

Hybrid Bill Petition

House of Lords

Session 2017-19

High Speed Rail (West Midlands to Crewe) Bill June 2019

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

Your petition does not need to be signed.

Expand the size of the text boxes as you need.

1. Petitioner information

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

Newcastle Road Residents

Alan Steele / Verity Hilton - 1 Newcastle Road

Amy & Allan Bacon (Orla & Seth aged 4 years) 3 Newcastle Road

John & Astra White - 5 Newcastle Road

Bill & Sheila Fisher - 5 Newcastle Road (Annexe)

Mr & Mrs Ellam – 7 Newcastle Road

Neil Goodwin - 9 Newcastle Road

Charlotte & Josh – 11 Newcastle Road

Steve & Sarah Cotton – 15 Newcastle Road

Morgan Nind – 17 Newcastle Road

Brenda & David Goostrey 19 Newcastle Road – **Petitioners representing residents**

Ian & Jayne Beniston – 21 Newcastle Road

Ian Yates - 23 Newcastle Road

Betty Scally – 25 Newcastle Road

Sean & Julie Scally – 29 Newcastle Road

Mick & Roz Weedall – 31 Newcastle Road

Mr & Mrs Copeland – 33 Newcastle Road

Emma Degg – 122 Whitmore Road

In the box below, give a description of the petitioners. For example, “we are the owners/tenants of the addresses above”; “my company has offices at the address above”; “our organisation represents the interests of...”; “we are the parish council of...”.

We are the owners / tenants of the addresses above nominating Mrs Brenda Morris-Goostrey, 19 Newcastle Road, Hanchurch ST5 4DQ as spokesperson endorsed by Kay Ong Chairperson of Swynnerton Parish Council

2. Objections to the Bill

In the box below, write your objections to the Bill and why your property or other interests are [specially and directly affected](#). Please number each paragraph.

Only objections outlined in this petition can be presented when giving evidence to the committee. You will not be entitled to be heard on new matters.

Objections to the Bill:

1. On 12 February 2019, the residents of 16 properties on Newcastle Road, Hanchurch received a letter from HS2 Ltd. This outlined proposals to amend the layout of the existing Hanchurch Interchange and the connecting roads that will be utilised by HS2 construction traffic.
2. The changes include the widening of a 200m length of the A519 Newcastle Road located adjacent to our properties to provide a four lane road (two lanes in each direction without a central reserve), instead of the existing two lanes. This change, will be accompanied by the widening of the adjacent westbound A500 to three lanes.
3. We consider these changes to be unsafe to residents accessing/egressing their properties and would significantly increase the collision risk. It will also make it extremely difficult for residents to access/egress their properties at peak times given the inevitable traffic congestion that will result along the A519 at this location from HS2 construction traffic.

See Vol2 CA3 Map Book Ref. CT-05-228-R4 and CT-06-228-R4

4. Other changes proposed by HS2 Ltd includes the provision of a dedicated left slip lane from the A519 Clayton Road onto the A500 eastbound. This modification will increase the number of A500 eastbound lanes to four, and with the proposed westbound changes will create a seven-lane trunk road adjacent to the Hanchurch interchange. Currently there is a pedestrian drop crossing at this location, which is used by residents to access local amenities (shops, schools, medical facilities etc.) in Clayton to the north of the Hanchurch Interchange. This will not be possible following HS2 Ltd's proposed amendments to the A500 at this location; further isolating residents from local services.
5. Residents are also concerned about the impact on air quality from HS2 Ltd's HGV construction traffic, which would increase congestion and amount of queuing traffic along Newcastle Road with the inevitable increase in pollution levels, with the consequential health impacts.
6. We are also concerned that HS2 Ltd is grossly underestimating its HGV construction traffic that will utilise Hanchurch Interchange, and has used inaccurate baseline traffic data in its assessments of the effects on congestion and air quality.

3. What do you want to be done in response?

In the box below, tell us what you think should be done in response to your objections. You do not have to complete this box if you do not want to.

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

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

HS2 Ltd is proposing to use the Hanchurch Interchange adjacent to M6 Junction 15, including the A500, A519 and B5182 to supply 17 of its construction sites in North Staffordshire. The best way to mitigate these impacts is to find an alternative route to supply at least some of its compounds. We believe that this can only be achieved by the relocation of the proposed railhead at Stone to an alternative site at Aldersey's Rough, which would enable several construction compounds to be supplied directly from the access/egress from the M6 via changes to Keele Services.

Before any consideration is made for the need to amend the Hanchurch interchange and adjacent roads, it is essential that HS2 Ltd provides verifiable data of its proposed construction HGV requirements and reassesses the impacts on all elements of the Hanchurch Interchange using realistic baseline traffic data.

If this demonstrates that modifications of the junction would potentially significantly reduce traffic congestion at the Hanchurch Interchange, we would like to see:

1. A workable solution to enable residents ingress / egress to property frontages easily and safely.
2. The speed limit along the A519 Newcastle Road is reduced to 30 mph.
3. The provision of a safe pedestrian crossing facility in close proximity to the A500 junction with the Hanchurch Interchange.
4. An assurance that an appropriate footway will be provided alongside the carriageway adjacent to Newcastle Road properties with connection to the crossing referred to in paragraph 3 above.
5. The installation of a real-time continuous air quality monitor at an appropriate location adjacent to the Newcastle Road properties to record NO_x, SO_x and particulate matter, accompanied by regular reporting of the results to residents.

