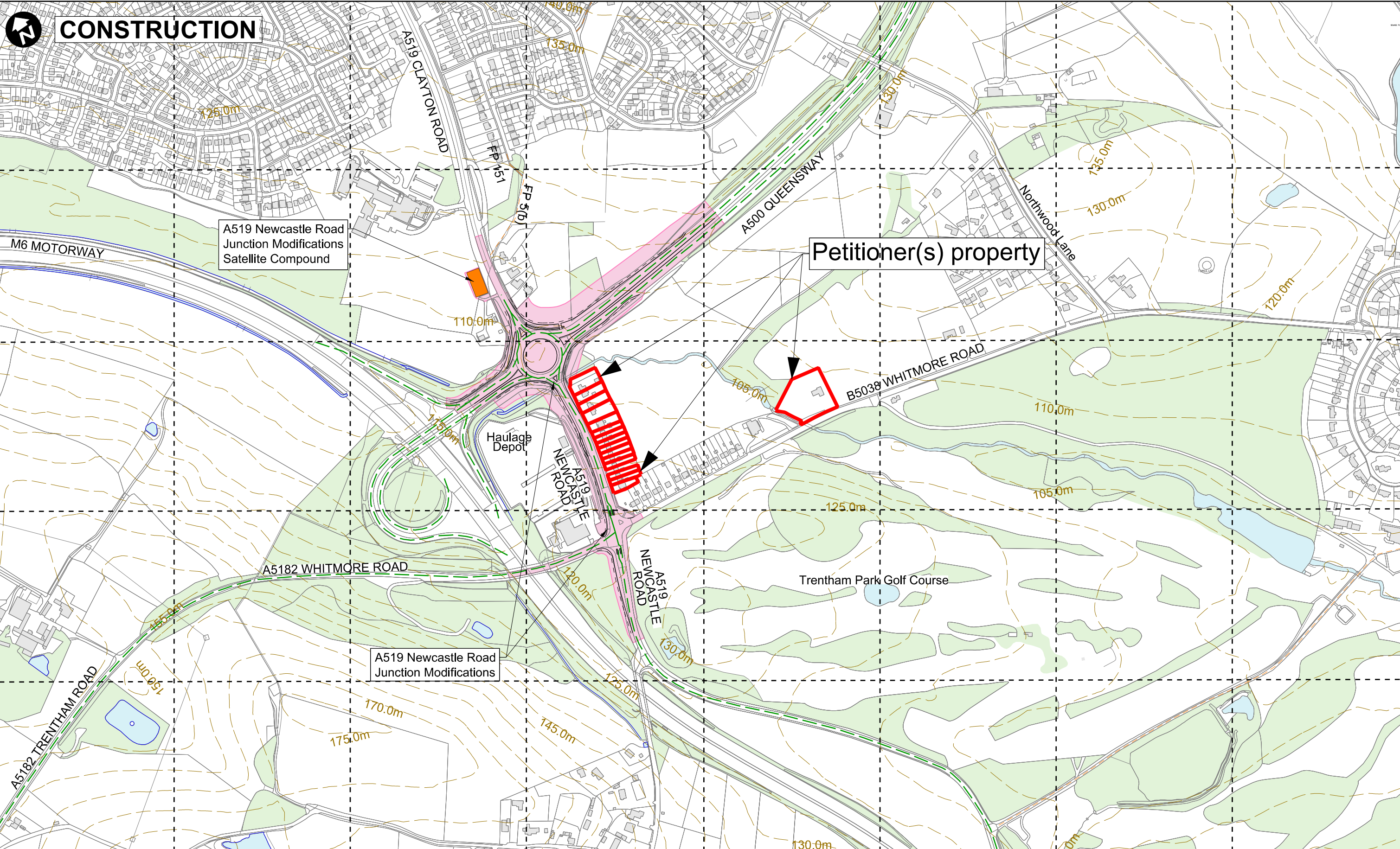
HS2 Ltd accept no responsibility for any
circumstances, which arise from the
reproduction of this map after alteration,
amendment or abbreviation or if it is issued in
part or issued incomplete in any way.



Scale at A3: 1:14,500



Doc Number: P2A-HS2-HY-MAP-A000-000291



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:

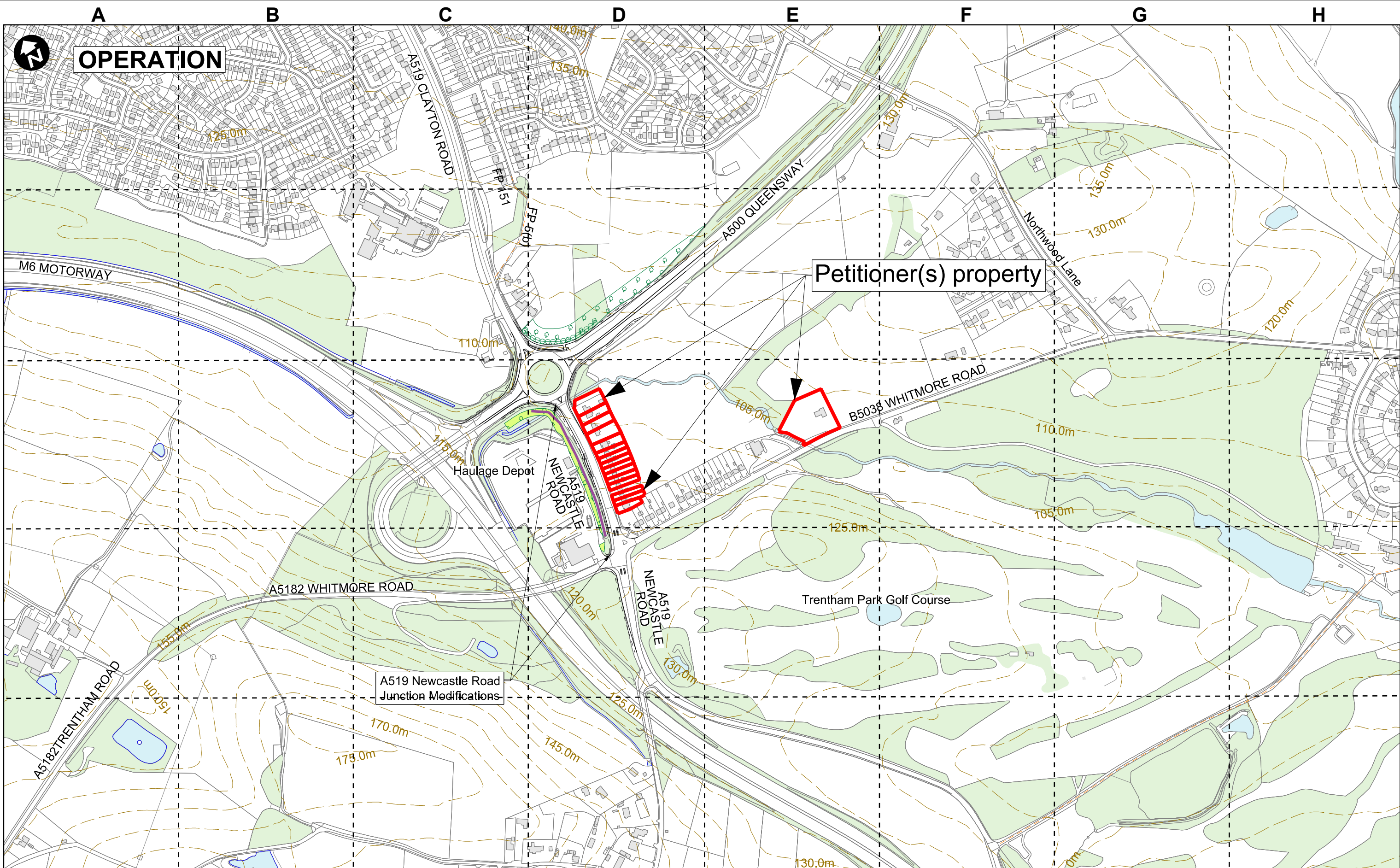
- | | | | |
|---|---|---|---|
|  | Land potentially required during construction |  | Satellite construction compound |
|  | Extent of land potentially required during construction for mitigation planting |  | Existing public right of way (PRoW) |
|  | Existing inland water |  | Indicative extent of petitioner(s) boundary |
|  | Existing woodland |  | 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 Newcastle Road Residents Petition P2A-HOL-022 Construction	Drawn	Checked	Approved	
	JP	DS	TE	
	Date	Scale	Size	
	2019/09/01	1:5000	A3	
	Drawing No. 2PT02-ARP-PT-DSK-000-200002-PET000022		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:

