CASE FILE LIST

Case: HS2-022.
Title: HS2-022 Hoo Green Residents Group - Promoter.

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CASE FILE LIST

Case: HS2-022.
Title: HS2-022 Hoo Green Residents Group - Promoter.

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22	A50 Warrington Road Compound Indicative Layout(P508)	26-06-23	130-134
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27	New PROW(P513)	26-06-23	146
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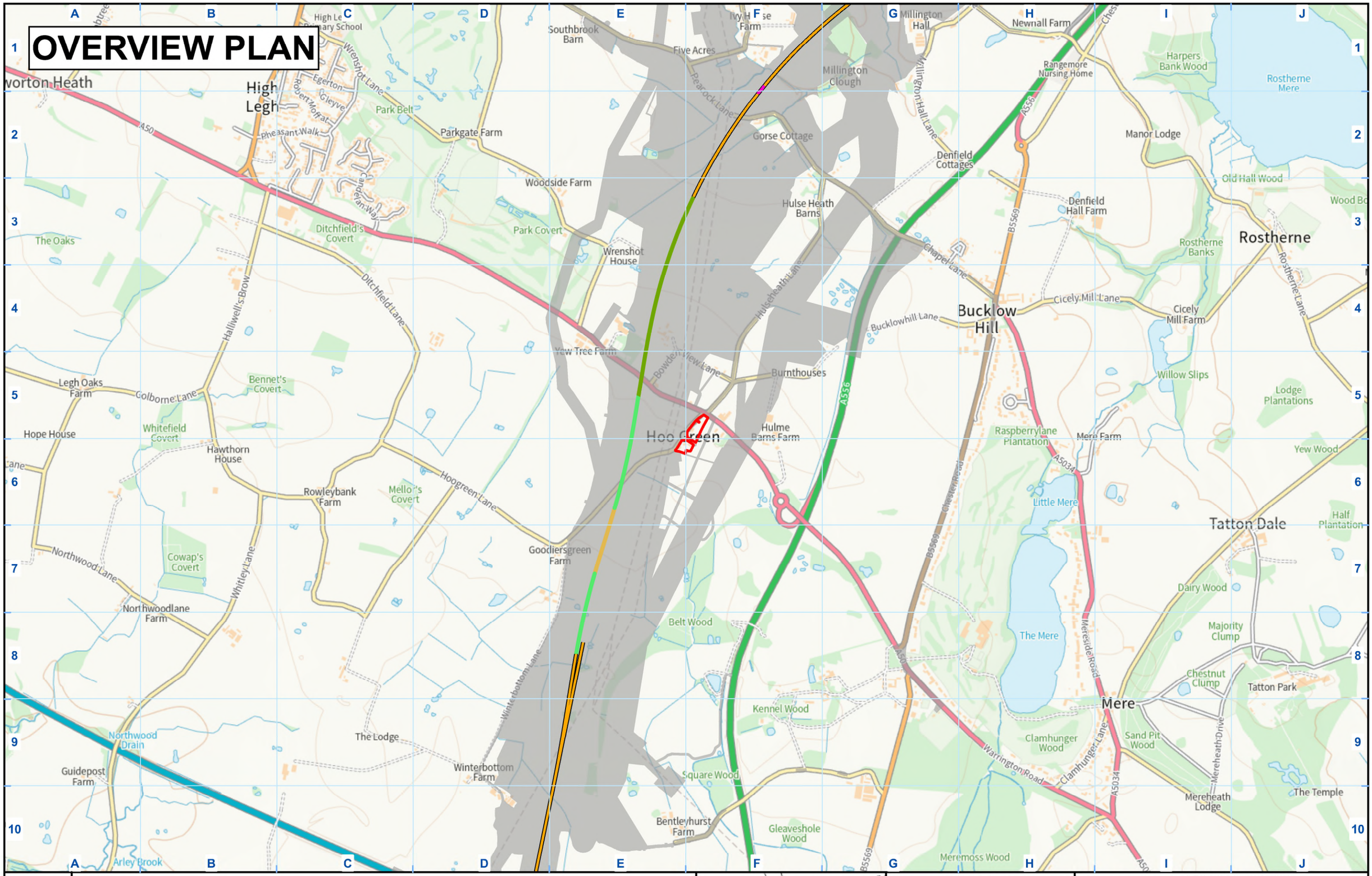
29	HS2-022 Hoo Green Residents Group - PRD(R144)	26-06-23	156-253