If you have already petitioned against the High Speed Rail (West Midlands to Crewe) Bill, please give your petition number.

AP2-075

Next steps

Once you have completed your petition template please save it and [continue on our website](#).

If clicking 'continue on our website' doesn't work, copy this link and paste it into your browser: <https://beta.parliament.uk/petition-a-hybrid-bill/4?step=writing-your-petition-online#complete-petition>

September 2019

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

**HOUSE OF LORDS
SELECT COMMITTEE**

**Petition No. HS2-HOL-022:
Newcastle Road Residents**

Promoter's Response Document

INTRODUCTION

This Promoter's Response Document (PRD) forms the Promoter's response to Petition No. HS2-HOL-022, from Newcastle Road Residents.

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

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

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

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

Department for Transport
High Speed Two (HS2) Limited

BACKGROUND

The Petitioners are residents of the A519 Newcastle Road and the B5038 Whitmore Road located near the Hanchurch Interchange. In April 2019 the Petitioners were sent a Promoter's Response Document (PRD) for their petition against Additional Provision 2 (AP2) to the Bill in the House of Commons (Petition No. HS2-AP2-075), a copy of which is attached at Annex A. The Petitioners appeared before the House of Commons Select Committee on 7 May 2019.

In advance of the Petitioners' appearance, the Promoter offered assurances to Swynnerton Parish Council, as the local parish council, relating to the access and egress of property frontages on the A519 Newcastle Road, the speed limit along the A519 Newcastle Road, and crossing facilities. The letters containing the assurances are attached at Annexes B and C.

The House of Commons Select Committee's Third Special Report in June 2019¹ stated that "A short length of Newcastle Road (A519) will be changed from a two lane road to

¹ See paragraph 76: <https://publications.parliament.uk/pa/cm201719/cmselect/cmhs2/2270/2270.pdf>

a four lane road which will impact on the residents of Newcastle Road. We recognise the concerns of those living along this road and instruct HS2 to engage with the Highways Authority to propose a suitable crossing point which is acceptable to the local residents and as close as is safely possible to the existing junction and provide improvements to the existing pathway so that the community benefit.” The Promoter’s response to the Select Committee’s Third Special Report on 24 June 2019², set out that the Promoter would continue to engage with the highway authorities for the A519 and the A500 at Hanchurch.

² See paragraphs 18-19 <https://www.gov.uk/government/publications/hs2-phase-2a-promoters-response-to-select-committees-third-special-report>

PETITION NO. HS2-HOL-022

NEWCASTLE ROAD RESIDENTS

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ATTACHMENTS

Title	
Annex A	Promoter's Response Document for House of Commons Petition No. HS2-AP2-075
Annex B	Assurance letter to Swynnerton Parish Council dated 5 April 2019
Annex C	Assurance letter to Swynnerton Parish Council dated 1 May 2019

HOUSE OF LORDS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Newcastle Road Residents

PETITION NO: HS2-HOL-022

PARAGRAPH NO: 2.1, 2.2, 2.3, Request 3.1

ISSUE RAISED: Access to Newcastle Road properties

PETITION PARAGRAPH: 2.1 On 12 February 2019, the residents of 16 properties on Newcastle Road, Hanchurch received a letter from HS2 Ltd. This outlined proposals to amend the layout of the existing Hanchurch Interchange and the connecting roads that will be utilized by HS2 construction traffic.

2.2 The changes include the widening of a 200m length of the A519 Newcastle Road located adjacent to our properties to provide a four lane road (two lanes in each direction without a central reserve), instead of the existing two lanes. This change, will be accompanied by the widening of the adjacent westbound A500 to three lanes.

2.3 We consider these changes to be unsafe to residents accessing/egressing their properties and would significantly increase the collision risk. It will also make it extremely difficult for residents to access/egress their properties at peak times given the inevitable traffic congestion that will result along the A519 at this location from HS2 construction traffic.

3.1 [We would like to see] a workable solution to enable residents ingress / egress to property frontages easily and safely.

PROMOTER'S RESPONSE:

1. The Petitioners raised the issue of access to Newcastle Road properties in their petition against Additional Provision 2 (AP2) to the Bill in the House of Commons (Petition No. HS2-AP2-075). The Promoter's response is set out in the Promoter's Response Document issued in April 2019, a copy of which is attached at Annex A.

2. Section 6.1 of HS2 Phase 2A Information Paper D10: Maintaining Access to Residential and Commercial Properties³ explains that: “Where reasonably practicable, vehicular access will be maintained to residential and commercial premises.”

3. In addition the Promoter offered the following assurance to Swynnerton Parish Council on 5 April 2019 regarding access during construction, a copy of which is attached at Annex B:

“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.”