- Existing inland water
- Existing woodland
- Indicative extent of petitioner(s) boundary
- Existing public right of way (PRoW)
- Noise Barrier
- Hedgerow habitat creation
- Woodland habitat creation
- Landscape mitigation planting

HS2

Registered in England
Registration No. 06791686
Registered office:
2 Snow Hill, Queensway,
Birmingham, B4 6GA

Creator/Originator
Ove Arup & Partners International Ltd

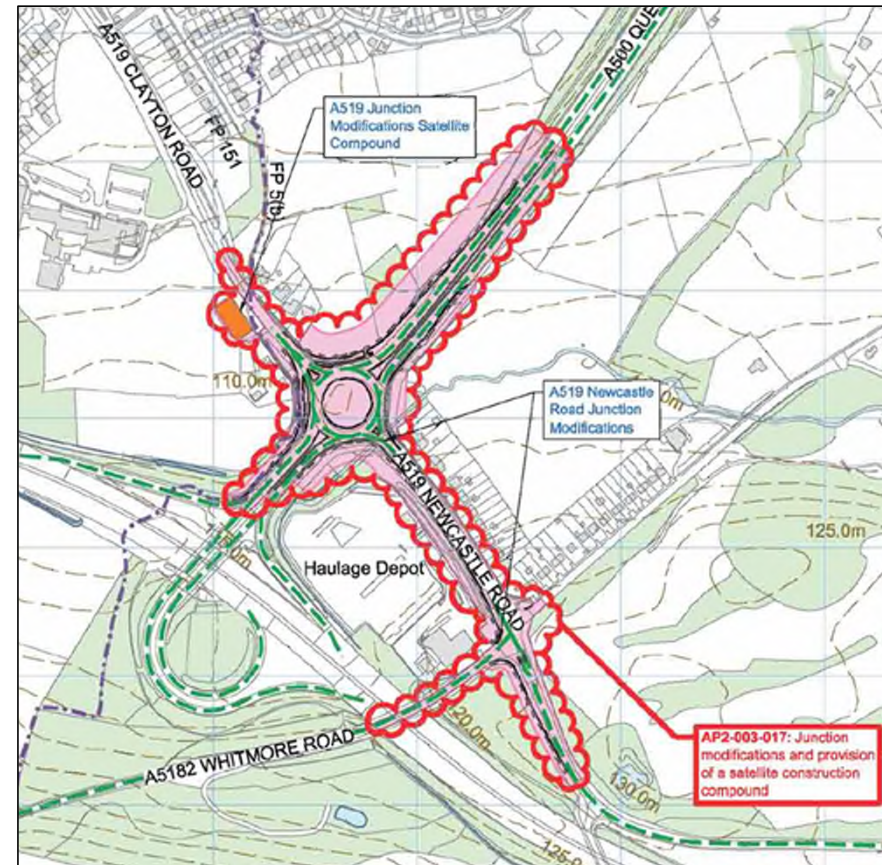
Zone	Community Area 3			Project/Contract C861 Hybrid Bill Additional Provision 2 AP2	
Design Stage	Designs for Petition			Discipline/Function Petitions	
Drawing Title	Newcastle Road Residents Petition P2A-HOL-022			Drawn JP	Checked DS
				Date 2019/09/01	Scale 1:5000
					Size A3
	Operation			Drawing No. 2PT02-ARP-PT-DSK-000-200003-PET000022	Rev. P01

Context and background

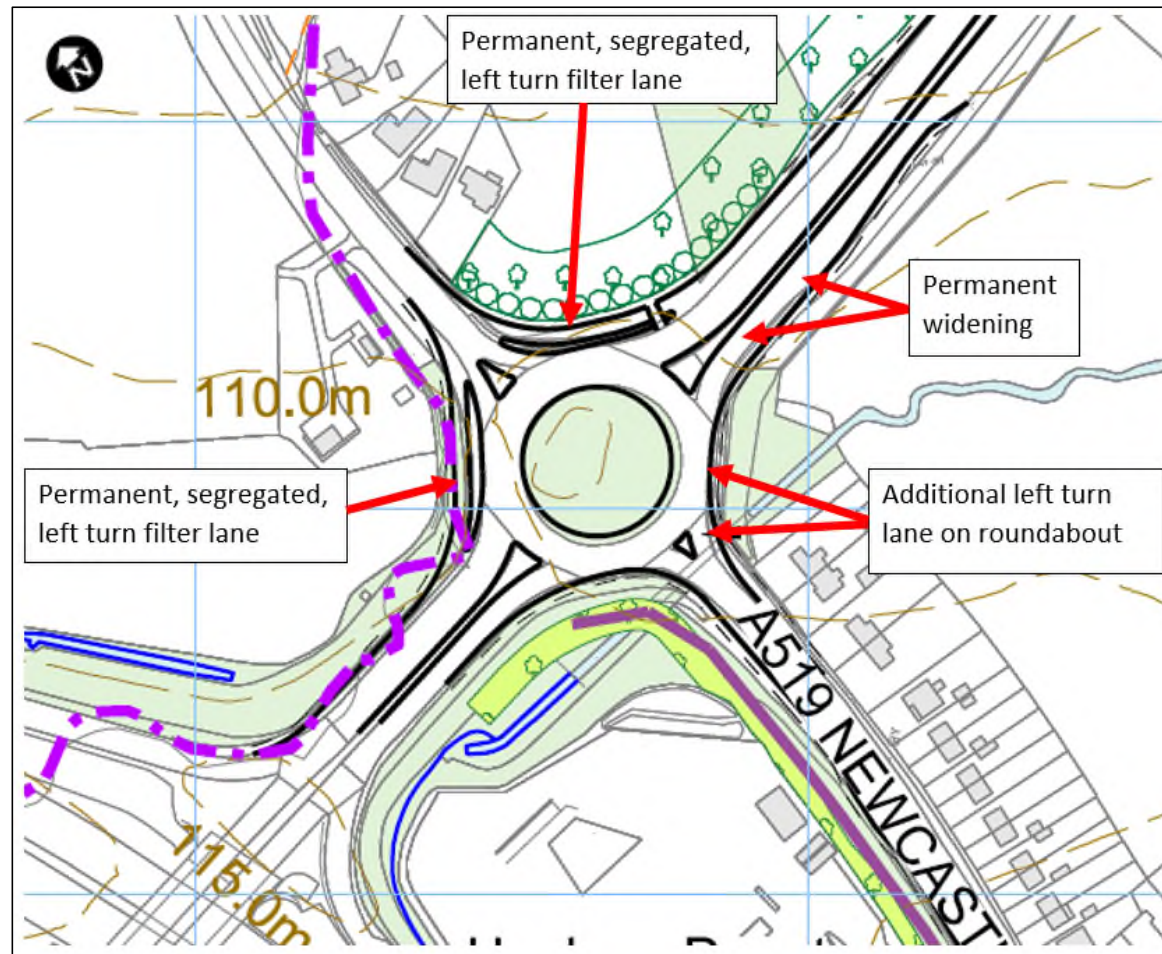
The main Environmental Statement (ES) reports adverse significant effects (in terms of queues and delays) due to HS2 construction traffic:

- On the roundabout junction of the A500 Queensway/A519 Newcastle Road/Clayton Road (known as Hanchurch Interchange).
- At the signalised crossroads junction of the A5182 Whitmore Road & Trentham Road/A519 Newcastle Road/B5038 Whitmore Road.

