

CASE FILE LIST

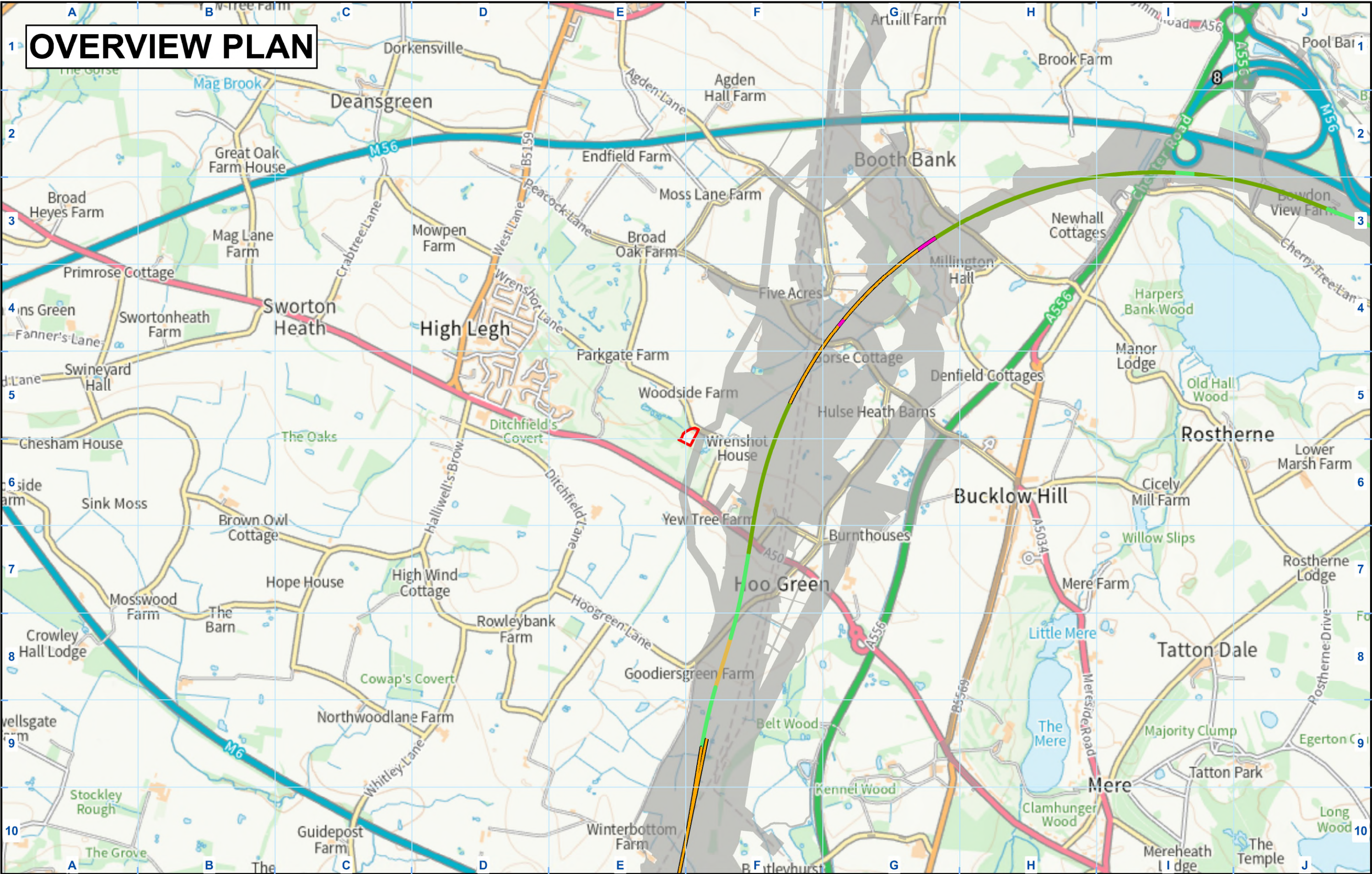
Case: HS2-072.

Title: HS2-072 Brian and Michelle Lewis - Promoter.

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OVERVIEW PLAN



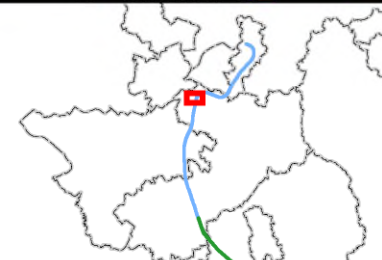
P233

Legend

Phase 2b Western Leg Bill alignment February 2022

- Cutting
- Embankment
- Retaining Wall
- Underground Box
- Viaduct

- Indicative extent of petitioner(s) land interests
- hybrid Bill Limits



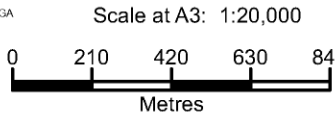
High Speed Two Petitioner Location Plan Reference Drawing

Petitioner
Brian and Michelle Lewis
Petition number
P2B-HS2-072

HS2

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Doc Number: P2B-HS2-HY-MAP-000-000072 Date: 07/03/23

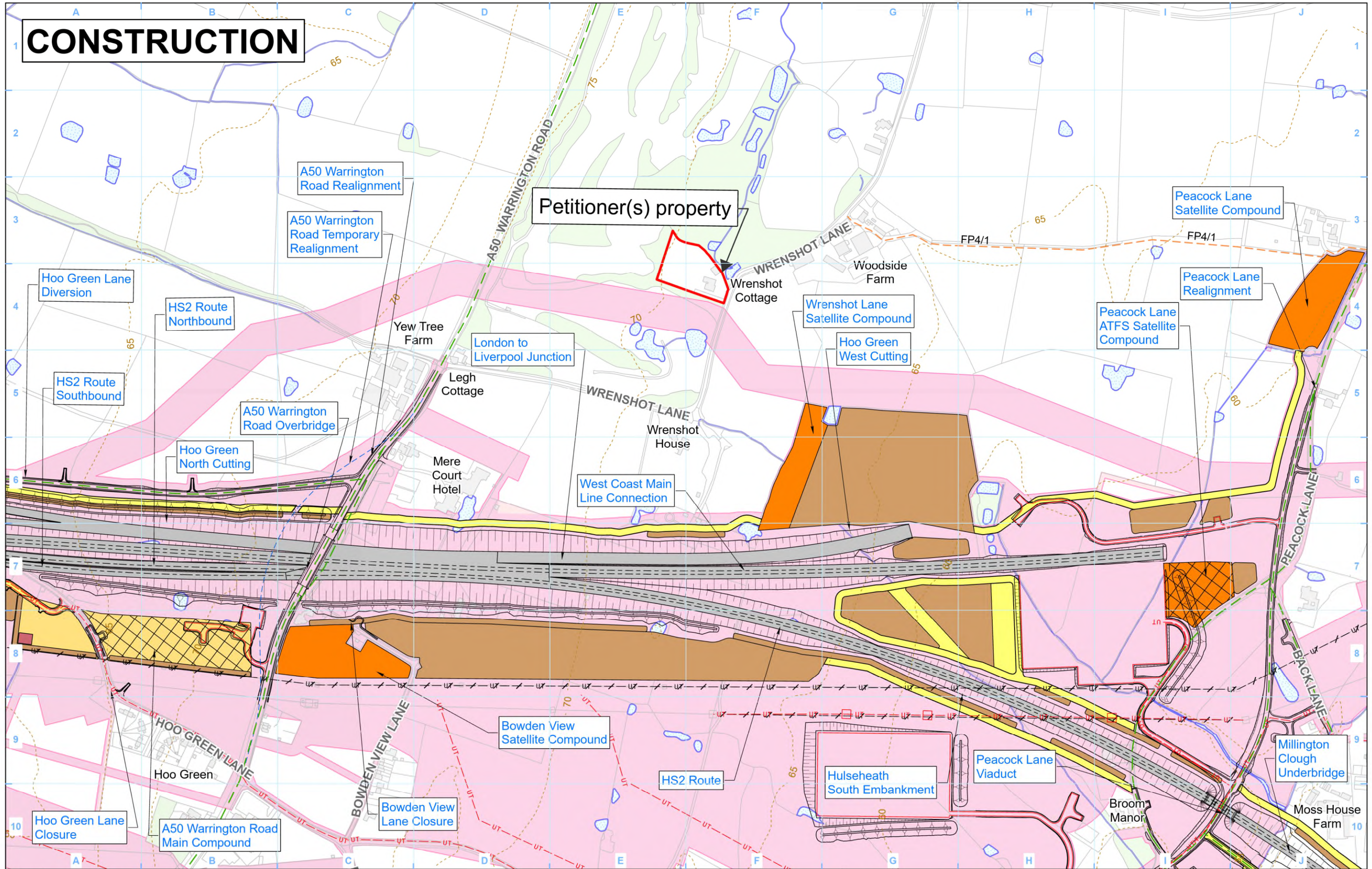
LOCATION PLAN

The map shows the site area outlined in red, located between Wrenshot Lane and the A50 road. The site is adjacent to the A50 road and Wrenshot Lane. The map includes labels for 'Golf Course', 'Park Covert', 'Woodside Farm', 'Wrenshot Lane', and 'Wrenshot House'. A red line outlines the site area, which is adjacent to the A50 road and Wrenshot Lane. The map is overlaid with a grid labeled A-J and 1-10.