4. As set out in Section 5.8 of the Phase 2A Information Paper E3: Management of Traffic During Construction⁴, the draft Code of Construction Practice (CoCP) would require the nominated undertaker to ensure that local traffic management plans are prepared by Contractors in liaison with the relevant highway and traffic authorities and the emergency services. As set out in Information Paper E3, traffic management measures may be required, as appropriate, to facilitate the construction works and mitigate the potential impacts. It is expected that temporary reductions in existing speed limits would be required during the construction of the proposed works on A519 Newcastle Road.

5. The Promoter would continue to engage with the residents with respect to HS2 works on the A519 Newcastle Road that may affect property access.

³ See section 6.1

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779273/D10_Maintaining_access_to_residential_and_commercial_property_during_construction_v1.1.pdf.

⁴ See section 5.8

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/828980/E3_Management_of_Traffic_During_Construction_v1.2.pdf.

HOUSE OF LORDS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Newcastle Road Residents

PETITION NO: HS2-HOL-022

PARAGRAPH NO: Request 3.2

ISSUE RAISED: Speed limit on the A519 Newcastle Road

PETITION PARAGRAPH: 3.2 [We would like to see] the speed limit along the A519 Newcastle Road is reduced to 30 mph.

PROMOTER'S RESPONSE:

1. The Petitioners have previously raised the issue of the speed limit on Newcastle Road in their petition against Additional Provision 2 (AP2) to the Bill in the House of Commons (Petition No. HS2-AP2-075). The Promoter's response on this issue is set out on page 6 of the Promoter's Response Document issued in April 2019 (a copy of which is attached at Annex A).

2. The speed limit along Newcastle Road is a matter for the local highway authorities. Please see paragraph 3 of the Promoter's response to paragraphs 2.1, 2.2, 2.3, Request 3.1 of the petition.

3. The Promoter issued an assurance to Swynnerton Parish Council on 5 April 2019 regarding this matter, a copy of which is attached at Annex B:

"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."

4. The Promoter would continue to engage with the relevant highway authorities on an appropriate speed limit for the A519 Newcastle Road.

HOUSE OF LORDS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Newcastle Road Residents

PETITION NO: HS2-HOL-022

PARAGRAPH NO: 2.4, Request 3.3

ISSUE RAISED: Pedestrian access across the A500 Queensway

PETITION PARAGRAPH: 2.4 Other changes proposed by HS2 Ltd includes the provision of a dedicated left slip lane from the A519 Clayton Road onto the A500 eastbound. This modification will increase the number of A500 eastbound lanes to four, and with the proposed westbound changes will create a seven-lane trunk road adjacent to the Hanchurch interchange. Currently there is a pedestrian drop crossing at this location, which is used by residents to access local amenities (shops, schools, medical facilities etc.) in Clayton to the north of the Hanchurch Interchange. This will not be possible following HS2 Ltd's proposed amendments to the A500 at this location; further isolating residents from local services.

3.3 [We would like to see] the provision of a safe pedestrian crossing facility in close proximity to the A500 junction with the Hanchurch Interchange.

PROMOTER'S RESPONSE:

1. The Petitioners have previously raised the issues of pedestrian access across the A500 Queensway in their petition against Additional Provision 2 (AP2) to the Bill in the House of Commons (Petition No. HS2-AP2-075). The Promoter's response is set out in the Promoter's Response Document issued in April 2019, a copy of which is attached at Annex A.

2. The Promoter offered the following assurance regarding the provision of crossing facilities at this junction to Swynnerton Parish Council in its letter of 5 April 2019 (a copy of which is attached at Annex B):

"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. The Promoter issued a further assurance on the matter to Swynnerton Parish Council on 1 May 2019. A copy of the letter containing the assurance is attached at Annex C.

"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."

4. The Promoter would continue to engage with Highways England regarding the future provision of crossing facilities over the A500 Queensway.

HOUSE OF LORDS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Newcastle Road Residents

PETITION NO: HS2-HOL-022

PARAGRAPH NO: Request 3.4

ISSUE RAISED: A159 Newcastle Road/A500 Queensway footway

PETITION PARAGRAPH: 3.4 [We would like] an assurance that an appropriate footway will be provided alongside the carriageway adjacent to Newcastle Road properties with connection to the crossing referred to in [3.3].

PROMOTER'S RESPONSE:

1. The Petitioners have previously raised the issue of the A159 Newcastle Road/A500 Queensway footway in their petition against Additional Provision 2 (AP2) to the Bill in the House of Commons (Petition No. HS2-AP2-075). The response is set out in the Promoter's Response Document issued in April 2019, a copy of which is attached at Annex A.

2. 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 (a copy of the assurance letter is attached at Annex B):

"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."

3. The Promoter would continue to engage with the residents and the relevant highway authorities regarding future footway provision associated with a crossing facility over the A500 Queensway.

HOUSE OF LORDS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Newcastle Road Residents

PETITION NO: HS2-HOL-022

PARAGRAPH NO: 2.5, 2.6, Request 3.5

ISSUE RAISED: Air quality

PETITION PARAGRAPH: 2.5 Residents are also concerned about the impact on air quality from HS2 Ltd's HGV construction traffic, which would increase congestion and amount of queuing traffic along Newcastle Road with the inevitable increase in pollution levels, with the consequential health impacts.