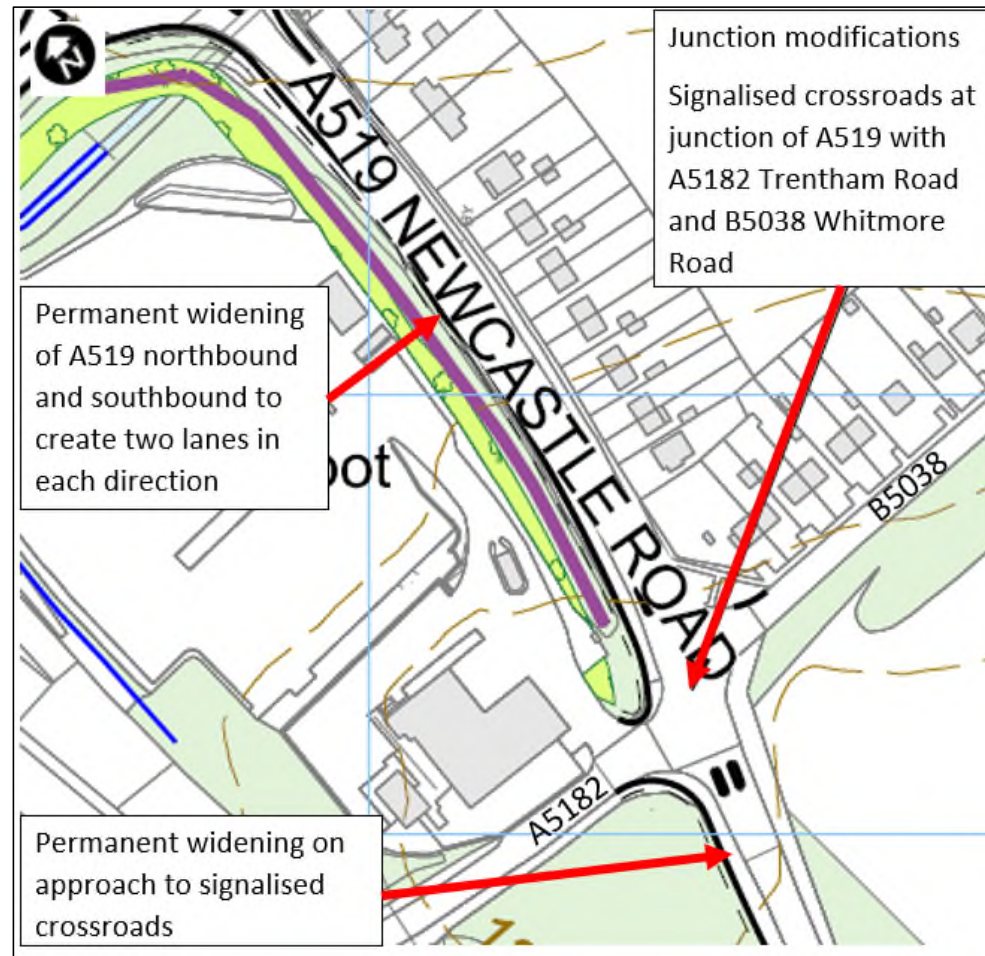
AP2 introduces changes to the Hanchurch Interchange and A519/A5182 signalised crossroads to mitigate these effects.



Hanchurch interchange – Summary of AP2 proposals



A519/A5182/B5038 signalised junction - Summary of AP2 proposals



Vehicular access and egress to A519 Newcastle Road properties during construction

Petitioners' request

A practical solution which allows residents of frontage properties on the east side of A519 Newcastle Road safe and ready vehicular access to and exit from their properties.

Promoter's response

The Promoter has given Swynnerton Parish Council an assurance to seek local highway authority approval to reduce the speed limit and introduce enforcement measures on the A519 Newcastle Road.

The current speed limit on A519 Newcastle Road is 60 mph.

The actual speed of vehicles travelling on the A519 Newcastle Road has been surveyed. The results show that vehicles actually travel along that road at substantially lower speeds (85th percentile is around 32 mph).

The effect of the road improvement works authorised by the Bill is likely to improve the free flow of traffic and an increase in the actual speed of vehicles using the road.

Lowering the speed limit may be the appropriate response by the local highway authority.



Vehicular access and egress to A519 Newcastle Road properties during construction

Promoter's assurance to Swynnerton Parish Council

1.4 The Promoter will engage with the local highway authority and Highways England regarding the introduction of an appropriate speed limit and enforcement measures on the A519 Newcastle Road between the Hanchurch Interchange and the junction with the B5038 Whitmore Road during the period in which that part of the road is used by HS2 Large Goods Vehicles, as well as on the appropriate permanent speed limit and enforcement measures that would be put in place once the works are completed.



Vehicular access and egress to A519 Newcastle Road properties during construction

Statement made by Staffordshire County Council as Local Highway Authority

The question of the most suitable speed limit is something that is best left to the Local Highway Authority (LHA) to determine as part of its statutory duty. The design of the junction itself will affect both vehicle speeds and the decision on the most appropriate speed limit that should be in force.

During the detailed design process Staffordshire County Council, as the LHA for Newcastle Road, will ensure that the Nominated Undertaker delivers a junction that is safe for all road users.



Maintaining access to Petitioners properties during construction

Promoter's assurance to Swynnerton Parish Council

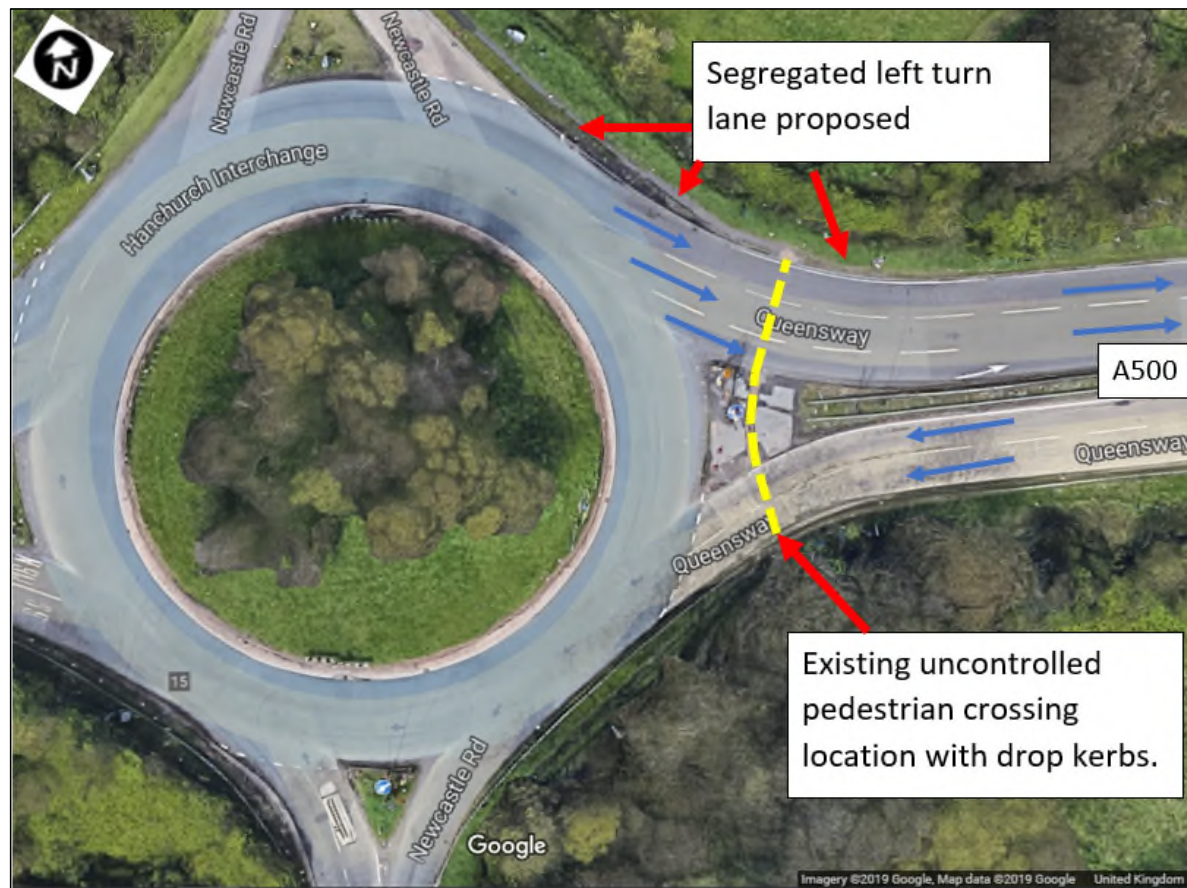
1.1. Subject to the conditions at paragraph 1.3, in exercising the powers in the Bill, the Promoter will maintain reasonable pedestrian access to the Newcastle Road Properties and the Whitmore Road Properties during the construction of the Proposed Scheme.