Date: 07/03/23

P234

CONSTRUCTION



Legend

Indicative extents of Petitioner(s) land interests	Land potentially required for mitigation planting	Landscape earthworks	Existing woodland
Main construction compound	Rail alignment formation	Engineering earthworks	Existing inland water
Satellite construction compound	Temporary workers accommodation	Temporary highway diversion / realignment	Existing watercourse
Railway systems compounds	Haul routes	Major utility works	HS2 access
Temporary material stockpile	Construction traffic route	Major utility works - Removed	Rail alignment
Land potentially required during construction	Existing public right of way	Existing buildings	5m contours

Petitioner
Brian & Michelle Lewis

Petition number
HS2-072

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Doc Number: 2PT24-MWJ-PT-MAP-M000-007251-HS2-072

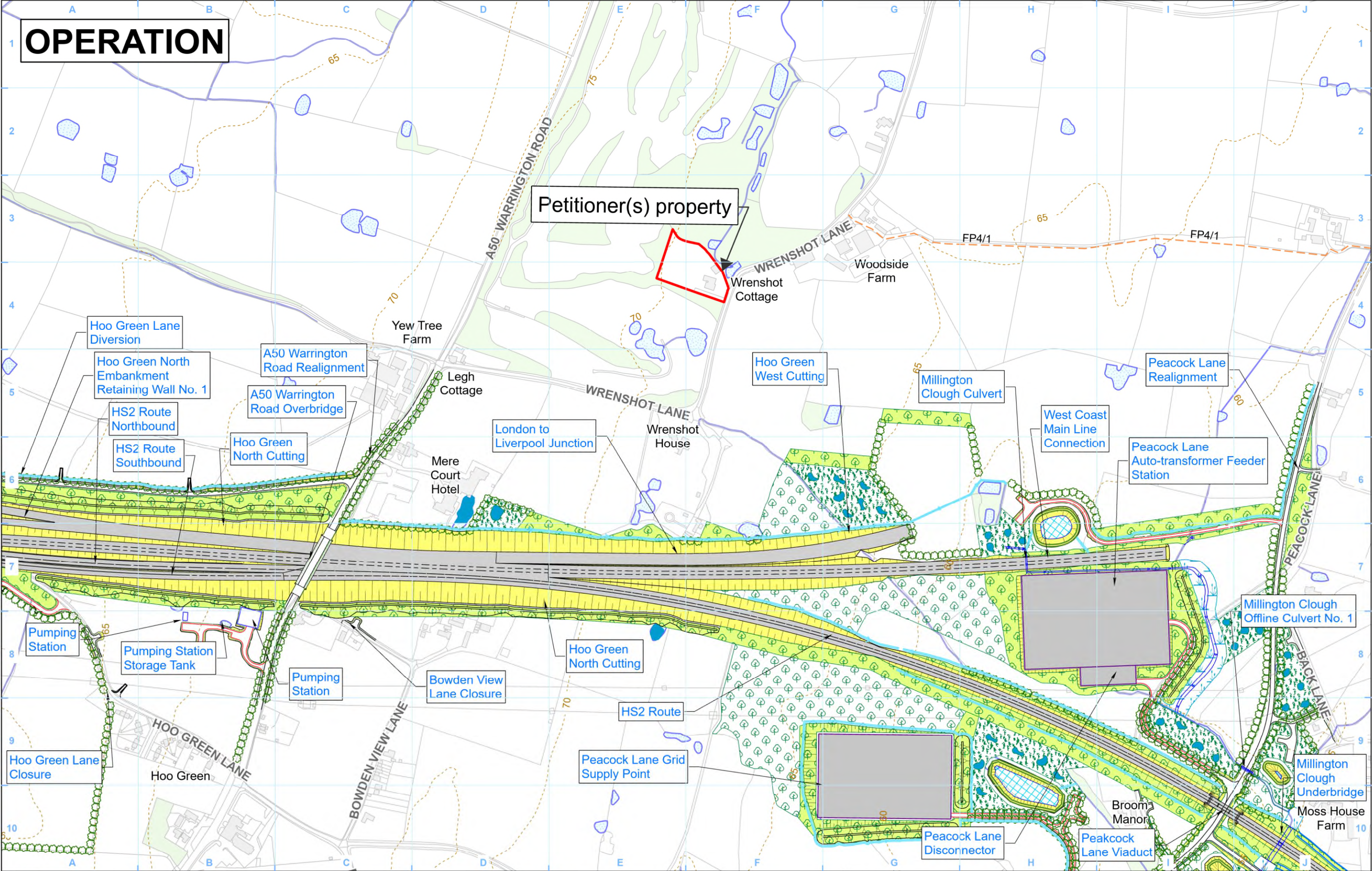
Date: 21/03/2023

Scale at A3: 1:5,000

0 50 100 150 200 Metres

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P235



Legend

Indicative extents of Petitioner(s) land interests	Pumping station	New ditches	Existing woodland
Railway Systems Site	Grassland habitat creation	Watercourse diversion	Existing buildings
Ecological mitigation pond (Indicative only)	Wetland habitat creation	Landscape earthworks	Existing inland water
Balancing pond	Woodland habitat creation	Engineering earthworks	Existing watercourse
P236 placement floodplain storage	Landscape mitigation planting (scrub / woodland)	Rail alignment formation	HS2 access
	Hedgerow	Existing public right of way	5m contours

Petitioner
Brian & Michelle Lewis

Petition number
HS2-072

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Doc Number: 2PT24-MWJ-PT-MAP-M000-007261-HS2-072

Date: 21/03/2023

Scale at A3: 1:5,000

0 50 100 150 200 Metres

Brian and Michelle Lewis
Wrenshot Cottage,
Wrenshot Lane,
High Legh,
Cheshire,
WA16 6PG

Sent by email to: thelewisgroup@hotmail.com

14 April 2023

Dear Mr and Mrs Lewis,

HIGH SPEED RAIL (CREWE – MANCHESTER) BILL – HOUSE OF COMMONS SELECT COMMITTEE: PETITION HS2-072-BRIAN AND MICHELLE LEWIS

I am writing to you in my capacity as Director of Hybrid Bill Delivery at HS2 Ltd, which is acting on behalf of the Promoter of the High Speed Rail (Crewe-Manchester) Bill (the Bill) currently before Parliament.

I understand that you have concerns about the impact of HS2 Phase 2b (known as the Proposed Scheme) and have submitted a petition on that basis against the Bill in the House of Commons.

I understand a letter was sent to you on 24 January 2023 setting out the elements of the Proposed Scheme that are being constructed in the locality of your property, and the discretionary property assistance schemes that may be applicable to you in your location. HS2 Ltd representatives met with you on 28 March 2023 to discuss your petition and specifically the Need to Sell Scheme. Subsequently, a Promoter's Response Document setting out our position in relation to the issues you raised in your petition was sent to you on 30 March 2023.

I am also advised that my colleague has been in contact with you via email to provide information and clarification in relation to questions you have asked about the works in the locality of your property.

I understand that it is your intention to raise the following petition issues before the Select Committee and our final position is set out below.

Proposed Scheme Impact

Noise

The Promoter's response is set out on pages 4 – 7 of the Promoter's Response Document that was sent to you on 30 March 2023. I understand that the works in the locality of your property were discussed at the meeting on 28 March 2023.

During the meeting HS2 Ltd representatives explained that measures will be put in place to control noise and vibration during the construction of the Proposed Scheme as per the requirements of the draft Code of Construction Practice, which is also outlined in the HS2 Phase 2b Western Leg Information Paper E13: Control of construction noise and vibration.

In particular, Section 13 of the draft Code of Construction Practice (CoCP), sets out the control measures that will be applied by the nominated undertaker to minimise adverse impacts and effects.

As reported in the Environmental Statement and referenced in paragraph 10 on page 6 of the Promoter's Response Document sent to you on 30 March 2023, at your property location, which is represented by location ID 612692, the Proposed Scheme is unlikely to cause an adverse effect during construction and is unlikely to cause a significant adverse effect during operation. Whilst the effects are unlikely to be significant on the property, the nominated undertaker would be required to take all reasonable steps to minimise adverse effects during detailed design.

Visual

Through email correspondence with you following the meeting on 28 March 2023 my colleague has provided further information in respect of the impact on the view from Wrenshot Cottage that has been assessed and reported in the Environmental Statement.

The Environmental Statement (January 2022) Volume 5: Appendix LV-001-0MA03 Landscape and visual impact assessment and photomontages for MA03 Pickmere to Agden and Hulseheath which reports the viewpoints that have been assessed in this area can be viewed here:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1048257/M235.pdf

The assessment published in the January 2022 Environmental Statement reported a major adverse effect on views from Viewpoint 317-02-004 during construction due to the construction of the Hoo Green north cutting, Hoo Green west cutting, A50 Warrington Road overbridge, Peacock Lane overbridge and Peacock Lane auto-transformer feeder station. Views would be partly filtered through intervening vegetation on field boundaries and the nearby golf course. In operation, there would be minor adverse impacts on views in year 1. The trains and overhead line equipment in the deep Hoo Green north and Hoo Green west cuttings would be screened by the cutting slopes, but fencing along the top of the cutting would be apparent.

The impact was not assessed in the HS2 Phase 2b Supplementary Environmental Statement 1 (SES1) and Additional Provision 1 Environmental Statement (AP1 ES) (July 2022) because the nearby SES1 change (the removal of the HS2 WCML connection) would not be apparent from Wrenshot Lane.

Specifically, views east towards the Proposed Scheme from Wrenshot Cottage are largely screened by intervening vegetation growing in the property garden and on the High Legh Park Golf Club course.

My colleague has also explained in response to your questions about screening of the Wrenshot Lane satellite compound and stockpile area that the draft Code of Construction Practice (CoCP) sets out measures to ensure the visual intrusion of construction worksites is reduced as far as reasonably practicable. Measures include, but are not limited to, controls on lighting, management of staff congregating outside the site prior to commencing or leaving work; adequate welfare facilities for staff; and smoking areas at site offices/compounds or work sites equipped with containers for smoking waste – not located at the boundary of working areas or adjacent to neighbouring land.

Measures to be applied in relation to hoardings, fencing and screening include painting the side of hoardings facing away from the site and keeping them free of graffiti. Design of hoardings around construction activities shall ensure fitness for purpose and include consideration of the character of the surrounding landscape (e.g., use of open mesh fencing where possible and appropriate in rural areas, use of artwork where appropriate, or use of vegetation on hoardings).