2.6 We are also concerned that HS2 Ltd is grossly underestimating its HGV construction traffic that will utilize Hanchurch Interchange, and has used inaccurate baseline traffic data in its assessments of the effects on congestion and air quality.

3.5 [We would like] the installation of a real-time continuous air quality monitor at an appropriate location adjacent to the Newcastle Road properties to record NO_x, Sox and particulate matter, accompanied by regular reporting of the results to residents.

PROMOTER'S RESPONSE:

1. The Petitioners have previously raised the issue of air quality on Newcastle Road as a result of HS2 HGV construction traffic in their petition against Additional Provision 2 (AP2) to the Bill in the House of Commons (Petition No. HS2-AP2-075). Please refer to the response in the Promoter's Response Document issued in April 2019, a copy of which is attached at Annex A.

2. The impact of the construction and operation of the Proposed Scheme on local air quality is reported in the AP2 Environmental Statement (AP2 ES), Volume 2 Community Area 3 (CA3) Stone and Swynnerton report⁵. Modifications to the

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https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/775953/J12_HS2_Phase_2a_AP2_ES_Volume_2_CA3_Stone_and_Swynnerton.pdf

Hanchurch interchange (AP2-003-017) are predicted to have a negligible effect on local air quality, including the A519 Newcastle Road.

Use of Euro VI engines

3. The Promoter has committed to adhere to emission standards for its construction vehicles and non-road mobile machinery (NRMM) in order to reduce the potential effects of the scheme on air quality during construction. These standards include a requirement for all construction HGVs being Euro VI compliant by 2020, as far as reasonably practicable. This commitment is set out in section 7 of the draft Code of Construction Practice (CoCP), and the emission standards are cited in Appendix A and Appendix C of HS2 Phase 2A Information Paper E14: Air Quality.

4. Euro VI engines are the current and therefore the cleanest standard for heavy vehicles (trucks and buses), which limit the emissions of nitrogen oxides (NOx) and particulate matter (amongst others). The limits on emissions are different for light and heavy vehicles.

5. The Promoter issued the following assurance regarding EURO VI engines to Swynnerton Parish Council in its letter on 5 April 2019, a copy of which is attached at Annex B.

“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.”

HGV numbers

6. The HGV numbers passing through Clayton Road, the A500 Queensway (east), the A519 Newcastle Road and the M6 junction 16 to A500 Hanchurch Roundabout (west) are reported in the Supplementary Environmental Statement 2 (SES 2) and AP2 ES, Volume 5: Technical appendices, Transport assessment addendum Part 2 (TR-001-000)⁶.

7. The estimated level of HS2 HGV traffic has been based upon the level of materials expected to be required for construction of HS2 and the expected volume of imported and exported excavated material. However, in any case, the planning regime governing the construction of HS2 requires that no changes should be made that would result in new or different adverse significant effects, which include avoidance of new traffic effects.

⁶ AP2 ES Volume 5 Transport Assessment
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/776243/J49_2_HS2_Phase_2a_AP2_ES_Volume_5_Transport_assessment_Part_2.pdf

8. The traffic count data and the traffic analysis undertaken is appropriate for this stage in the development of the project. It is sufficient for the purposes of developing the highway proposals and mitigations in sufficient detail to determine the necessary limits of the Bill powers and for assessing the environmental effects of the proposals.

9. Precise traffic impacts would depend to a considerable extent on details of design and construction planning which would not be undertaken until after Royal Assent. The Promoter's approach has been to make reasonable worst case assumptions on likely peak traffic generation and highway requirements so as not to risk underestimating adverse environmental effects and undertake the transport assessment that, though at a high level, is sufficiently robust to draw conclusions on the significant environmental effects.

Continuous air quality monitoring

10. The nominated undertaker would require its contractors to implement inspection and monitoring procedures to assess the effectiveness of measures to prevent dust and air pollutant emissions. Detailed procedures and monitoring regimes would be developed during the detailed design stage in consultation with the relevant local authorities.

11. As detailed in Section 7.2 of the draft CoCP, monitoring of air quality effects would be undertaken adjacent to highways, where these have been identified as significant in the main Environmental Statement (ES) (as amended) or in subsequent assessments.

12. As no likely adverse effects on air quality have been identified at the Hanchurch Interchange as a result of construction and/or operation of the Proposed Scheme, air quality monitoring is not proposed in this location. This is reported in the SES 2 and AP2 ES Volume 2: Community Area Report for CA3: Stone and Swynnerton.

HOUSE OF LORDS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Newcastle Road Residents

PETITION NO: HS2-HOL-022

PARAGRAPH NO: Request 3

ISSUE RAISED: Hanchurch Interchange

PETITION PARAGRAPH: 3. HS2 Ltd is proposing to use the Hanchurch Interchange adjacent to M6 Junction 15, including the A500, A519 and B5182 to supply 17 of its construction sites in North Staffordshire. The best way to mitigate these impacts is to find an alternative route to supply at least some of its compounds. We believe that this can only be achieved by the relocation of the proposed railhead at Stone to an alternative site at Aldersey's Rough, which would enable several construction compounds to be supplied directly from the access/egress from the M6 via changes to Keele Services.