1.2. Subject to the conditions at paragraph 1.3, in exercising the powers in the Bill, the Promoter will not prevent vehicular access to the Newcastle Road Properties and the Whitmore Road Properties during the construction of the Proposed Scheme where reasonably practicable. If vehicular access is to be prevented, the Promoter will liaise with the owners and/or occupiers of the Newcastle Road Properties and Whitmore Road Properties to ensure that any disruption is reduced so far as reasonably practicable.

1.3. The conditions mentioned above are that the Promoter will not be required to maintain access in the case of emergency or in circumstances that are outside of its control.



Hanchurch interchange – current pedestrian crossing arrangements



Hanchurch Interchange modification works – re-provision of pedestrian crossing

Petitioners' request

A signalised crossing of the A500 Queensway with pedestrian safety barriers.

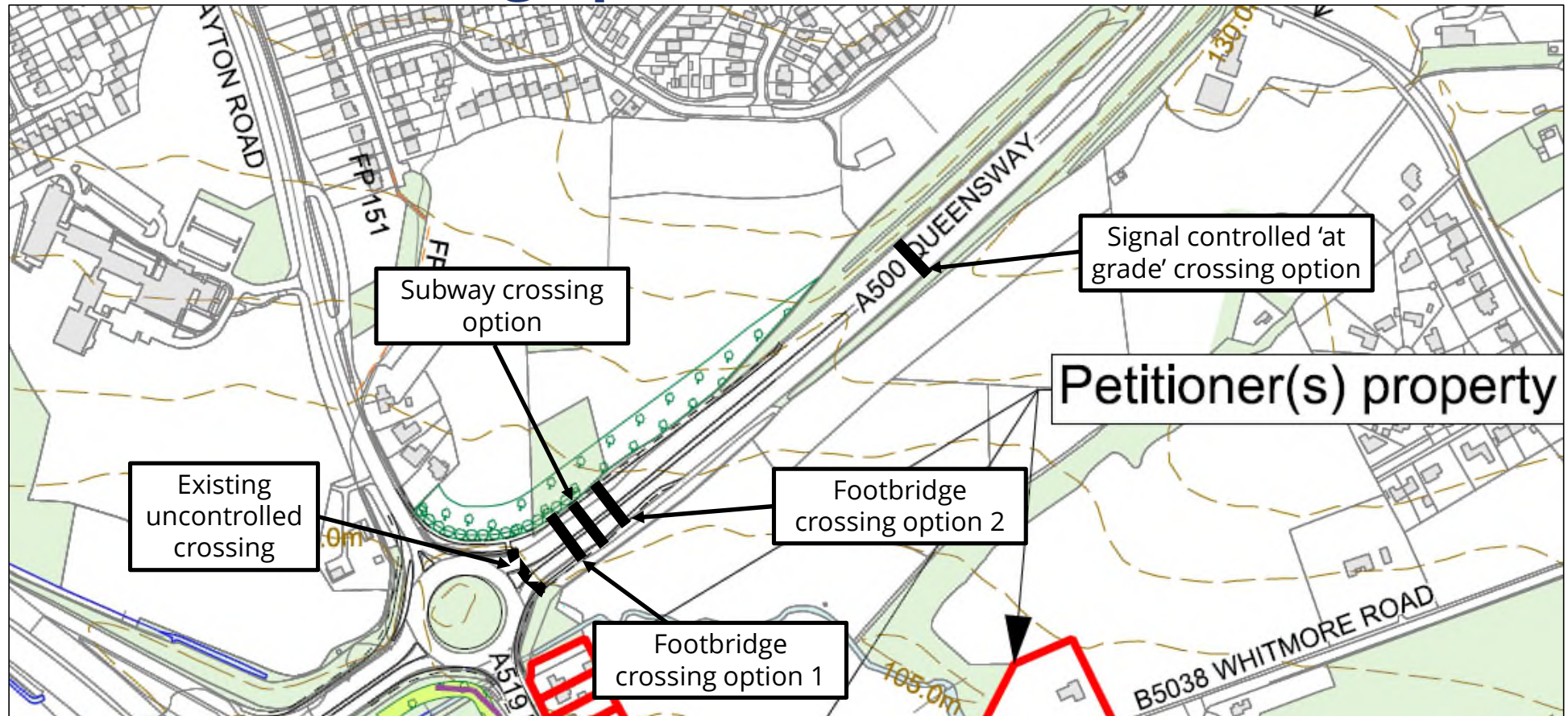
Promoter's response

On 1 May 2019 the Promoter gave an assurance to Swynnerton Parish Council requiring the Nominated Undertaker to engage with Highways England regarding the re-provision of a pedestrian crossing from the A519 Newcastle Road to the A519 Clayton Road.

HS2 Ltd remains in discussion with Highways England regarding the proposed works to the Hanchurch interchange. The need to ensure appropriate crossing facilities for pedestrians will be a key consideration as detailed design progresses.



Hanchurch Interchange – potential location of pedestrian crossing options



Hanchurch Interchange modification works – re-provision of pedestrian crossing

Promoter's assurance to Swynnerton Parish Council

1. The Secretary of State will require the nominated undertaker to engage with the relevant highway authority regarding the re-provision of an appropriate means of crossing from the A519 Newcastle Road to the A519 Clayton Road in accordance with the requirements of DMRB TD51/17 and, subject to the conditions in paragraph 2, will require the nominated undertaker to provide such a crossing.

2. The conditions referred to in paragraph 1 are:

- i) The nominated undertaker obtaining any necessary permissions, consents and approvals, including any approval or agreement of the relevant local planning authority and the relevant highway authority;
- ii) If applicable, the nominated undertaker securing the necessary rights over any additional land required for the provision of a crossing;
- iii) The nominated undertaker being satisfied that the provision of a crossing would not prejudice the safe, timely and economic delivery of the Proposed Scheme;
- iv) The nominated undertaker being satisfied that the provision of a crossing can be accommodated within the programme of the Proposed Scheme as it pertains to the changes at Hanchurch Interchange.



A519 Newcastle Road/A500 Queensway footway

Petitioners' request

An appropriate footway alongside the carriageway adjacent to Newcastle Road properties connecting to the crossing.

Promoter's response

The Promoter has given Swynnerton Parish Council an assurance that the existing footway will be replaced at the junction of the proposed new left turn lane at the junction of the A519 Newcastle Road and the A500 Queensway. This is subject to the approval of the relevant highway authority.



A519 Newcastle Road/A500 Queensway footway

Promoter's assurance to Swynnerton Parish Council

3.1. The Promoter will provide a replacement for the existing footpath at the junction of the proposed left turn lane to be constructed as part of the Proposed Scheme at the junction of the A519 Newcastle Road and the A500 Queensway for the purposes of providing pedestrian access during the operation of the Proposed Scheme, subject to any required consent or approval of the relevant highway authority.



Air Quality: Request for monitoring

Petitioners' request

Residents on A519 Newcastle Road have requested air quality monitoring is undertaken throughout construction near their homes.

Promoter's response

Air quality from road traffic in the area of Newcastle Road was assessed and reported in the HS2 Phase 2a Environmental Statements (ES).

The air quality assessment included four receptors representative of worst case locations in the area. These are properties on Clayton Road, Newcastle Road, Whitmore Road and Hanchurch Lane.

The ES predict a negligible impact at all four receptors, and therefore no significant effects are likely during construction of the Proposed Scheme.

The Promoter does not consider that there is a need for air quality monitoring during construction.



Air Quality: the use of Euro VI engines

The Promoter has offered the following assurance to the Newcastle Road residents regarding the use of vehicles with Euro VI engines during construction:

The Promoter will require that HS2 Large Goods Vehicles that are used in connection with the construction of the Proposed Scheme in the Parish of Swynnerton are powered by EURO VI (or lower emission) engines, unless it is an Exempt Vehicle."



Baseline traffic data

Petitioners' request

Verifiable data of proposed construction HGV requirements and reassessment of the impacts on all elements of the Hanchurch Interchange using realistic baseline traffic data.

Promoter's response

Baseline traffic data was surveyed in 2015 and 2016 and included manual classified counts, automatic traffic counts and queue length surveys.

The modelling and assessment of traffic impacts has been undertaken in consultation with the relevant highway authorities.

For the future baseline assessments traffic has been growth based on the DfT's transport forecasting Trip End Model Presentation Program (TEMPro).

The approach is consistent with the methodology set out in Section 3 of the main Environmental Statement Volume 5 Traffic and Transport Assessment (2017) and good practice guidelines.