Wrenshott Lane HS2 traffic

In response to your question relating to the use of Wrenshot Lane for HS2 construction traffic, my colleague has clarified that in the updated the assessment for the Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement (SES1 and AP1 ES), which was published alongside the deposit of Additional Provision 1 in July 2022, no traffic is now forecast to use Wrenshot Lane in either the future baseline (without HS2 construction) or with the AP1 revised scheme.

West Coast Main Line and NPR proposed connections

HS2 representatives explained during the meeting on 28 March 2023 that following the removal of the Golborne Link from the Phase 2b Scheme the Government is committed to looking again at alternatives which deliver similar benefits as the Golborne Link to Scotland, so long as these deliver for the taxpayer within the envelope allocated for the Integrated Rail Plan. Work is at an early stage on alternatives and the costs and benefits of such options are currently uncertain.

Passive provisions for future connections to the WCML and for a Northern Powerhouse Rail scheme would be included as part of the Phase 2b Scheme so as to reduce any impacts on the operation of the HS2 railway from future works for these Schemes. It was also explained that a separate parliamentary process would be required for a future connection to the

WCML and for NPR, and this would include a separate environmental assessment based on those schemes.

We understand the uncertainty that these future schemes may present for you. In recognition of this the Government has put in place a range of discretionary property schemes to help owner-occupiers make decisions that best suit their circumstances. I have set this out in the following part of this letter.

Request for property to be acquired

The Promoter's response is set out on pages 8 – 10 of the Promoter's Response Document that was sent to you on 30 March 2023, and as previously set out in the 24 January 2023 letter. I understand that at the meeting on 28 March 2023 HS2 Ltd representatives discussed with you the discretionary property schemes that would be available to you in your location, namely the Need to Sell (NTS) scheme.

As explained during the meeting, the NTS scheme is available to eligible owner-occupiers who can show that they have a compelling reason to sell their property, but have not been able to do so other than at a substantially reduced value because of the HS2 route, or, if they are unable to sell their property, would face an unreasonable burden in the next three years. If an application to the scheme is successful, the Government will agree to buy the property at its unblighted open-market value (that is, the value of the property in current market conditions as if there were no plans for HS2).

Any application under the NTS scheme is presented to a panel of three who are fully independent of HS2 and the Department for Transport (DfT). They will look at whether the application meets certain criteria (conditions). They will then recommend to the Secretary of State for Transport whether your application should be accepted. A senior civil servant within DfT will then review the recommendation and make a final decision.

The NTS scheme is aimed at supporting people who are most directly and negatively affected by the proposals for HS2. Decisions on applications are based on the information and evidence provided. It is essential that applicants read and understand the requirements of the NTS scheme before submitting any application. Applicants do not need to appoint professional representatives to help with their application. The Department for Transport has designed the application process so that you do not need anyone to act on your behalf.

For further information and guidance on the NTS scheme, please see:

https://assets.hs2.org.uk/wp-content/uploads/2018/03/CS1241_0323_Need-to-sell-guidance-and-application-form_Mar-2023.pdf

At the meeting on 28 March 2023 HS2 representatives offered to arrange a pre-application discussion meeting with a NTS scheme case officer for you. Based on the concerns you have raised in your petition and the specific aspects in respect of your circumstances you have mentioned during the meeting with HS2 Ltd representatives we would consider that a discussion with a case officer on progressing an application for the NTS scheme may be useful.

The NTS case officer can discuss the requirements of the NTS scheme and the types of evidence you might need to provide to support your application.

Please contact Rachna.shah@hs2.org.uk if you would like to arrange a meeting, or alternatively you may wish to proceed with an application to the scheme if you do not require any further guidance in this respect.

I hope that the information set out above and through our earlier correspondence and discussion with you gives you the reassurance you were seeking in response to the issues raised in your petition.

The Select Committee have emphasised their desire that the Promoter and Petitioners seek to narrow down the issues between them as far as possible in advance of the hearing so that they can focus on issues which remain in dispute.

Therefore, in order to assist with the efficient running of the Committee process, we would be grateful if you could clarify whether, in light of the information set out above and through our earlier engagement and correspondence, you have any outstanding concerns in relation to the issues raised in your petition and if so, identify what those issues are. Please provide this clarification by return of email or letter to Rachna.Shah@hs2.org.uk by 18 April 2023.

For any further queries please don't hesitate to contact Rachna Shah, Senior Petition Manager, on 07881 792217 or Rachna.Shah@hs2.org.uk.

Yours sincerely

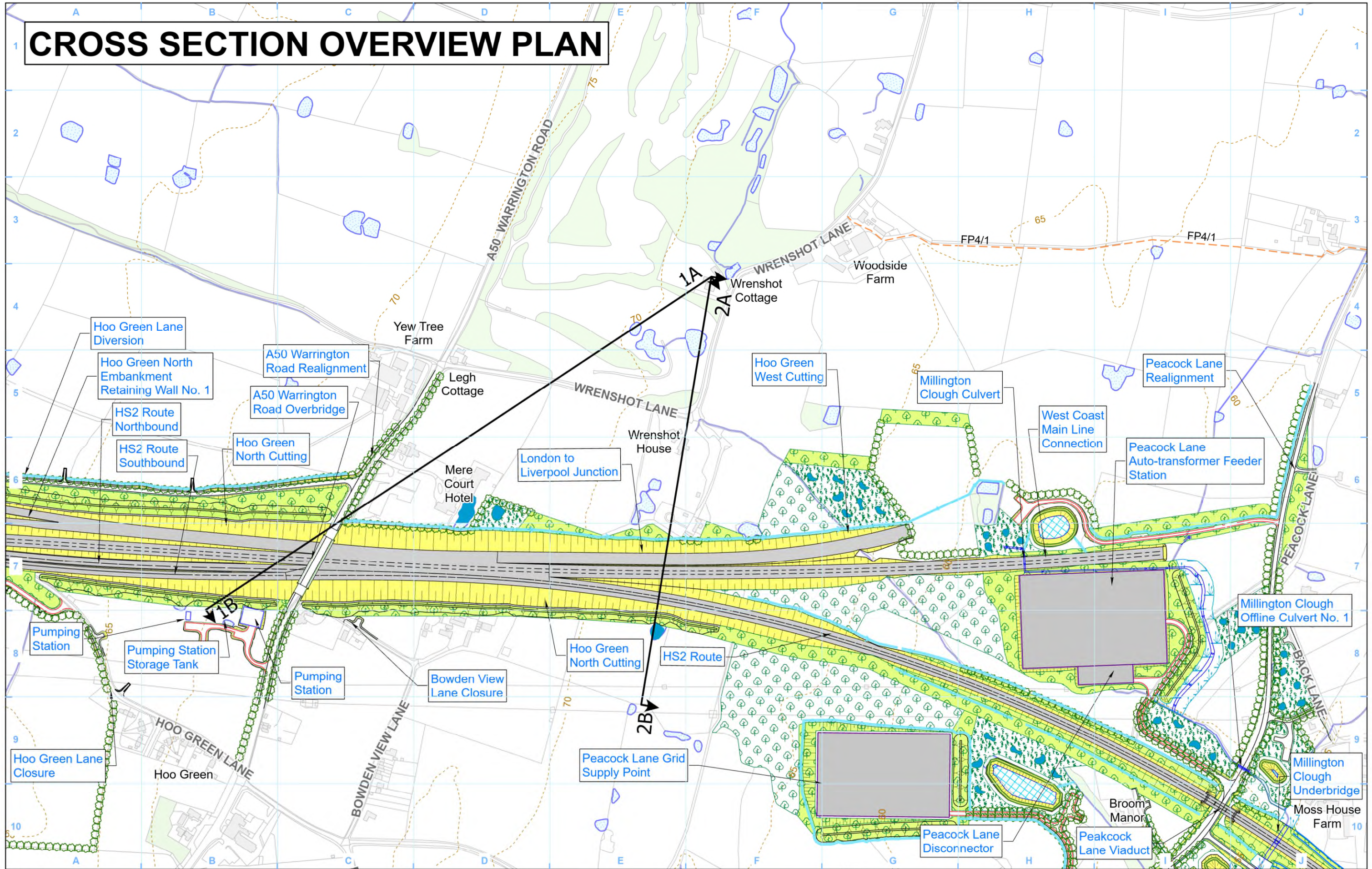


pp

Lucy Lagerweij

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

CROSS SECTION OVERVIEW PLAN



Legend			
Railway Systems Site	Grassland habitat creation	New ditches	Existing woodland
Ecological mitigation pond (Indicative only)	Wetland habitat creation	Watercourse diversion	Existing buildings
Balancing pond	Woodland habitat creation	Landscape earthworks	Existing inland water
Replacement floodplain storage area	Landscape mitigation planting (scrub / woodland)	Engineering earthworks	Existing watercourse
Pumping station	Hedgerow	Rail alignment formation	HS2 access
		Existing public right of way	5m contours