3a. Before any consideration is made for the need to amend the Hanchurch interchange and adjacent roads, it is essential that HS2 Ltd provides verifiable data of its proposed construction HGV requirements and reassesses the impacts on all elements of the Hanchurch Interchange using realistic baseline traffic data.

PROMOTER'S RESPONSE:

1. The main Environmental Statement (ES) identifies significant construction traffic effects on the roundabout junction of the A500 Queensway/A519 Newcastle Road/Clayton Road (known as the Hanchurch Interchange) and the signalised crossroads junction of the A5182 Trentham Road/A519 Newcastle Road in terms of queues and delays.

2. Section 5.19 of the Supplementary Environmental Statement 2 (SES 2) and Additional Provision 2 Environmental Statement (AP2 ES) Volume 2: Community Area Report for CA3: Stone and Swynnerton explains that since submission of the Bill, further work has been undertaken to assess traffic flow through these junctions during construction. As a result, junction improvements at the existing Hanchurch

Interchange roundabout and signalised crossroads were proposed as part of Additional Provision 2.

3. As noted by the Petitioners, Hanchurch Interchange is proposed to be used by HS2 construction traffic to access construction compounds in Community Areas 3 and 4. The locations of these compounds are shown in the SES 2 and AP2 ES Volume 5: Traffic and Transport TR08 map book⁷. However it is not proposed that these compounds would be active concurrently. For example, rail systems would be expected to operate after the civil engineering compounds have finished (apart from a small amount of site reinstatement) and utility compounds would likely be in operation in early works.

Relocation of the Railhead and Stone Railhead/Infrastructure Maintenance Base-Rail (IMB-R)

4. The relocation of the IMB-R at Aldersey's Rough would require new road access to and from the M6 through Keele Motorway Service Area. The in principle case for siting the Railhead and Stone Railhead/Infrastructure Maintenance Base-Rail (IMB-R) at Aldersey's Rough instead of Stone was heard by the Select Committee in April 2018. The House of Commons Select Committee's First Special Report in May 2018⁸ decided that the proposal to site the Railhead and IMB-R at Stone should not be changed.

5. The relocation of the IMB-R at Aldersey's Rough 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 explained:

"An additional provision is a change to the bill that goes beyond the scope of the existing powers of the bill and which may potentially have an adverse direct and special effect on particular individuals, groups, organisations and businesses, 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."

⁷ AP2 ES Volume 5 Traffic Map Book

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/776244/J64_HS2_Phase_2a_AP2_ES_Volume_5_Traffic_map_book.pdf.

⁸ <https://publications.parliament.uk/pa/cm201719/cmselect/cmhs2/1085/108502.htm>.

Adequacy of baseline traffic data

6. The Petitioners are referred to paragraph 7 of the Promoter's response to paragraphs 2.5, 2.6, and Request 3.5 of the petition.

7. The approach to junction assessments in the Environmental Statement ensures a robust, reasonable worst case assessment is undertaken on likely peak traffic generation and highway requirements so as not to risk underestimating adverse environmental effects and undertake the transport assessment that, though at a high level, is sufficiently robust to draw conclusions on the significant environmental effects.

8. In relation to assessment of off-peak traffic flows, the time periods (08:00-09:00 and 17:00-18:00) against which the construction has been assessed were selected as they represent the time when the road network is likely to be at its most busy and HS2 construction traffic at its highest. Checks were conducted to ensure that the selected AM/PM peaks periods were the busiest for baseline traffic. Assumptions for HS2 construction traffic flows are consistent throughout the day – the number of vehicles per hour (over a ten hour period). Construction transport assessments assume 10 percent of construction traffic arrivals at each worksite with 50 percent of the workforce travelling in both Peak hours; the workforce assumption is a reasonable worst case assumption since the site start time would be 08:00 and closure would be 18:00 and consequently employees are more likely to arrive in the hour prior to the AM peak and leave an hour following the PM peak. This is explained in the main ES Volume 5, Transport Assessment Part 1, paragraphs 3.9.7 and 3.9.10⁹.

9. The modelling and assessment of traffic impacts has been undertaken in consultation with the relevant highway authorities. The future baseline includes demand from existing and committed development in the areas local to the Proposed Scheme, with future growth taken either from local planning projections and models or from the DfT's transport forecasting Trip End Model Presentation Program (TEMPro). These include wider growth and proposed development that has not yet been approved but which is included in the local plans or TEMPro. These are considered robust assumptions upon which to base the assessment and design of the mitigation proposals.

⁹ <https://www.gov.uk/government/publications/hs2-phase-2a-environmental-statement-volume-5-traffic-and-transport> See

April 2019

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

**HOUSE OF COMMONS
SELECT COMMITTEE**

**Petition No. HS2-AP2-075:
Newcastle Road Residents**

Promoter's Response Document

INTRODUCTION

This Promoter's Response Document (PRD) forms the Promoter's response to Petition No. HS2-AP2-075, from Newcastle Road Residents.