Mrs Morris-Goostrey
19 Newcastle Road
Clayton
Newcastle-under-Lyme
ST5 4DQ

11 October 2019

Dear Mrs Morris-Goostrey

**HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL – HOUSE OF LORDS SELECT COMMITTEE:
PETITION HS2-HOL-022 – NEWCASTLE ROAD RESIDENTS**

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 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.

I understand that my colleagues, including a Transport Planner, an Engineer, Community Engagement Manager and Petition Advisor, met with you on 9 October 2019 to discuss your petition and to answer your questions following the issue of the Promoter's Response Document (PRD) for your petition last month and in advance of your appearance before the Select Committee.

At the meeting, I understand you raised concerns relating to the Promoter's baseline traffic data of the Hanchurch interchange and the associated Heavy Goods Vehicle (HGV) construction traffic that would utilise the interchange. During the meeting our Transport Planner explained the traffic modelling assumptions that informed the reporting of a major significant effect on the roundabout junction of A500 Queensway/A519 Newcastle Rd/Clayton Road (known as Hanchurch interchange) and the signalised crossroad junctions of the A5182 Trentham Road/A519 Newcastle Road in terms of queues and delays. The traffic assessment methodology and data inputs into the traffic assessment model was explained to Mr Wilkinson, your expert witness. The Promoter maintains that the traffic assessment is sufficiently robust for the purposes of an Environmental Statement for the Proposed Scheme.

I am writing to set out the Promoter's position in relation to the other issues raised in your petition and the measures identified to address your concerns. I would like to take this opportunity to thank you for raising concerns about road safety on behalf of the Newcastle Road residents.

Relocation of the proposed railhead at Stone to Aldersey's Rough

As you are aware, the 'in principle' case for the siting of the railhead and IMB-R at Aldersey's Rough instead of Stone was heard by the House of Commons Select Committee in April 2018, and on 24 May

2018 the Select Committee announced their decision. Having considered the evidence, they decided that in principle the proposal in the Bill to site the railhead and IMB-R at Stone should not be changed¹. Furthermore, paragraph 30 of the House of Commons Select Committee's Second Special Report of Session 2017-19², states:

"The Committee confirms its "in principle" decision that the Infrastructure Maintenance Base-Railhead should be sited as is proposed in the Bill Scheme at Stone."

The Promoter's response in the PRD also explained that relocation of the IMB-R would require amendments to the Bill that would necessitate an Additional Provision.

The guidance 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."³

Please refer to the Promoter's response in the PRD to paragraph 3 of your petition for further information on this matter.

Access to A519 Newcastle Road properties and speed limit on the A519 Newcastle Road

I understand that your concern relates to the proposal to widen a 200m length of the A519 Newcastle Road (located adjacent to properties) to provide a four lane road (two lanes in each direction without a central reserve) in order to mitigate the reporting of a major significant effect on the roundabout junction of A500 Queensway/A519 Newcastle Rd/Clayton Road and the signalised crossroad junctions of the A5182 Trentham Road/A519 Newcastle Road in terms of queues and delays.

A site survey of the existing features of the driveways along the A519 Newcastle Road was undertaken by the Promoter in the summer of 2019 to identify possible improvements that could be considered to improve the safety and ease of access/egress for each property. The survey identified several properties where the provision of additional paving within front gardens could allow owners to turn

¹ <https://publications.parliament.uk/pa/cm201719/cmselect/cmhs2/1085/108502.html>

² https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/755284/hs2-phase2a-promoters-response-select-committee-second-special-report.pdf

³ See section 1 - <https://www.parliament.uk/business/committees/committees-a-z/lords-select/high-speedrail-westmidlands-crewe-bill-select-committee-lords/petitioning-guidance-17-19>.

their vehicles within the driveway of their properties. This would provide all residents the opportunity to exit their properties from a safer forward facing position. Furthermore, the existing vegetation and trees to the southeast of the A500/A519 roundabout could be cut back to provide improved visibility to/from vehicles turning left from the A500 (westbound) onto the A519 Newcastle Road.

The Promoter accepts that although many residents turn right out of their properties, there are inherent safety risks in turning right onto a busy road such as this and the Promoter's proposals to widen the A519 Newcastle Road may present an exacerbation of this risk for some residents. An alternative means of access to the primary road network such as the M6 motorway would be to follow a longer, but potentially safer, alternative route that utilises a series of left turns.

The Promoter accepts that changes to the carriageway width of the A519 Newcastle Road could affect the speed of traffic. At the meeting on 9 October 2019, it was explained that prior to submission of the Bill, in March 2016, the Promoter commissioned traffic surveys on the A519 Newcastle Road to inform the development of the Proposed Scheme. These surveys identified that the great majority of vehicles - 85% of vehicles - were found to travel significantly below the posted 60 miles per hour speed limit at 32 miles per hour.

If the Proposed Scheme secures Royal Assent, the Promoter would carry out further traffic surveys prior to completion of detailed design and would carry out further traffic surveys after the completion of any works to permanently modify the A519 Newcastle Road. If these future traffic surveys were to identify a significant increase in traffic, the highway authority would need to take appropriate action that would be proportionate to the safety risks, such as adjusting the speed limit, introducing additional speed enforcement measures or reducing the carriageway width.

As you are aware, the speed limit along the A519 Newcastle Road is a matter for the relevant local highway authority.

The Promoter issued an assurance to Swynnerton Parish Council on 5 April 2019 regarding this matter:

"1.4. The Promoter will engage with the local highway authority and Highways England regarding the introduction of an appropriate speed limit and enforcement measures on the A519 Newcastle Road between the Hanchurch Interchange and the junction with the B5038 Whitmore Road during the period in which that part of the road is used by HS2 Large Goods Vehicles, as well as on the appropriate permanent speed limit and enforcement measures that would be put in place once the works are completed."

I understand that at the meeting on 9 October 2019 you advised my colleagues that you have discussed this matter with Cllr Jeremy Pert of Stafford Borough Council, and you would be content with a 40 miles per hour speed limit instead of the 30 miles per hour cited in your House of Lords petition.

Furthermore, the Promoter supports the implementation of traffic calming measures such as signs and road markings to encourage compliance with the reduced speed limit.

The Promoter notes the suggestion made by Mr Wilkinson, your expert witness, during the meeting on 9 October 2019 that in addition to a reduction in the speed limit on the A519 Newcastle Road, an option to address the safety risks for residents turning right could be to introduce a kerbed median central reservation on the A519 Newcastle Road and a new roundabout at the junction of B5038 Whitmore Road/A519 Newcastle Road. This would enable residents to u-turn at the Whitmore Road/Newcastle Road junction and then head north towards the junction with A500 Queensway and the M6 motorway.

The feasibility of a roundabout at the Whitmore Road/Newcastle Road junction was discussed at the meeting on 9 October and Mr Wilkinson accepted that the centre of the roundabout would require a kerbed central island and that the Grade II* Trentham Park and Gardens could be affected by such a proposal.

I understand that at a previous meeting with my colleagues on 3 July 2019, a suggestion was made to divert the A519 Newcastle Road through the Eddie Stobart haulage depot site so that the existing A519 Newcastle Road could become a service road for residential properties only. I understand that this was raised again at the more recent meeting on 9 October 2019. A diversion of the A519 Newcastle Road would require an Additional Provision. I refer you to the guidance above on Additional Provisions published by the Private Bill Office in the House of Lords. In addition, the Promoter would need to provide substantial compensation to both the landowner and their tenant (Eddie Stobart) to relocate the active business.

Please refer to the Promoter's response in the PRD to paragraphs 2.1-2.3 and 3.1-3.2 of your petition for further information on this matter.

Pedestrian access across the A500 Queensway

In recognition of concerns about pedestrian access the Promoter offered the following assurance regarding the provision of crossing facilities at this junction to Swynnerton Parish Council on 5 April 2019:

"2. Operational Access and Safety

2.1. During the detailed design of the Proposed Scheme the Promoter will engage with the local highway authority and Highways England (so far as relevant) to seek to address the Petitioners' safety concerns in relation to the A500 Queensway and the A519 Newcastle Road in the Parish of Swynnerton.

2.2. The Promoter will during the detailed design of the Proposed Scheme require that any means of pedestrian access across the A500 Queensway to be provided as part of the Proposed Scheme in the Parish of Swynnerton meets required standards of safety."