Petitioner
Brian & Michelle Lewis

Petition number
HS2-072

For section refer to
2PT24-MWJ-PT-DSE-M000-007231-HS2-072

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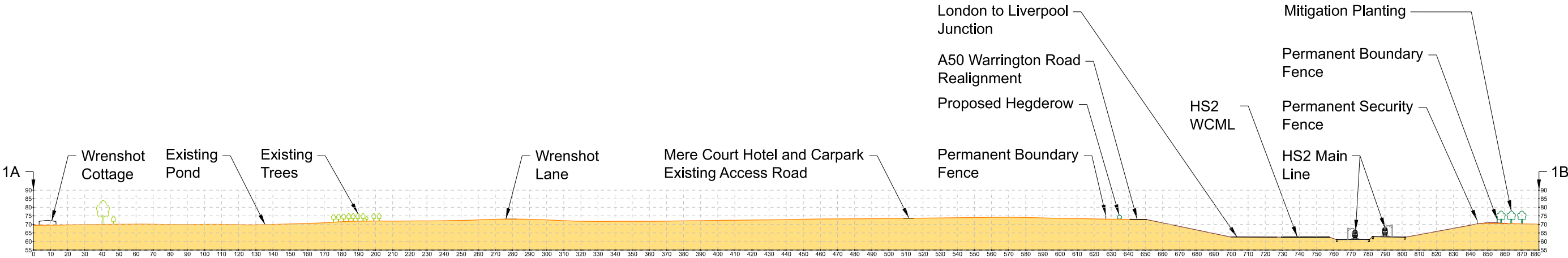
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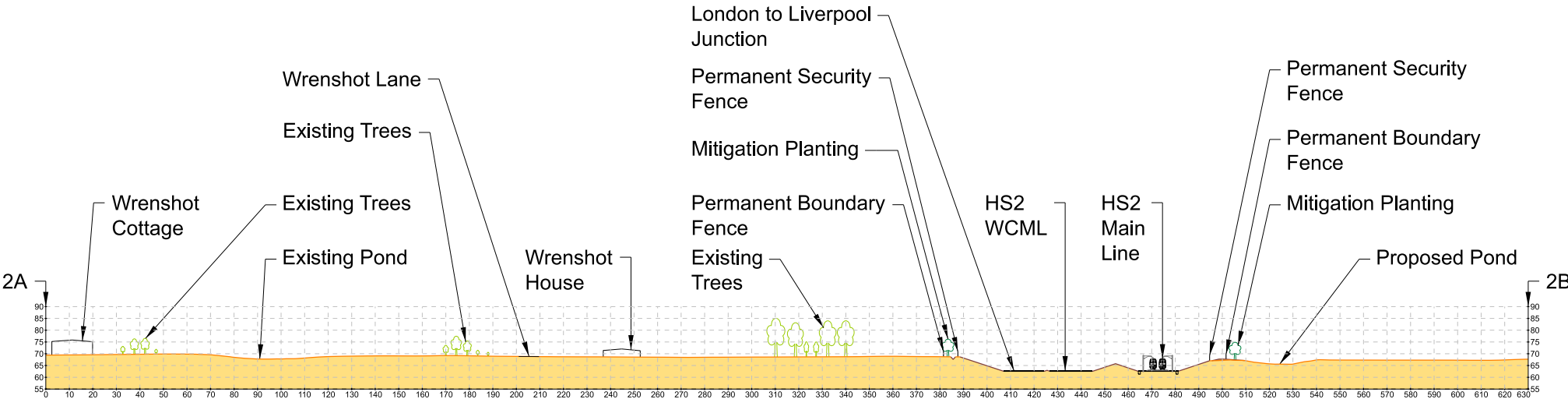
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Date: 14/04/2023

CROSS SECTION/S



SECTION 1A-1B
SCALE 1:2500
For Plan refer to 2PT24-MWJ-PT-MAP-M000-007231-HS2-072



SECTION 2A-2B
SCALE 1:2500
For Plan refer to 2PT24-MWJ-PT-MAP-M000-007231-HS2-072

Fit for Information

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P239

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Legends/Notes:

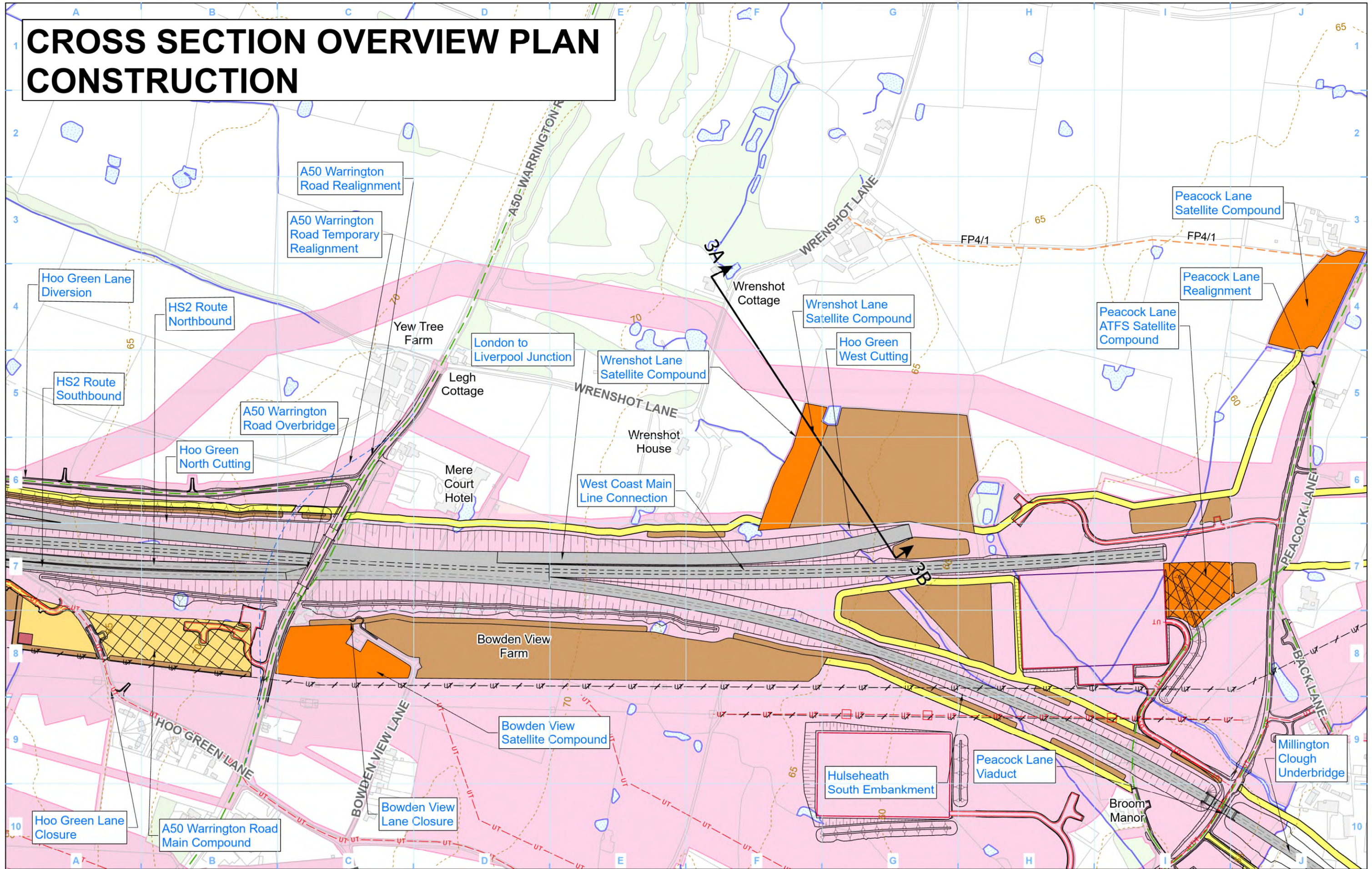
- Existing ground
- Proposed HS2 earthworks
- Existing surface
- Designed surface level
- Existing structure/details shown greyscale
- Mitigation planting (Assumed Height at Year 15 of Operation)
- Existing Trees

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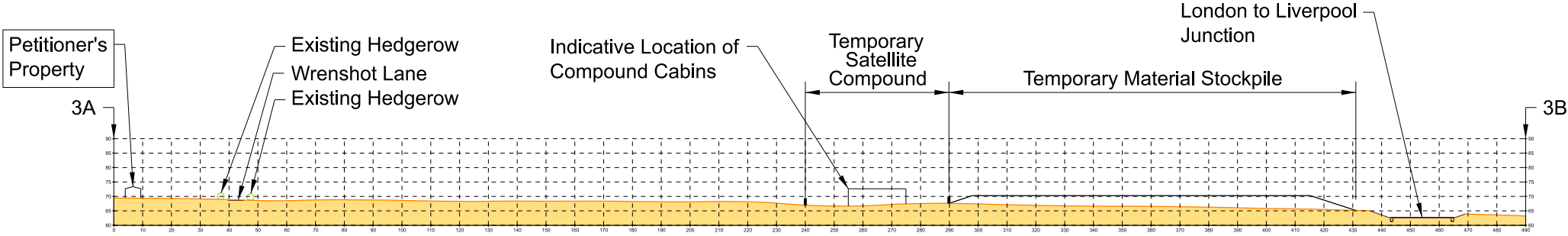
Zone	Manchester Leg Whole		Project/Contract	
			2DE01 Hybrid Bill Additional Provision 1 AP1	
Design Stage	Designs for Petition		Discipline/Function	
			Petitions	
Drawing Title	Brian and Michelle Lewis		Creator/Originator	
			MW JV (Mott MacDonald and WSP Joint Venture)	
	HS2-072		Date	Scale
			2022/10/11	AS SHOWN
	Sh.01 (SECTION 1A-1B & 2A-2B)		Size	A3
			Drawing No.	Rev.
			2PT24-MWJ-PT-DSE-M000-007231-HS2-072	P01

CROSS SECTION OVERVIEW PLAN CONSTRUCTION



Legend - Main construction compound - Satellite construction compound - Railway systems compounds - Temporary material stockpile - Land potentially required during construction - Land potentially required for mitigation planting - Rail alignment formation - Haul routes - Construction traffic route - Existing public right of way - Engineering earthworks - Temporary highway diversion / realignment - Major utility works - Major utility works - Removed - Existing buildings - Existing woodland - Existing inland water - Existing watercourse - HS2 access - Rail alignment 5m contours	P240	<table><tr><td>Petitioner</td><td>Brian and Michelle Lewis</td></tr><tr><td>Petition number</td><td>HS2-072</td></tr><tr><td>For section refer to</td><td>2PT24-MWJ-PT-DSE-M000-007233-HS2-072</td></tr></table>	Petitioner	Brian and Michelle Lewis	Petition number	HS2-072	For section refer to	2PT24-MWJ-PT-DSE-M000-007233-HS2-072	<table><tr><td>HS2</td><td>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.</td></tr><tr><td>Registered in England. Registration number 06791686. Registered office: Two Snowhill, Snow Hill Queensway, Birmingham B4 6GA.</td><td>Scale at A3: 1:5,000</td></tr><tr><td>© Crown copyright and database rights 2021 OS 100049190</td><td>0 50 100 150 200 Metres</td></tr><tr><td>Doc Number: 2PT24-MWJ-PT-MAP-M000-007232-HS2-072</td><td>Date: 18/04/2023</td></tr></table>	HS2	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.	Registered in England. Registration number 06791686. Registered office: Two Snowhill, Snow Hill Queensway, Birmingham B4 6GA.	Scale at A3: 1:5,000	© Crown copyright and database rights 2021 OS 100049190	0 50 100 150 200 Metres	Doc Number: 2PT24-MWJ-PT-MAP-M000-007232-HS2-072	Date: 18/04/2023
Petitioner	Brian and Michelle Lewis																
Petition number	HS2-072																
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Doc Number: 2PT24-MWJ-PT-MAP-M000-007232-HS2-072	Date: 18/04/2023																