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

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

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

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

Department for Transport
High Speed Two (HS2) Limited

BACKGROUND

The Petitioners are residents of A519 Newcastle Road and B5038 Whitmore Road.

On 22 February 2019 at the Swynnerton Parish Council meeting, it was resolved that the Parish Council would support the petition of the Newcastle Road Residents.

PETITION NO. HS2-AP2-075

NEWCASTLE ROAD RESIDENTS

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4	1-5	Proposed changes to the Hanchurch Interchange

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL

PROMOTER'S RESPONSE TO PETITION OF: Newcastle Road Residents

PETITION NO: HS2-AP2-075

PARAGRAPH NO: 1-5

ISSUE RAISED: Proposed changes to the Hanchurch Interchange

PETITION PARAGRAPH: 1. On 12 February 2019 the above residents received a letter from HS2 Ltd concerning their proposals to change a short length of Newcastle Road which is currently a two-lane road, to a four-lane road, potentially isolating the residents along this stretch of the A519 and putting their lives at risk. See Vol 2 CA3 Map Book Ref. CT-05-228-R4 and CT-06-228-R4

2. Residents' ability to leave and re-enter into their driveways safely will be severely compromised and a right turn out on to the A519 will be almost impossible across a busy 4-lane road which will be even busier with the projected volume of traffic from HS2 construction.

3. SES2 and AP2 ES Volume 2 – Community area 3, Stone and Swynnerton states at Item 5.19.25 – The amendment will give rise to a new likely residual temporary significant in-combination effect on approximately 16 properties on the A519 Newcastle Road, due to significant visual and HGV effects

The amendments to the roads' layout are not temporary. They are permanent changes which will affect the residents' ability to get to work during rush hour, to access local shops, doctor's surgery etc. and may isolate elderly residents and those with small children who are too scared to attempt it either by car or on foot.

4. There are currently dropped kerbs for pedestrians attempting to cross the A500 eastbound as it leaves the Hanchurch Interchange roundabout, joining the footpath on the A519 south to the A519 north. This enables residents to access the facilities of Clayton village on foot. Crossing six lanes where one is a dedicated left-turn filter eastwards on to the A500 will be difficult and hazardous.

5. Residents are concerned about the air quality both during and after the re-configuration of the roads here if the projected number of HGVs is accurate. The A500 junction with the roundabout and Newcastle Road has air quality monitoring equipment already installed.

Consideration to be given to the safety of the local residents- Newcastle Road is currently heavily used, and a number of the residents have been victims of road traffic collisions from traffic leaving the A500 Queensway onto the A519 Newcastle Road, a situation which will be made worse by these proposals. We would like to see –

- A) A workable solution to enable residents to access and exit our property frontages easily and safely
- B) The A519 Newcastle Road restricted to 30mph for the length between Hanchurch Interchange and the Hanchurch traffic lights
- C) Access across A500 Queensway East for pedestrians with the installation of on-demand traffic lights to enable safe crossing to Clayton Road (A519 North)
- D) Reinstatement of the footpath after the construction of the new left-turn lane at the junction of the A519/A500 to the requested proposed crossing
- E) Installation of pedestrian height barriers for safe crossing over the A500 Queensway to access doctors, dentist, shops etc.
- F) Constant monitoring of the air quality along Newcastle Road and, should the CO2/NOx gas emissions levels become unacceptably high, contingency plans to be made for re-routing HS2 HGV traffic
- G) Clearer maps and explanations from HS2 Ltd. It is difficult for residents to understand what is proposed from so little information and inexplicable maps.

PROMOTER'S RESPONSE:

1. The Promoter met Swynnerton Parish Council on 4 April 2019 to discuss the concerns raised by the Petitioners. The meeting was attended by Mr and Mrs Morris-Goostrey, representing the Petitioners.
2. The Promoter issued assurances to Swynnerton Parish Council relating to the above asks (A-F) on 5 April 2019.

Air quality

The amendment in Additional Provision 2 (AP2) to the Bill (AP2-003-017) has been proposed to improve traffic flow during construction through the roundabout junction of the A500 Queensway/A519 Newcastle Road/Clayton Road (known as Hanchurch Interchange) and the signalised crossroads junction of the A5182 Trentham Road/A519 Newcastle Road. As this amendment should reduce delays and congestion, it is anticipated that there should be a reduction in the number of stationary vehicles and therefore a greater efficiency of combustion engines which should lower the emissions of particulate matter. Although this could be considered a minor improvement to the overall air quality in the area, the levels of change would not be sufficient to alter the level of effects reported in the Additional Provision 2 Environmental Statement (AP2 ES). Therefore, no significant effects on air quality have been identified at the Hanchurch Interchange as a result of this AP2 amendment. This is reported in Volume 2, Community Area report, CA3: Stone and Swynnerton of the Supplementary Environmental Statement (SES 2) and Additional Provision 2 (AP2) ES.