The Promoter issued a further assurance on the matter to Sywnnerton Parish Council on 1 May 2019:

"Re-provision of crossing facilities

1. The Secretary of State will require the nominated undertaker to engage with the relevant highway authority regarding the re-provision of an appropriate means of crossing from the A519 Newcastle Road to the A519 Clayton Road in accordance with the requirements of DMRB TD51/17 and, subject to the conditions in paragraph 2, will require the nominated undertaker to provide such a crossing.

2. The conditions referred to in paragraph 1 are:

i) The nominated undertaker obtaining any necessary permissions, consents and approvals, including any approval or agreement of the relevant local planning authority and the relevant highway authority;

- ii) If applicable, the nominated undertaker securing the necessary rights over any additional land required for the provision of a crossing;
- iii) The nominated undertaker being satisfied that the provision of a crossing would not prejudice the safe, timely and economic delivery of the Proposed Scheme;
- iv) The nominated undertaker being satisfied that the provision of a crossing can be accommodated within the programme of the Proposed Scheme as it pertains to the changes at Hanchurch Interchange; and
- v) The successful promotion of Additional Provision 2."

The Promoter continues to engage with the relevant highway authorities on the provision of replacement crossing facilities. I refer you to the Promoter's response in the PRD to paragraphs 2.4 and 3.3 of your petition.

A519 Newcastle Road/A500 Queensway footway

The Promoter issued the following assurance regarding a replacement for the existing footpath at the A159 Newcastle Road/A500 Queensway footway junction to Swynnerton Parish Council on 5 April 2019:

"3. A159 Newcastle Road/A500 Queensway footway

3.1. The Promoter will provide a replacement for the existing footpath at the junction of the proposed left turn lane to be constructed as part of the Proposed Scheme at the junction of the A519 Newcastle Road and the A500 Queensway for the purposes of providing pedestrian access during the operation of the Proposed Scheme, subject to any required consent or approval of the relevant highway authority."

Replacement footways on the A500 would be required to complement a replacement pedestrian crossing facility.

Please refer to the Promoter's response in the PRD to paragraph 3.4 of your petition.

Air quality

The Promoter's response in the PRD to paragraphs 2.5, 2.6 and 3.5 of your petition explains that the Supplementary Environment Statement 2 (SES 2) and Additional Provision 2 (AP 2) Environment Statement Volume 2: Community Area report for CA3 Stone and Swynnerton reported no likely adverse effects on air quality at the Hanchurch interchange as a result of construction and/or operation of the Proposed Scheme. As a consequence of these findings, the Promoter would not install an air quality monitor at Hanchurch interchange.

As set out in the Scope and Methodology Report, Volume 5 of the Environmental Statement (ES)⁴, the national air pollution model was used to establish baseline air quality; where necessary as an input to detailed modelling assessment, use was made of measurements produced by the Local Air Quality Management regime.

⁴https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/627187/E23_EIA_SMR_CT-001-001_WEB.pdf

A non-technical summary on the air quality assessment at Hanchurch interchange has been produced and was shared with you at the meeting on 9 October 2019. This report sets out the contribution that the Proposed Scheme, and in particular the proposals at Hanchurch interchange, would have on the future air quality baseline during construction and operation of the scheme. The report explains that air quality monitoring in the area is also undertaken by Stafford Borough Council using passive instruments (diffusion tubes) for nitrogen dioxide (NO₂). There are two monitoring sites on the A519 Newcastle Road close to the Hanchurch roundabout; one at the kerbside and the other at a property façade. There is an additional monitoring site at a property façade on Hanchurch Lane to the south of this area. As such, the Promoter believes there is sufficient existing monitoring at this location and therefore does not propose to provide the additional monitoring requested.

The Promoter's commitment to the use of EURO VI engines for construction vehicles is set out in Appendix A of Phase 2a Information Paper E14: Air Quality⁵. The route-wide construction vehicle emission standard for Phase 2a is a requirement for 100% from 2020.

The Promoter issued the following assurance regarding EURO VI engines to Swynnerton Parish Council on 5 April 2019:

"The Promoter will require that HS2 Large Goods Vehicles that are used in connection with the construction of the Proposed Scheme in the Parish of Swynnerton are powered by EURO VI (or lower emission) engines, unless it is an Exempt Vehicle."

There would be a public annual reporting of vehicle emission compliance levels in the HS2 Annual Air Quality Report.

Engagement

Communication and engagement are critical to the success of the construction works for the Proposed Scheme, and the quality of engagement will define the nominated undertaker's relationships with communities and stakeholders alike⁶. As the Bill progresses through the House of Lords, secures Royal Assent and construction of the Proposed Scheme begins, the Promoter would continue to engage with the residents of Newcastle Road, giving opportunities to raise and address concerns.

If you have any further queries please don't hesitate to contact Anne-Marie Sahakian, Petition Adviser on 07796941919 or AnneMarie.Sahakian@hs2.org.uk.

Yours sincerely



Oliver Bayne

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

⁵https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/828982/E14_Air_Quality_v1.2.pdf

⁶https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779318/G2_Community_Engagement_v1.1.pdf

Mrs Morris-Goostrey
19 Newcastle Road
Clayton
Newcastle-under-Lyme
ST5 4DQ

1 September 2020

Dear Mrs Morris-Goostrey

**HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL – HOUSE OF LORDS SELECT COMMITTEE:
PETITION HS2-HOL-022 – NEWCASTLE ROAD RESIDENTS**

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').

We wrote to you on 11 October 2019 explaining the Promoter's position in relation to the issues you have raised in your petition against the Bill in the House of Lords and the measures identified to address your concerns, as set out in the Promoter's Response Document (PRD) sent to you on 20 September 2019. A copy of the 11 October 2019 letter is attached.

Since then there has been further correspondence between us regarding the planned ground investigation works in the Hanchurch area. These works are expected to begin in early 2021. Additionally, there are further updates that we would like to share with you. This letter provides a summary of those updates under the relevant headings of your petition.

Access to A519 Newcastle Road properties and speed limit on the A519 Newcastle Road; Pedestrian access across the A500 Queensway; A519 Newcastle Road/A500 Queensway footway

The nominated undertaker has commissioned a design contractor for the purpose of developing the detailed design work that we anticipate will be authorised under the Bill at Hanchurch Interchange. This work is expected to start in Autumn 2020. As part of that work, the design contractor will be engaging with the relevant local authorities and Highways England. The scope of this engagement will include:

- maintaining access to properties on A519 Newcastle Road during construction works and operation;
- speed limits on the A519 Newcastle Road;
- consideration of appropriate options for potential locations of pedestrian crossing facilities;
- Provision of footways and pedestrian routes associated with crossing facilities; and

- the safety of the proposed highway works for all road users.

We will continue to provide updates on this work as the design progresses through our stakeholder and community engagement team.

Relocation of the proposed railhead and IMB-R at Stone

In our letter of 11 October 2019 we explained that the case for the siting of the railhead and IMB-R at Aldersey's Rough instead of Stone was heard by the House of Commons Select Committee in April 2018. On 24 May 2018 the Select Committee announced their decision that the railhead and IMB-R should be located at Stone, having not been convinced in the merits of the alternative site at Aldersey's Rough¹. Furthermore, in paragraph 30 of their Second Special Report of Session 2017-19² published in July 2018, the House of Commons Select Committee stated:

"The Committee confirms its "in principle" decision that the Infrastructure Maintenance Base-Railhead (IMB-R) should be sited as is proposed in the Bill Scheme at Stone."

The Promoter does not consider that your petition raises any reason to depart from the decision confirmed by the House of Commons Select Committee. We also explained in the PRD sent to you in September 2019 that relocation of the railhead and IMB-R would require amendments to the Bill that would necessitate an Additional Provision.

We would also like to bring to your attention a statement made by the House of Lords Select Committee on 29 July 2020 about their approach to hearing petitions seeking changes to the Bill that would otherwise require an Additional Provision to deliver. The statement explained that the Phase 2a House of Lords Select Committee intend to follow the decision made by the Phase 1 House of Lords Select Committee and therefore would not hear evidence and submissions in support of an application for an Additional Provision that has not been considered by the Phase 2a House of Commons Select Committee.

If you have any further queries or concerns you would like to discuss please do not hesitate to contact Sashi Cornhill, Petition Adviser, on 07388 851062 or Sashi.Cornhill@hs2.org.uk.