CROSS SECTION/S



SECTION 3A-3B
SCALE 1:2000
For Plan refer to 2PT24-MWJ-PT-MAP-M000-007231-HS2-072

Work-in-progress

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Legends/Notes:

Existing ground

Proposed HS2 earthworks

Existing surface

Existing Trees

Existing Hedgerow

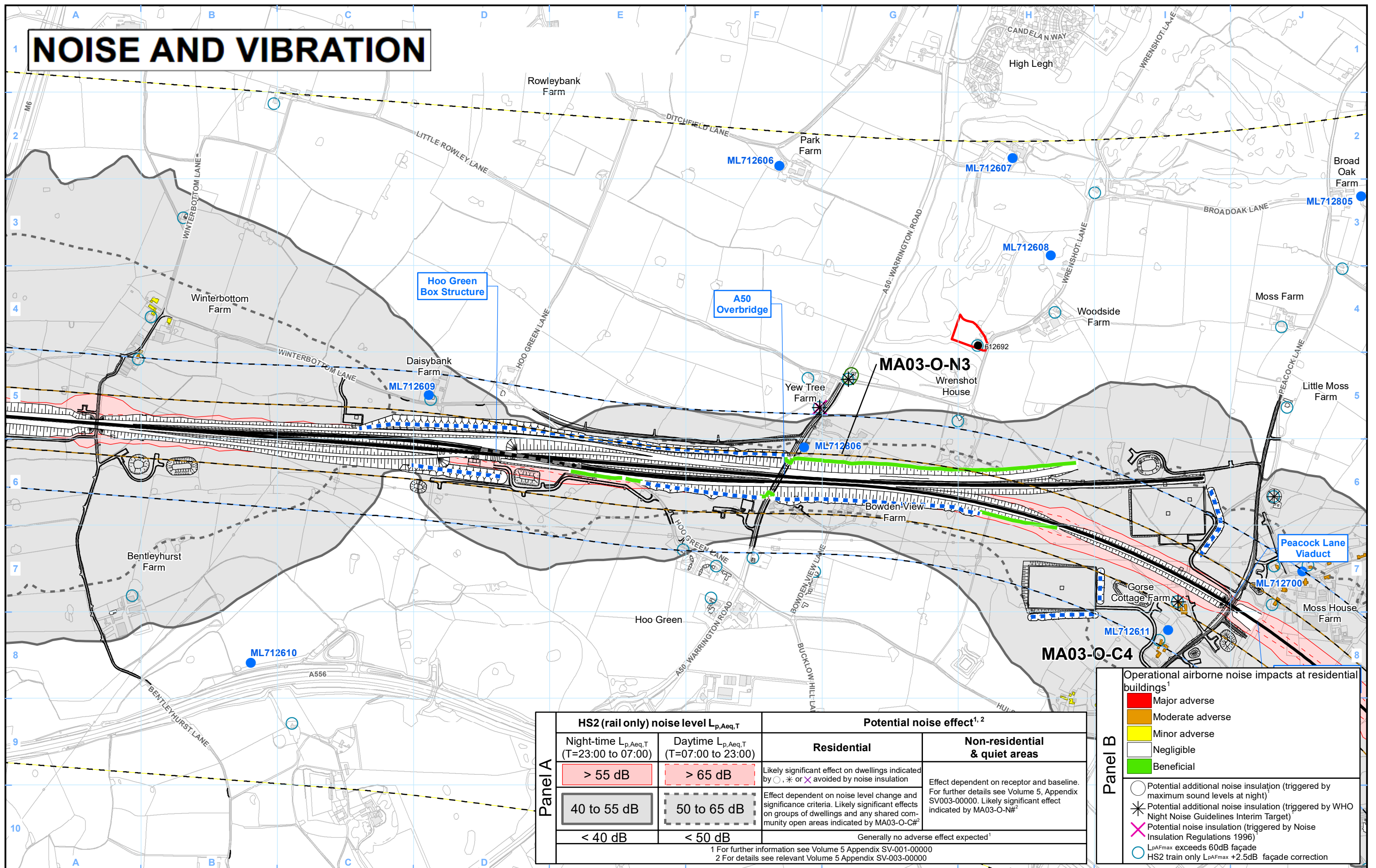
Site Hoarding

HS2

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Zone	Manchester Leg Whole	Project/Contract 2DE01 Hybrid Bill Additional Provision 1 AP1	
Design Stage	Designs for Petition	Discipline/Function Petitions	
Drawing Title	Brian and Michelle Lewis	Creator/Originator MW JV (Mott MacDonald and WSP Joint Venture)	
	HS2-072	Date 2022/10/11	Scale AS SHOWN
	Sh.01 (SECTION3A-3B)	Size A3	Rev. P01
		Drawing No. 2PT24-MWJ-PT-DSE-M000-007232-HS2-072	

NOISE AND VIBRATION



Panel A	HS2 (rail only) noise level $L_{p,Aeq,T}$		Potential noise effect ^{1,2}	
	Night-time $L_{p,Aeq,T}$ (T=23:00 to 07:00)	Daytime $L_{p,Aeq,T}$ (T=07:00 to 23:00)	Residential	Non-residential & quiet areas
	> 55 dB	> 65 dB	Likely significant effect on dwellings indicated by ○, * or ✕ avoided by noise insulation	Effect dependent on receptor and baseline. For further details see Volume 5, Appendix SV003-00000. Likely significant effect indicated by MA03-O-N#
	40 to 55 dB	50 to 65 dB	Effect dependent on noise level change and significance criteria. Likely significant effects on groups of dwellings and any shared community open areas indicated by MA03-O-C#	
	< 40 dB	< 50 dB	Generally no adverse effect expected ¹	

1 For further information see Volume 5 Appendix SV-001-00000
2 For details see relevant Volume 5 Appendix SV-003-00000

Panel B	Operational airborne noise impacts at residential buildings ¹	
	Major adverse	
	Moderate adverse	
	Minor adverse	
	Negligible	
	Beneficial	
	○ Potential additional noise insulation (triggered by maximum sound levels at night)	
	✱ Potential additional noise insulation (triggered by WHO Night Noise Guidelines Interim Target)	
	✕ Potential noise insulation (triggered by Noise Insulation Regulations 1996)	
	○ L_{pAmax} exceeds 60dB façade	
	○ HS2 train only L_{pAmax} +2.5dB façade correction	

Legend - General features

- Route in bored tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Indicative extents of Petitioner(s) land interests

Legend - Noise related features

Envisaged mitigation to avoid / reduce significant noise effects:

- Landscaping and/or fence barriers (labelled with total noise barrier height above rail)
- Engineering e.g. cuttings (green tunnels separately marked)
- Envisaged features further reducing noise effects:
- Other environmental e.g. landscaping
- Engineering e.g. cuttings

Legend - Noise related features

Noise Important Areas defined in national noise action plans (Defra 2014)

- Committed developments - SV Only
- Airborne noise study area
- Ground-borne noise or vibration impact at residential buildings

Legend - Noise related features

Ground-borne noise & vibration study area (residential and non-residential)

- Ground-borne noise & vibration study area (highly sensitive non-residential)
- Airborne noise assessment location
- Baseline measurement locations

Map Number

SV-02

Map Name

Operational Airborne Noise and Vibration Impacts and Likely Significant Effects
Petition HS2-072
Brian and Michelle Lewis

Community Area MA03:
Pickmere to Agden and Hulseheath

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Date: 17/04/23

Scale at A3: 1:10,000

0 100 200 300 400 Metres

Noise Levels

HS2

Detailed Noise Tables: Results from the main ES

Table 1: Baseline sound levels

Assessment location		Measurement location	Baseline sound levels (dB)							Data source coding
Ref	Area represented		For construction sound assessment (2025)			For operational sound assessment (2038)				
			Daytime L _{pAeq}	Evening / weekend L _{pAeq}	Night-time L _{pAeq}	Daytime L _{pAeq,16hr}	Night-time L _{pAeq,8hr}	Arithmetic average L _{pAFmax,5min}	Highest night-time L _{pAFmax,5min}	
612692	Wrenshot Cottage, Wrenshot Lane, High Legh	ML712608	52	50	49	51	49	51	78	1,A,i,a

Table 2: Assessment of construction noise at residential receptors

Assessment location		Impact criteria				Significance criteria									Significant effect
Ref	Area represented	Typical/highest monthly outdoor L _{pAeq} [dB] at the facade [Assessment category A/B/C]			Construction activity resulting in highest forecast noise levels	Type of effect	Number of properties represented	Type of receptor	Receptor design	Existing environment	Unique feature	Impact duration (Months)	Combined impact	Mitigation effect	
		Day 07:00 – 19:00	Evening 19:00 – 23:00	Night 23:00 – 07:00											
612692	Wrenshot Cottage, Wrenshot Lane, High Legh	57/60[A]	-/[B]	-/[C]	Day: General site works	NA	1	R	T	-	-	-	-	-	