3. Section 7 of the draft Code of Construction Practice (CoCP) outlines that the nominated undertaker would require its contractors to manage dust, air pollution, odour and exhaust emissions during the construction works in accordance with Best Practicable Means (BPM). This would include the following, as appropriate:

- reference to the general site management and good housekeeping procedures (relevant to limiting dust and air pollution);
- controls and measures to control or mitigate the effect of potential nuisance caused by the construction works;
- reducing emission by setting construction vehicle and Non-Road Mobile Machinery emission standards;
- dust and air pollution monitoring measures to be employed during construction of the project; and
- measures relevant to control risks associated with asbestos dust.

4. In the event that one control measure failed to achieve an outcome consistent with a general assurance provided in the draft CoCP, the nominated undertaker would be required to put in place additional measures so that the assurance is complied with. Section 7 of HS2 Phase 2A Information Paper D3: Code of Construction Practice

explains how the requirements of the draft CoCP would be passed onto contractors and enforced.

HS2 documentation

5. The non-technical summary of SES2 and AP2 ES outlines the changes reported in the SES2 (Part 1) and the amendments reported in the AP2 ES (Part 2). Its main purpose is to provide a summary, in non-technical language, of any new or different likely residual significant environmental effects arising from the updates and changes reported in the SES2, and the amendments reported in the AP2 ES.
6. HS2 Ltd provides a single point of contact for the local community – the Helpdesk – which is accessible 24/7 through a range of different methods, ensuring widespread accessibility. The Helpdesk then involves relevant parts of the organisation, depending on the nature of the enquiry or issue.
7. Six line-of-route information events along the Phase 2A route took place in the second half of October 2018 prior to the deposit of AP2 in February 2019. An ‘In Your Area’ explanatory booklet was produced and made available at each event.
8. HS2 Ltd has introduced Commonplace websites for Phase 2A, one for Cheshire and a combined Phase 1/2A one for Staffordshire. These sites have been in place on Phase 1 for some time now, and are a platform for providing local news and information about HS2 to affected communities.
9. As explained in Paragraph 89 in the Promoter’s response to the Select Committee’s Second Special Report of Session 2017-2019:

“HS2 Ltd are seeking the Plain English Campaign crystal mark for key documents, such as its complaints process booklet, and will follow the same process as further key documents are produced in the future.”

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

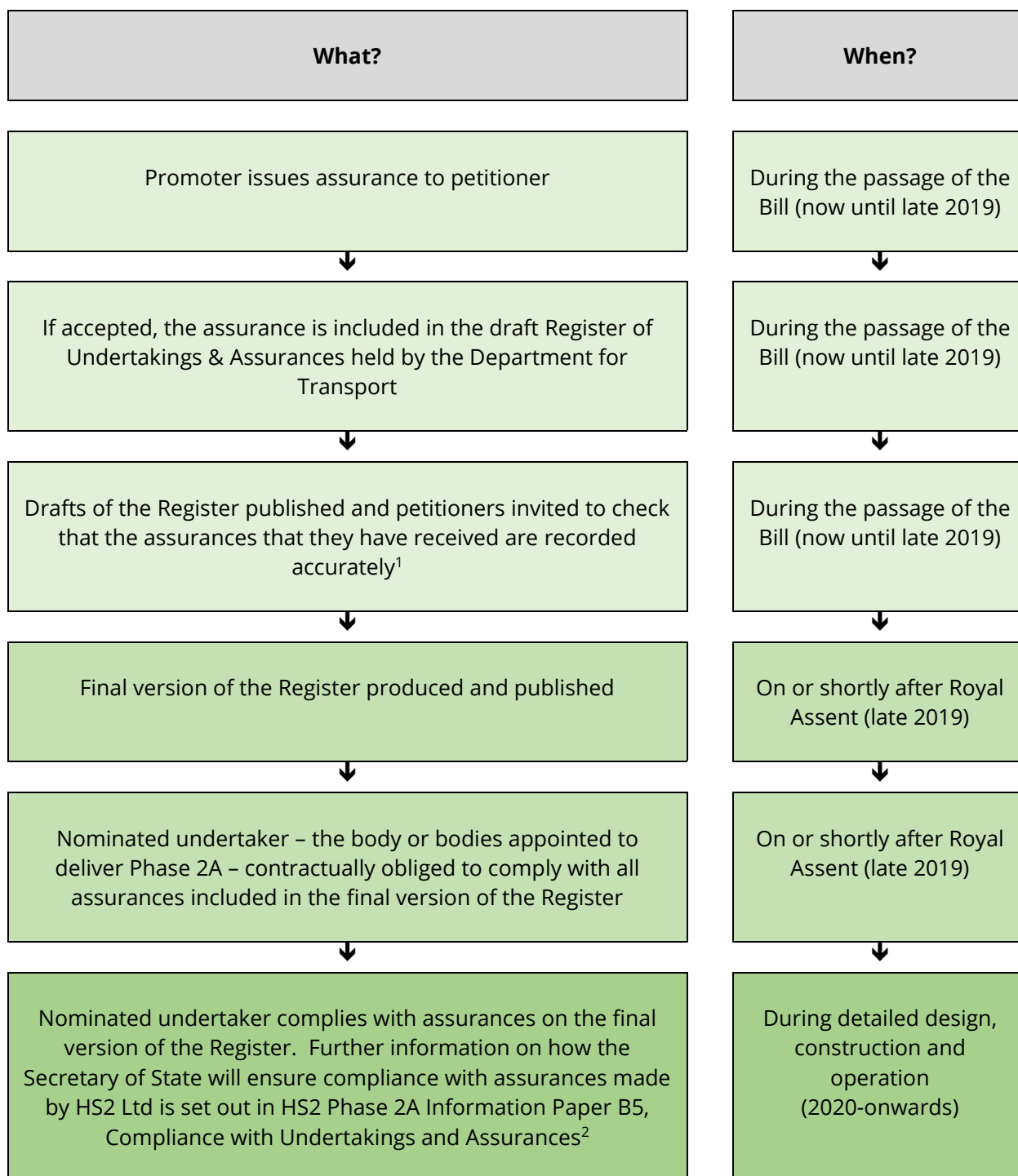
A handwritten signature in black ink, appearing to read 'O Bayne', with a stylized flourish at the end.