Yours sincerely



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

¹ <https://publications.parliament.uk/pa/cm201719/cmselect/cmhs2/1085/108502.html>

² https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/755284/hs2-phase2a-promoters-response-select-committee-second-special-report.pdf

Liz Harrington-Jones
Clerk
Swynnerton Parish Council
6 The Crescent
Walton-on-the-Hill
ST17 0JZ

5 April 2019

Dear Mrs Harrington-Jones

**HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL – HOUSE OF COMMONS SELECT COMMITTEE:
PETITION HS2-P2A-AP2-045 – SWYNNERTON 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 the Parish Council have a number of concerns about the impact of the proposed changes to the Hanchurch Interchange and have submitted a petition on that basis against Additional Provision 2 (AP2) to the Bill in the House of Commons.

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:-

"Bill"	means the High Speed (West Midlands-Crewe) Bill as deposited in the House of Commons on 17 July 2017 and references to the 'Bill' includes any Act of Parliament enacting that Bill;
"Exempt Vehicle"	means certain Large Goods Vehicles that may be exempted on the grounds of specialism, unforeseen circumstances or triviality. Further information on exemptions is set out in Appendix B to the Information Paper E14;
"Large Goods Vehicles"	has the same meaning as given in paragraph 6(9) of Part 1 of Schedule 17 to the Bill;
"Newcastle Road Properties "	means 1, 3, 5, 7, 9, 11, 15, 17, 19, 21, 25, 29, 31, 33 Newcastle Road in the Parish of Swynnerton;

“Petitioners”	means together Swynnerton Parish Council (AP2-045) and the Newcastle Road Residents (HS2-AP2-075);
“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;
“Proposed Scheme”	means Phase 2a of HS2 as defined further in the Bill; and
“Whitmore Road Properties”	means 122 and 152 Whitmore Road in the Parish of Swynnerton

1. Construction Access

1.1. Subject to the conditions at paragraph 1.3, in exercising the powers in the Bill, the Promoter will maintain reasonable pedestrian access to the Newcastle Road Properties and the Whitmore Road Properties during the construction of the Proposed Scheme.

1.2. Subject to the conditions at paragraph 1.3, in exercising the powers in the Bill, the Promoter will not prevent vehicular access to the Newcastle Road Properties and the Whitmore Road Properties during the construction of the Proposed Scheme where reasonably practicable. If vehicular access is to be prevented, the Promoter will liaise with the owners and/or occupiers of the Newcastle Road Properties and Whitmore Road Properties to ensure that any disruption is reduced so far as reasonably practicable.

1.3. The conditions mentioned above are that the Promoter will not be required to maintain access in the case of emergency or in circumstances that are outside of its control.

1.4 The Promoter will engage with the local highway authority and Highways England regarding the introduction of an appropriate speed limit and enforcement measures on the A519 Newcastle Road between the Hanchurch Interchange and the junction with the B5038 Whitmore Road during the period in which that part of the road is used by HS2 Large Goods Vehicles, as well as on the appropriate permanent speed limit and enforcement measures that would be put in place once the works are completed.

2. Operational Access and Safety

2.1. During the detailed design of the Proposed Scheme the Promoter will engage with the local highway authority and Highways England (so far as relevant) to seek to address the Petitioners’ safety concerns in relation to the A500 Queensway and the A519 Newcastle Road in the Parish of Swynnerton.

2.2. The Promoter will during the detailed design of the Proposed Scheme require that any means of pedestrian access across the A500 Queensway to be provided as part of the Proposed Scheme in the Parish of Swynnerton meets required standards of safety.

3. A159 Newcastle Road/A500 Queensway Footway

3.1. The Promoter will provide a replacement for the existing footpath at the junction of the proposed left turn lane to be constructed as part of the Proposed Scheme at the junction of the A519 Newcastle Road and the A500 Queensway for the purposes of providing pedestrian access during the operation of the Proposed Scheme, subject to any required consent or approval of the relevant highway authority.

4. Ferndown Local Nature Reserve Balancing Pond

4.1. The Promoter will during the detailed design of the Proposed Scheme use reasonable endeavours to retain the Ferndown Local Nature Reserve (Ferndown LNR) Balancing Pond if it is affected by the Proposed Scheme.

4.2. If the Ferndown LNR Balancing Pond is affected, the Promoter will require the nominated undertaker to replace the Ferndown LNR Balancing Pond habitat loss through the replacement of the habitat on a 1:1 scale where reasonably practicable.

4.3. If the Ferndown LNR Balancing Pond is to be replaced, it will be provided within the woodland habitat enhancement. This woodland habitat enhancement is approximately 0.6ha and located within the Ferndown LNR land holding.

4.4. The assurance in 4.1, 4.2 and 4.3 is subject to:

4.4.1. the Bill conferring all necessary powers and consents required in order to provide the replacement of the Ferndown LNR Balancing Pond at an alternative site;

4.4.2. that any alternative site will not create any new or different environmental effects than those assessed in the Environmental Statement deposited with the Bill; and

4.4.3. that the Ferndown LNR Balancing Pond can be relocated without prejudicing the safety, timely and economic delivery of the Proposed Scheme.

5. Euro VI Engines

The Promoter will require that HS2 Large Goods Vehicles that are used in connection with the construction of the Proposed Scheme in the Parish of Swynnerton are powered by EURO VI (or lower emission) engines, unless it is an Exempt Vehicle."

If accepted, the assurances set out in this letter 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.

I am copying this letter to Mr Roy James of The Hawthorns, The Woodlands, Moss Lane, Yarnfield, Stone.

If you have any queries please don't hesitate to contact Anne-Marie Sahakian, Petition Adviser, at AnneMarie.Sahakian@hs2.org.uk.

Yours sincerely

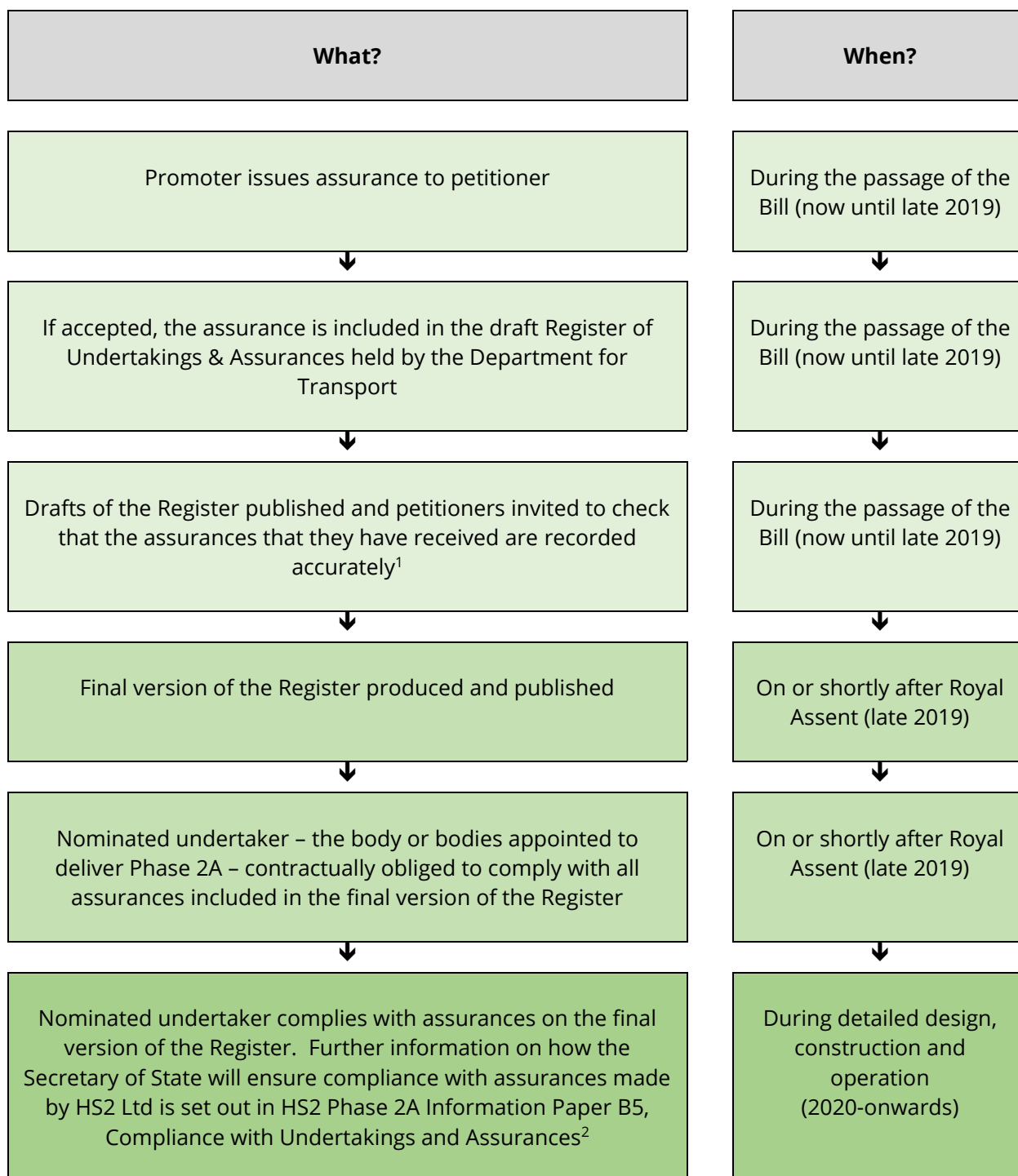
A handwritten signature in black ink, appearing to read 'O Bayne', with a stylized flourish at the end.