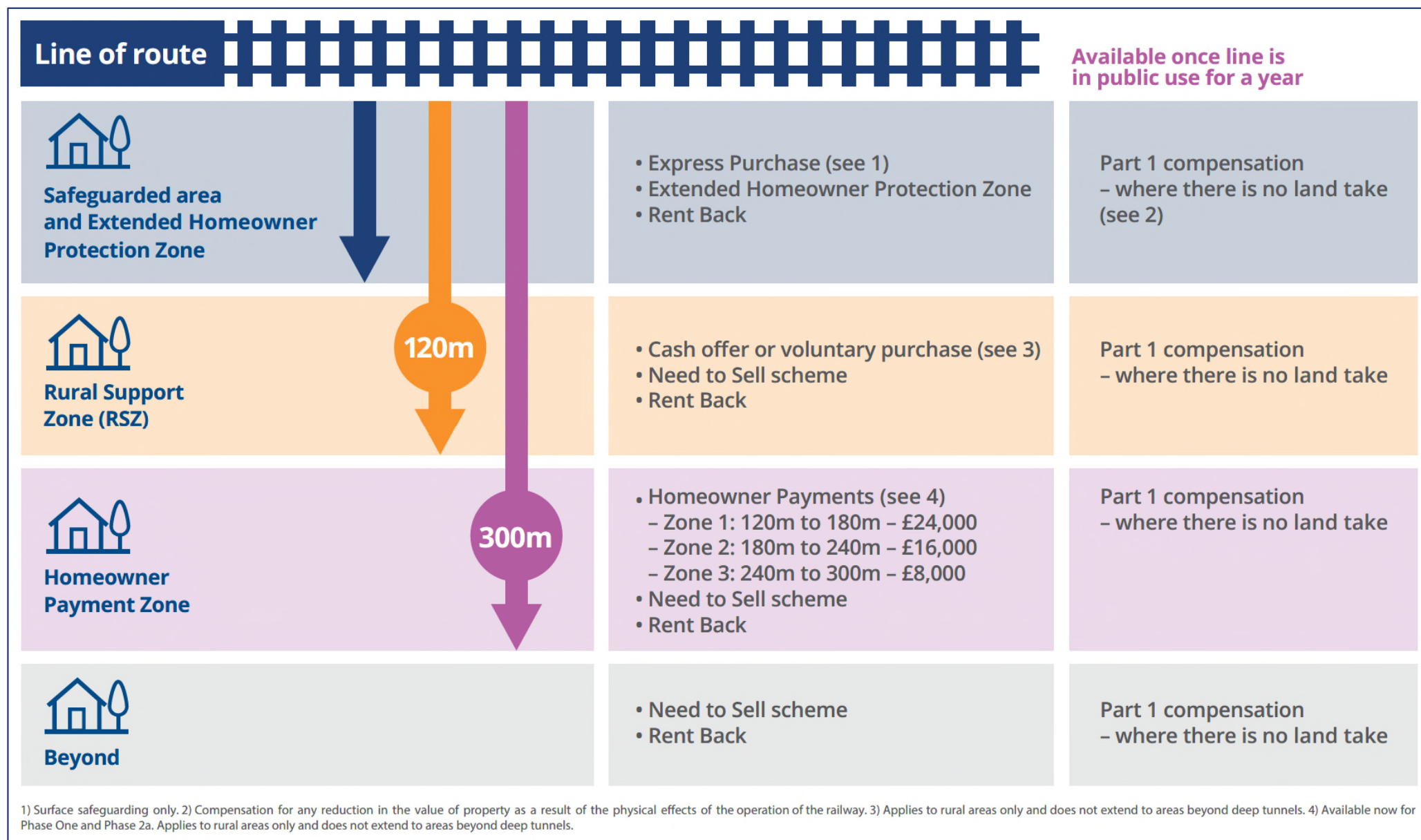
Noise Levels

HS2

Table 3: Operational airborne sound, noise impacts and significant effects: residential receptors

Assessment location		Impact criteria										Significance criteria								Significant effect
Ref	Area represented	Proposed Scheme only (year 15)			Without Proposed Scheme (opening year baseline)			With Proposed Scheme (opening year baseline + year 15 traffic) ****		Change		Type of effect	Number of impacts represented	Type of receptor	Receptor design	Existing environment	Unique features	Combined impact	Mitigation effect	
		Day *	Night **	Max ***	Day *	Night **	Max ***	Day *	Night **	Day *	Night **									
612692	Wrenshot Cottage, Wrenshot Lane, High Legh	47	41	64/--	51	49	51	52	50	1	1	A	1	R	T	-	-	-	-	

HS2 Property Schemes



HS2 Property Schemes – Home Owner Payment Zones

Safeguarding is designed to protect land that has been earmarked for a major infrastructure project from competing development.

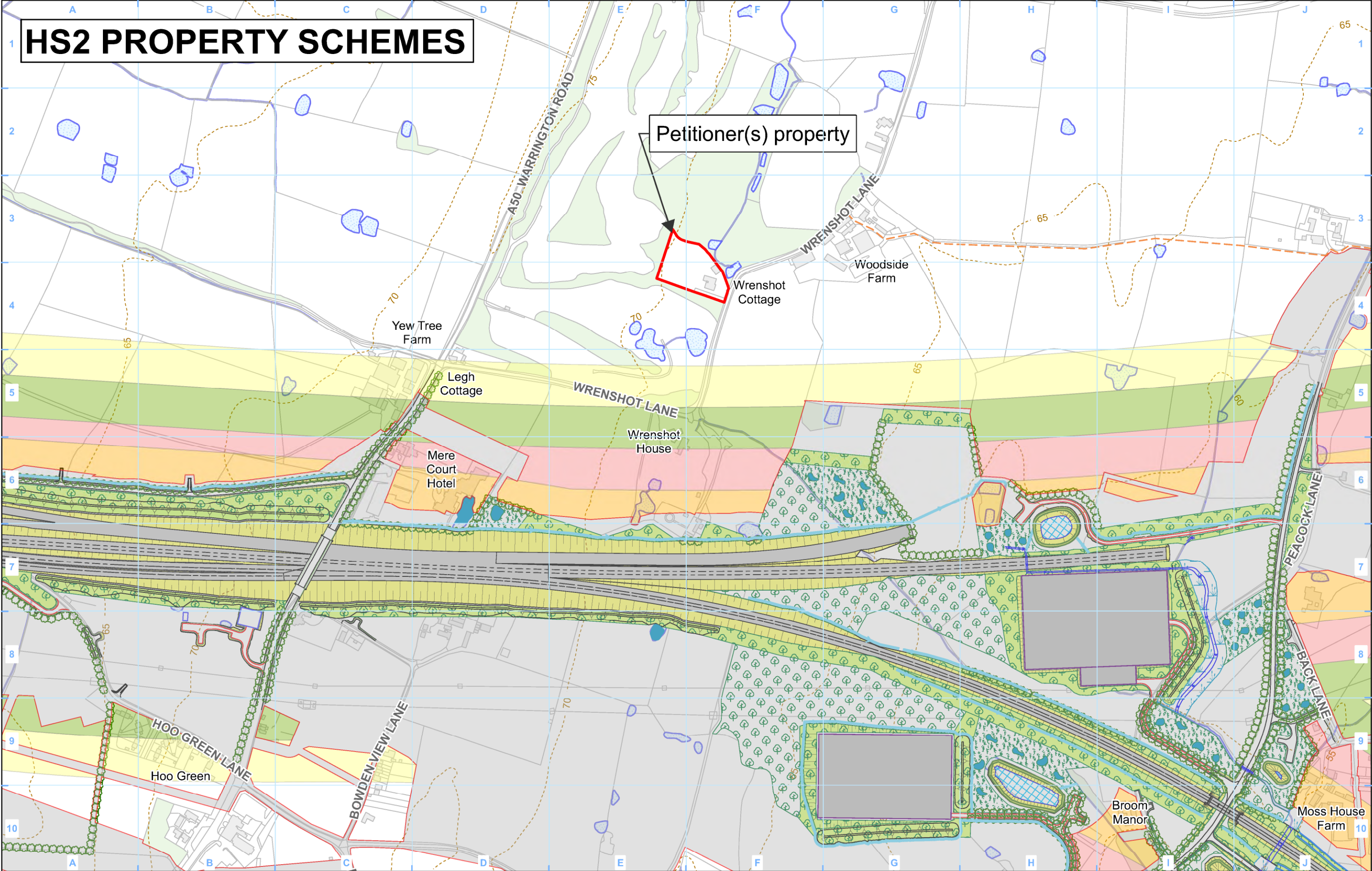
Safeguarding directions trigger 'Statutory Blight' where a qualifying owner-occupier is able to serve a Blight Notice, asking the Government to purchase the property from them.

The Homeowner Payment Scheme (HOP) is a non-statutory scheme which will be launched after Royal Assent. It is intended to share the benefits of HS2 with property owners in rural areas that are further away from stations. It is not a compensation scheme for any actual or perceived loss of property value. Owner occupiers of property are also entitled to make a claim for compensation under Part 1 – Land Compensation Act 1973 for any diminution in the value of their homes due to physical factors caused by the use of the railway or altered highways.

There are three HOP zones and home-owners within the HOP3 (240m-300m from the centreline of route) are eligible for a payment of £8,000.

If the request to extend the HOP3 from 300m to 500m then a change would have to be applicable to the whole of HS2 including Phase 1, Phase 2a and Phase 2b.

Based on current predictions of the uptake rate on Phase 1 the estimated cost of extending HOP3 to 500m each side of the line of route would be in the region of £52.2m.