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

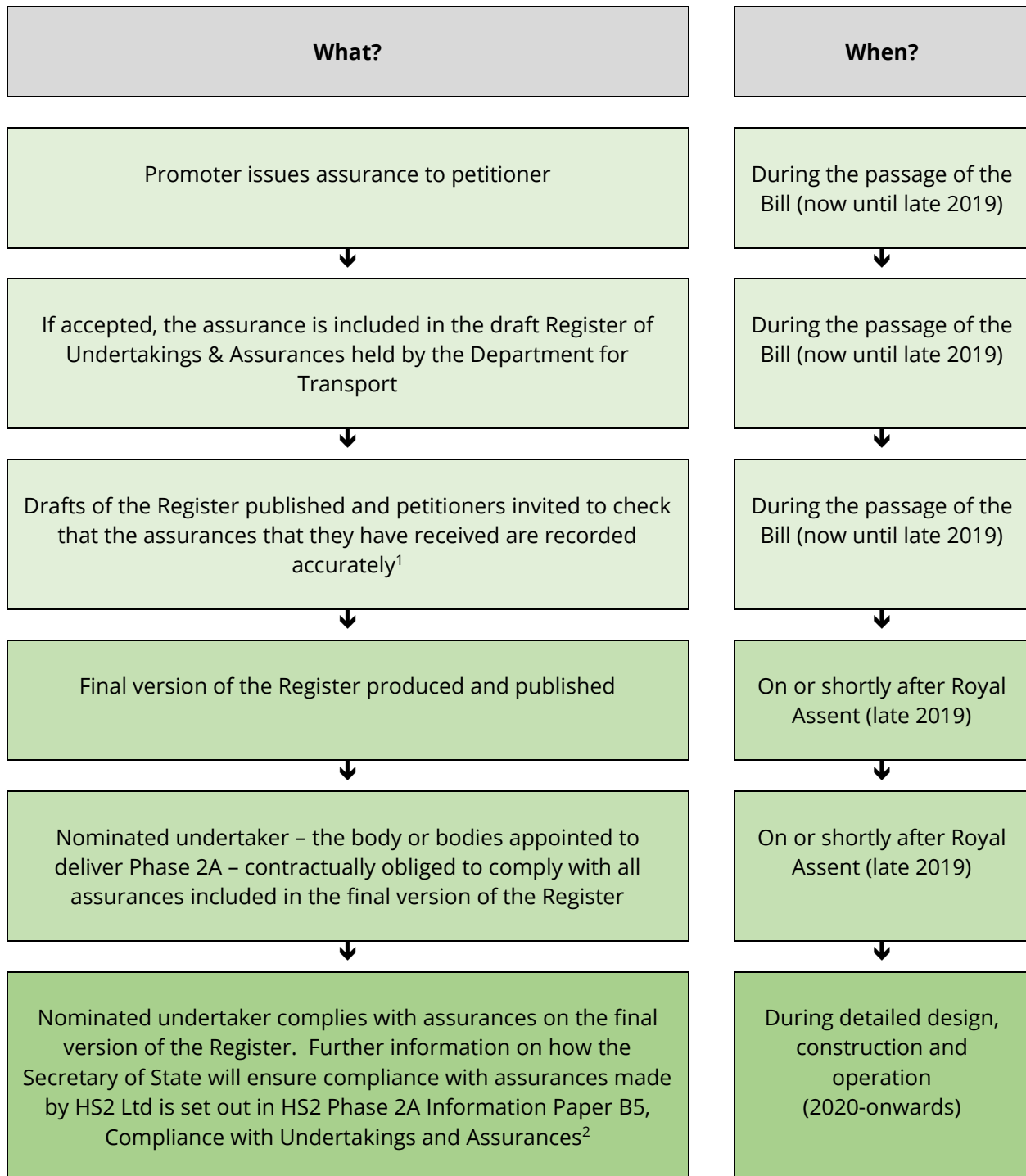
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Oliver Bayne

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

ANNEX A

ASSURANCES: STEPS AND TIMING



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