Oliver Bayne

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

HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL

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>

Liz Harrington-Jones
Clerk
Swynnerton Parish Council
6 The Crescent
Walton-on-the-Hill
ST17 0JZ

1 May 2019

Dear Mrs Harrington-Jones

**HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL – HOUSE OF COMMONS SELECT COMMITTEE:
PETITION HS2-P2A-AP2-045 – SWYNNERTON 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 the Parish Council have a number of concerns about the impact of the proposed changes to the Hanchurch Interchange and have submitted a petition on that basis against Additional Provision 2 (AP2) to the Bill in the House of Commons.

I understand that there is a concern amongst the Parish Council and in particular by the Newcastle Road residents of the severance of access on foot to local amenities located on the A519 Clayton Road to those residents living on the A519 Newcastle Road and other residents living to the south of Hanchurch Interchange.

In my letter of 5 April 2019 I offered the Parish Council an assurance on operational access and safety which included, in paragraph 2.2 an assurance that:

"2.2 The Promoter will during the detailed design of the Proposed Scheme require that any means of pedestrian access across the A500 Queensway to be provided as part of the Proposed Scheme in the Parish Swynnerton meets required standards of safety."

I am writing to you, on behalf of the Secretary of State for Transport to offer the Parish Council the following additional assurance:

"In this assurance: -

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

"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

"DMRB TD51/17"	means Design Manual for Roads and Bridges, Volume 6, Section 3, Part 5 Traffic Design 51/17 Segregated Left Turn Lanes and Subsidiary Deflection Islands at Roundabouts
"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
"Proposed Scheme"	means Phase 2a of HS2 as defined further in the Bill
"Secretary of State"	means the Secretary of State for Transport

1. The Secretary of State will require the nominated undertaker to engage with the relevant highway authority regarding the re-provision of an appropriate means of crossing from the A519 Newcastle Road to the A519 Clayton Road in accordance with the requirements of DMRB TD51/17 and, subject to the conditions in paragraph 2, will require the nominated undertaker to provide such a crossing.

2. The conditions referred to in paragraph 1 are:

- i) The nominated undertaker obtaining any necessary permissions, consents and approvals, including any approval or agreement of the relevant local planning authority and the relevant highway authority;
- ii) If applicable, the nominated undertaker securing the necessary rights over any additional land required for the provision of a crossing;
- iii) The nominated undertaker being satisfied that the provision of a crossing would not prejudice the safe, timely and economic delivery of the Proposed Scheme;
- iv) The nominated undertaker being satisfied that the provision of a crossing can be accommodated within the programme of the Proposed Scheme as it pertains to the changes at Hanchurch Interchange; and
- v) The successful promotion of Additional Provision 2."

If accepted, the assurance set out in this letter 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 below in Annex A.

I am copying this letter to Mr Roy James of The Hawthorns, The Woodlands, Moss Lane, Yarnfield, Stone.

If you have any queries please don't hesitate to contact Anne-Marie Sahakian, Petition Adviser, at AnneMarie.Sahakian@hs2.org.uk.

Yours sincerely

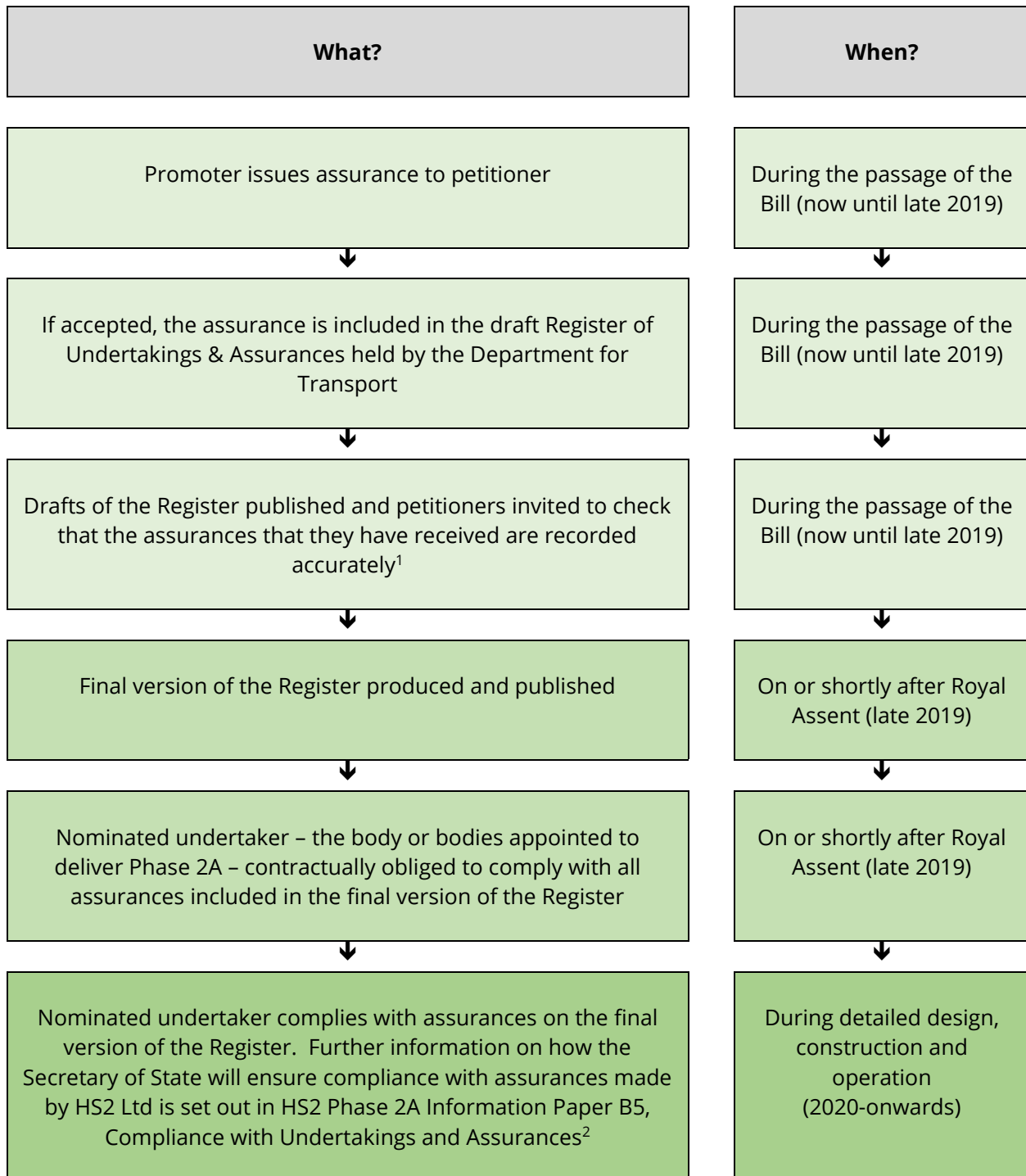
A handwritten signature in black ink, appearing to read 'OB', followed by a horizontal flourish.

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>