Legend

Indicative extents of Petitioner(s) land interests

Railway Systems Site

Ecological mitigation pond (Indicative only)

Balancing pond

P244 placement floodplain storage

Pumping station

Grassland habitat creation

Wetland habitat creation

Woodland habitat creation

Landscape mitigation planting (scrub / woodland)

Hedgerow

New ditches

Watercourse diversion

Landscape earthworks

Engineering earthworks

Rail alignment formation

Existing public right of way

Existing woodland

Existing buildings

Existing inland water

Existing watercourse

HS2 access

5m contours

Safeguarded area

Rural Support Zone (RSZ)

Homeowner Payment (HOP) Zone 1

Homeowner Payment (HOP) Zone 2

Homeowner Payment (HOP) Zone 3

Petitioner

Brian & Michelle Lewis

Petition number

HS2-072

HS2

Registered in England. Registration number 06791686.
Registered office: Two Snowhill, Snow Hill Queensway,
Birmingham B4 6GA.

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OS 100049190

Doc Number: 2PT24-MWJ-PT-MAP-M000-007262-HS2-072

Date: 19/04/2023

Scale at A3: 1:5,000

0 50 100 150 200 Metres

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.

Property Overview

The Petitioners are owner occupiers of Wrenshot Cottage, Wrenshot Lane, High Legh, WA16 6PG (the Property).

The property is located approximately 405 metres from the centreline of the proposed HS2 railway.

The property is not required for the Proposed Scheme and is not subject to compulsory purchase. It falls outside of the boundary of Homeowner Payment Scheme.

The Petitioners have been informed about the Need to Sell property scheme.

As no land is taken, following the coming into operation of the railway, the Petitioners would be eligible to make a claim for compensation under Part 1 of Land Compensation Act 1973 as residential owner occupiers of a dwelling. Part 1 claims would be assessed on the basis of the depreciation in the value of a claimant's land due to physical factors resulting from the operation of the Proposed Scheme. A claim can be made once the Proposed Scheme has been in operation for 12 months.

Brian and Michelle Lewis
Wrenshot Cottage
Wrenshot Lane
High Legh
Cheshire
WA16 6PG

Sent by email to: thelewisgroup@hotmail.com

24th January 2023

Dear Mr and Mrs Lewis,

HIGH SPEED RAIL (CREWE – MANCHESTER) BILL: PETITION HS2-072- Brian and Michelle Lewis

I am writing to you in relation to your petition against the High Speed Rail (Crewe - Manchester) Bill ('the Bill') currently before Parliament.

It is our understanding from your petition and previous engagement with HS2 Ltd that you wish the Government to purchase your home.

We note that your property is approximately over 405 metres from the Proposed Scheme. The Environmental Statement, published alongside the HS2 Crewe – Manchester Bill in January 2022, does not report any significant effects on Wrenshot Cottage as a result of construction or operation of the Proposed Scheme.

Wrenshot Lane satellite compound and transfer node would be located approximately 209 metres from your property. The Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement (SES1 and AP1 ES) Volume 2: Community Area report for MA03: Pickmere to Agden and Hulseheath, published in July 2022, reports the estimated duration of active use of the compound as two years and three months, with the indicative compound setup in quarter four of 2027.

This compound would be used to manage civil engineering works including for the Hoo Green North and South cuttings and retaining walls, the Hoo Green tunnel and the Hulseheath North and South embankments. The compound would be accessed via a site haul route from the A50 Warrington Road, before and after closure of the A556 temporary construction slip roads. While the A556 temporary construction slip roads are in place, access would be via the A556, Chapel Lane and site haul route. No construction traffic is intended to use Wrenshot

Lane to access this compound. The average workforce (site workers plus staff) at this compound is 89, with a peak of 95.

The work occurring nearest to Wrenshot Cottage is for the abandonment of an existing underground National Grid 900mm high pressure gas pipeline utility, with the permanent diversion route east of the HS2 Crewe – Manchester route.

I am writing to bring to your attention that High Speed Two (HS2) Ltd has two discretionary assistance schemes that may be applicable to your case. These are:

- Need to Sell Scheme; and
- Atypical Properties and Special Circumstances.

I have provided some details about each of these below.

Need to Sell Scheme

The Need to Sell (NTS) scheme is available to eligible property owners who can demonstrate that they have a compelling reason to sell their property but have been unable to do so, other than at a substantially reduced value or, if they are unable to sell their property, would face an unreasonable burden in the next three years. If your application to the scheme is successful, the Government will agree to buy your property at its unblighted open market value (that is, the value of the property in current market conditions as if there were no plans for HS2).

Any application under the NTS scheme is presented to a panel of three professionals who are fully independent of HS2 and the Department for Transport. They will look at whether the application meets certain criteria (conditions). They will then recommend to the Secretary of State for Transport whether your application should be accepted. A senior civil servant will then review the recommendation and make a final decision.

Further information can be found at: [HS2 need to Sell guidance and application form](#)

The NTS scheme is aimed at supporting people who are most directly and negatively affected by the proposals for HS2. Decisions on your application are based on the information and evidence you provide. It is essential that you read and understand the requirements of the NTS scheme before submitting any application. You do not need to appoint professional representatives to help with your application nor do you need to have property valuations carried out. The Department for Transport has designed the application process so that you do not need anyone to act on your behalf.

If you would like to discuss the process or have any questions on the guidance, please contact me at Rachna.Shah@hs2.org.uk or on 07881 792217 to arrange a pre-application discussion with the NTS team.

Atypical Properties and Special Circumstances

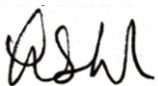
The Government recognises that there may be some residents and businesses near the HS2 route who need assistance despite not meeting the strict eligibility requirements of the

property schemes. This assistance could include the Government buying your property, making a payment, or providing some other form of support that they would not normally offer. The Government is willing to consider these types of cases, which involve 'atypical' or special circumstances, on their individual merits.

If you consider that you have special circumstances or are an owner occupier of an atypical property, please set this out, in as much detail as you can, such that it can be considered. This material and any supporting evidence should be sent to HS2Enquiries@hs2.org.uk and they will ask for it to be considered by the relevant team. Examples of successful applications are set out in the Guidance, which can be found here: [HS2 Special circumstances or atypical properties](#)

I hope this information is helpful to you. If you have any questions on the above please do get in contact with me by email at Rachna.Shah@hs2.org.uk or on 07881 792217.

Yours sincerely

A handwritten signature in black ink, appearing to read 'RSH' or similar, written in a cursive style.

Rachna Shah

Senior Petition Manager

High Speed Two (HS2) Limited



2. Petitioner information

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

Brian & Michelle Lewis
Wrenshot Cottage
Wrenshot Lane
High legh
Cheshire
WA16 6PG

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 of the above property

3. Objections to the Bill

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

Only objections outlined in this petition can be presented when giving evidence to the Committee. You will not be entitled to be heard by the Committee on new matters not included in your written petition.

- 1) Our home at Wrenshot cottage is one of the worst affected properties by HS2 and NPR in the country but no assistance is offered to us. We are only 300 metres from the 6 new railway lines to be built and that by MA03 reports own admission will hugely impact the quality of life for us. There is no other spot in the countryside where the required 8 year build programme will take place. All noise travels long distances in the countryside and the highly complex box section engineering project that is 500 metres away from us will also provide the very worst noise pollution for us.
- 2) My wife and I are in our 70's and retired and have lived here for 35 years with the intention of enjoying our final years in beautiful rolling countryside with only the sounds of nature to enjoy. The building works will destroy our last few years of life when tranquility is of the utmost value to us.
- 3) After 50 years of employing hundreds of people and paying large amounts of taxes we are now facing a prison sentence with no offer of parole ! It is not reasonable to have ones life ruined with no chance of recompense when these railway lines will supposedly bring great commercial benefit to the country.

4. 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 to the Bill. You do not have to complete this box if you do not want to.

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

1) We want the government to purchase our home from us now, as HS2 has done for properties elsewhere in the country. Time is of the essence as we need to be confident we can escape our predicament.

March 2023

**HIGH SPEED RAIL (CREWE -
MANCHESTER) BILL**

**HOUSE OF COMMONS
SELECT COMMITTEE**

**Petition No. HS2-P2B-072:
Brian and Michelle Lewis**

Promoter's Response Document

INTRODUCTION

This Promoter's Response Document (PRD) forms the Promoter's response to Petition No. HS2-P2B-072, from Brian and Michelle Lewis.

In this PRD, 'the Promoter' means the Secretary of State and HS2 Ltd acting on their 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 2b Information Papers referred to in the response can be found at
HS2 Phase 2b (Crewe – Manchester) Information Papers - GOV.UK (www.gov.uk).

Department for Transport
High Speed Two (HS2) Limited

BACKGROUND

Brian and Michelle Lewis are owners of Wrenshot Cottage, Wrenshot Lane, High Legh, Cheshire WA16 6PG within the administrative boundary of Cheshire East. The property is approximately 405 meters from the centreline of the Proposed Scheme.

PETITION NO. HS2-P2B-072

BRIAN AND MICHELLE LEWIS

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Page No.	Petition Paragraph No.	Issue
4	3.1, 3.2	Proposed Scheme impact
8	3.3, 4.1	Request for property to be acquired

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Brian and Michelle Lewis

PETITION NO: HS2-P2B-072

PARAGRAPH NO: 3.1 - 3.2

ISSUE RAISED: Proposed Scheme impact

PETITION

PARAGRAPH: 3.1 Our home at Wrenshot cottage is one of the worst affected properties by HS2 and NPR in the country but no assistance is offered to us. We are only 300 metres from the 6 new railway lines to be built and that by MA03 reports own admission will hugely impact the quality of life for us. There is no other spot in the countryside where the required 8-year build programme will take place. All noise travels long distances in the countryside and the highly complex box section engineering project that is 500 metres away from us will also provide the very worst noise pollution for us.

3.2 My wife and I are in our 70's and retired and have lived here for 35 years with the intention of enjoying our final years in beautiful rolling countryside with only the sounds of nature to enjoy. The building works will destroy our last few years of life when tranquility is of the utmost value to us.

PROMOTER'S RESPONSE:

1. In the Environmental Statements published alongside the Bill (the main ES) and as updated in Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement (SES1 and AP1 ES) there are no reported significant effects on Wrenshot Cottage as a result of construction or operation of the Proposed Scheme.

2. Wrenshot Lane satellite compound and transfer node would be located approximately 209 metres from the Petitioner's property. This compound would be used to manage civil engineering works including for the Hoo Green North and South cuttings and retaining walls, the Hoo Green tunnel and the Hulseheath North and South embankments. The compound would be accessed via a site haul route from the A50 Warrington Road, before and after closure of the A556 temporary construction slip roads. While the A556 temporary construction slip roads are in place access would

be via the A556, Chapel Lane and site haul route. No construction traffic is intended to use Wrenshot Lane to access this compound. The SES1 and AP1 ES Volume 2: Community Area report for MA03: Pickmere to Agden and Hulseheath reports the estimated duration of active use of the compound as two years and three months. The average workforce (site workers plus staff) at this compound is 89, with a peak of 95.

3. The work occurring nearest to the Wrenshot Cottage is for the abandonment of an existing underground National Grid 900mm high pressure gas pipeline utility, with permanent diversion route east of the HS2 Phase 2b route. The depth of Hoo Green North cutting in the vicinity of the Petitioners' area would be roughly four metres.

Code of Construction Practice

4. The draft Code of Construction Practice (CoCP) contains control measures and the standards to be implemented throughout the Proposed Scheme. These will ensure a consistent approach to the management of construction activities across local authority boundaries. The CoCP and the Community Engagement Framework will play a key role in supporting community relations during the construction process.

5. The nominated undertaker and its contractors will comply as a minimum with applicable environmental legislation at the time of construction together with any additional environmental controls imposed by the Bill. For this reason, the applicable statutory requirements are not repeated within the draft CoCP. Further guidance on specific areas, such as soil handling and dust management, will be considered from industry best practice guidance documents as set out in each discipline section of the draft CoCP. The references to guidance documents within the draft CoCP are not intended to be exhaustive.

6. The draft CoCP has been produced in conjunction with the Environmental Statement (ES) documentation with the aim of ensuring that likely significant construction effects that are reported in the ES will either be avoided or mitigated.

7. This is explained further in HS2 Phase 2b Western Leg Information Paper D3: Code of Construction Practice.

Noise assessment and effects

8. The Environmental Statement construction and operational sound, noise and vibration assessment of the Proposed Scheme takes into account both the route-wide and localised control measures and is reported in the MA03: Pickmere to Agden and Hulseheath Community Area Report, Volume 2, of the main ES

9. The construction assessment takes into account the implementation of the draft Code of Construction Practice (CoCP) and localised control measures proposed in the ES as updated by SES1 and AP1 ES. As the design progresses these proposals would continue to be reviewed to ensure that the Promoter's noise and vibration policy commitments are met. These are set out in: HS2 Phase 2b Western Leg Information Paper E13: Control of Construction Noise and Vibration.

10. At the Petitioner's property, represented by location ID 612692, the Proposed Scheme is unlikely to cause an adverse effect during construction and is unlikely to cause a significant adverse effect during operation. Whilst the effects are unlikely to be significant on the property, the nominated undertaker would be required to take all reasonable steps to minimise adverse effects during detailed design.

11. The Promoter's policy on assessing and controlling the noise and vibration impacts set out in:

- HS2 Phase 2b Western Leg Information Paper E9: Control of Airborne Noise from altered roads and the operational railway;
- HS2 Phase 2b Western Leg Information Paper E10: Control of Ground-borne Noise and Vibration from the Operation of Temporary and Permanent Railways;
- HS2 Phase 2b Western Leg Information Paper E11: Control of Noise from the Operation of Stationary Systems;
- HS2 Phase 2b Western Leg Information Paper E12: Operational Noise and Vibration Monitoring Framework; and
- HS2 Phase 2b Western Leg Information Paper E13: Control of Construction Noise and Vibration.

12. The Promoter's policy as set out in these information papers represents its interpretation of the Government's Noise Policy Statement for England (NPSE). Each policy includes noise or vibration effect levels which are used in assessment to determine the appropriate policy action. The Promoter's setting of the level had due regard to established practice, research results, guidance in national and international standards, guidance from national and international agencies and independent review by academic, industry and Government employees. They have also been subjected to further independent scrutiny during parliamentary proceedings for HS2 Phase one and Phase 2a and are provided as draft route-wide assurances for the Proposed Scheme where they will be subject to further scrutiny.

13. The Lowest Observed Adverse Effect Levels (LOAELs) which describe the onset of adverse effects of noise set by the Promoter include 65 dB for the 0800-1800 LpAeq at the façade and 45 dB for the 1 hour LpAeq at the façade during 2200-0700 to assess the impact of airborne noise caused by the construction of the new railway on permanent residential buildings. These values have been derived with due regard to the British Standard BS5228: Code of practice for noise and vibration control on construction and open sites. The Promoter will take all reasonable steps to design and construct the Proposed Scheme so that noise and vibration from construction does not exceed the LOAELs. Further details can be found in HS2 Phase 2b Western Leg Information Paper E13: Control of Construction Noise and Vibration.

14. Dwellings where the noise level is forecast to exceed a Significant Observed Adverse Effect Level (SOAEL) have been identified individually through the environmental impact assessment as being likely to experience a significant adverse noise effect. This is an indication that noise insulation would be offered as a means of aiming to avoid any significant noise adverse effect caused by airborne construction

noise on the health and quality of life of those living there. The Promoters Noise Insulation and Temporary Rehousing Policy can be found in Appendix B of HS2 Phase 2b Western Leg Information Paper E13: Control of Construction Noise and Vibration. Qualification for noise insulation and, where appropriate, temporary re-housing according to the policy will be confirmed closer to the commencement of the works, as part of seeking prior consent from the local authority under Section 61 of the CoPA. Qualifying buildings will be identified, as required in the draft CoCP, so that noise insulation can be installed, or where appropriate any temporary re-housing provided, before the start of the works predicted to exceed noise insulation or temporary re-housing criteria.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Brian and Michelle Lewis

PETITION NO: HS2-P2B-072

PARAGRAPH NO: 3.3 and 4.1

ISSUE RAISED: Request for property to be acquired.

PETITION PARAGRAPH: 3.3 After 50 years of employing hundreds of people and paying large amounts of taxes we are now facing a prison sentence with no offer of parole! It is not reasonable to have ones life ruined with no chance of recompense when these railway lines will supposedly bring great commercial benefit to the country.

Request

4.1 We want the government to purchase our home from us now, as HS2 has done for properties elsewhere in the country. Time is of the essence as we need to be confident, we can escape our predicament.

PROMOTER'S RESPONSE:

1. The Promoter wrote to the Petitioners on 24 January 2023 setting out that High Speed Two (HS2) Ltd has a range of discretionary schemes available to people affected by the Proposed Scheme. The two that may be applicable to the Petitioners' case are:

- The Need to Sell Scheme; and
- Atypical Properties and Special Circumstances

These are both described in more detail below.

Need to Sell Scheme

2. The Need to Sell (NTS) scheme is available to eligible property owners who can demonstrate that they have a compelling reason to sell their property but have been unable to do so, other than at a substantially reduced value or, if they are unable to sell their property, would face an unreasonable burden in the next three years. If an application to the scheme is successful, the Government would agree to buy the

property at its unblighted open market value (that is, the value of the property in current market conditions as if there were no plans for the Proposed Scheme).

3. Any application under the NTS scheme is presented to a panel of three professionals who are fully independent of HS2 Ltd and the Department for Transport. They will look at whether the application meets certain criteria (conditions). They would then recommend to the Secretary of State for Transport whether the application should be accepted. A senior civil servant will then review the recommendation and make a final decision.

4. Further information about the NTS Scheme can be found at the following link: <https://www.hs2.org.uk/documents/collections/need-to-sell/>

5. The NTS Guidance states at section 5.1.4:

"The NTS scheme is aimed at supporting people who are most directly and negatively affected by the proposals for HS2. Decisions on your application are based on the information and evidence you provide. It is essential that you read and understand the requirements of the NTS scheme before submitting any application. You do not need to appoint professional representatives to help with your application nor do you need to have property valuations carried out. The Department for Transport has designed the application process so that you do not need anyone to act on your behalf."

Atypical Properties and Special Circumstances

6. The Government recognises that there may be some residents and businesses near the HS2 route who need assistance despite not meeting the strict eligibility requirements of the property schemes. This assistance could include the Government buying impacted properties, making a payment, or providing some other form of support that they would not normally offer. The Government is willing to consider these types of cases, which involve 'atypical' or special circumstances, on their individual merits.

7. The HS2 guidance document "Special circumstances or atypical properties: Guidance and frequently asked questions" says the following about how people can make a request for their case to be considered as atypical or special circumstances:

"You can write to us to explain why you believe your circumstances are special or why you believe your property should be considered atypical. We will assess your case and make recommendations to the Department for Transport, who will then decide if your case can be treated as atypical or special circumstances."

8. A meeting was held with the Petitioners and representatives of HS2 Ltd on 28 March 2023 to further discuss their petition and the property schemes that may be available to them.

Compensation where no land is taken

9. The HS2 Phase 2b Western Leg Information Paper C8: Compensation code for compulsory purchase outlines how landowners will be compensated for the acquisition of their land required for the construction and operation of the Proposed Scheme. It also contains details of the options available to landowners whose land is not required for the Proposed Scheme.

10. In some circumstances, compensation can be claimed where no land is taken under Section 10 of the Compulsory Purchase Act 1965 and Part 1 of the Land Compensation Act 1973. Under Section 10, a claim would be assessed by reference to the diminution in value of the claimant's land as a result of the execution of public works, such as the Proposed Scheme. Part 1 claims would be assessed on the basis of the depreciation in the value of a claimant's land due to physical factors resulting from the operation of the Proposed Scheme.

11. Further guidance on compensation where no land is taken can be found in section 7 of HS2 Phase 2b Western Leg Information Paper C8: Compensation Code for Compulsory Purchase.