OVERVIEW PLAN

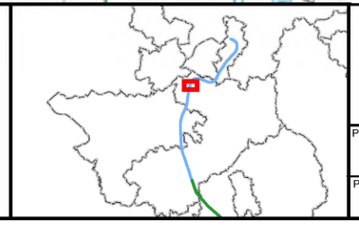


Legend

Phase 2b Western Leg Bill alignment February 2022

- Box Structure
- Cutting
- Embankment
- Retaining Wall
- Underground Box

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



High Speed Two
Petitioner Location Plan
Reference Drawing

Petitioner: Hoo Green Residents Group

Petition number: P2B-HS2-022

HS2

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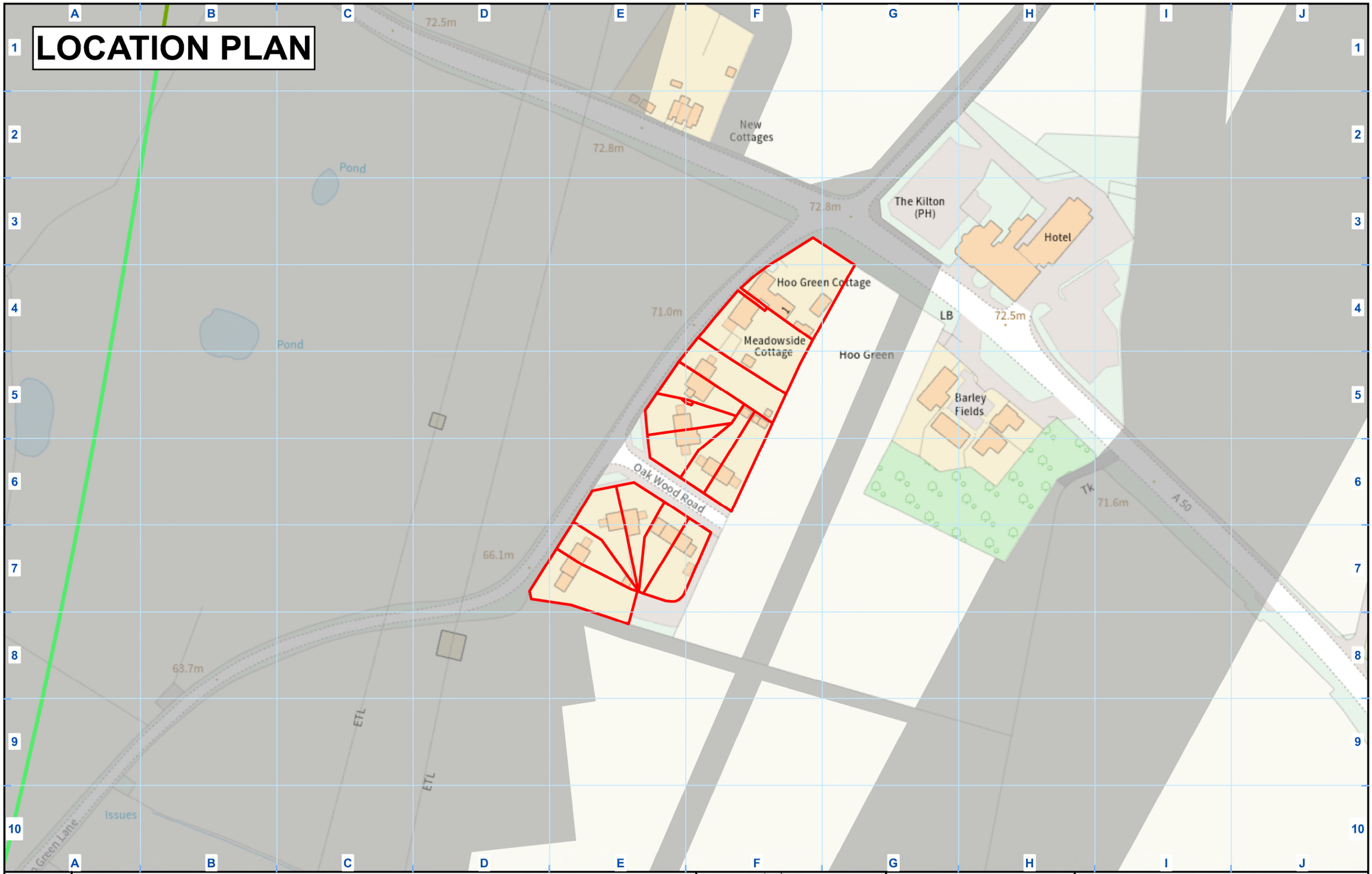
Scale at A3: 1:15,000

0 150 300 450 600
Metres

Doc Number: P2B-HS2-HY-MAP-000-000059

Date: 20/03/23

LOCATION PLAN

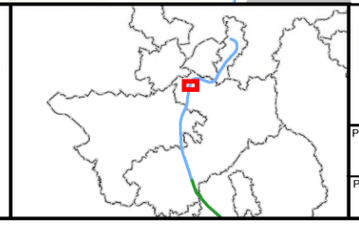


Legend

Phase 2b Western Leg Bill alignment February 2022

- Box Structure
- Cutting
- Embankment
- Retaining Wall
- Underground Box

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



High Speed Two
Petitioner Location Plan
Reference Drawing

Petitioner
Hoo Green Residents Group

Petition number
P2B-HS2-022

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Scale at A3: 1:1,500

0 10 20 30 40
Metres

Doc Number: P2B-HS2-HY-MAP-000-000059

Date: 20/03/23

CONSTRUCTION

HS2 Route Northbound
Hoo Green North Cutting
London to Liverpool Junction Northbound
Hoo Green Lane Diversion
Goodiers Green Farm
HOO GREEN LANE
Hoo Green Box Structure
Hoo Green Tunnel
HS2 Route Southbound
London to Liverpool Junction Southbound
A50 Warrington Road Overbridge
A50 WARRINGTON ROAD
Legh Cottage
Yew Tree Farm
A50 Warrington Road Realignment
Hoo Green North Cutting
WRENSHOT LANE
Wrenshot House
Wrenshot Cottage
Woodside Farm
FP4/1
West Coast Main Line Connection
Wrenshot Lane Satellite Compound
Hoo Green West Cutting
Mere Court Hotel
London to Liverpool Junction
A50 Warrington Road Main Compound
Hoo Green North Embankment No. 1 & 2
Bowden View Satellite Compound
HS2 Route
BOWDEN VIEW LANE
Hoo Green
A50 Warrington Road Temporary Realignment
Bowden View Lane Closure
Hoo Green Lane Closure
Petitioner(s) property
BUCKLOW HILL LANE
HULSEHEATH LANE
Hulseheath

Legend

- Indicative extents of Petitioner(s) land interests
- 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
- Temporary workers accommodation
- Construction traffic route
- Existing public right of way
- Landscape earthworks
- Engineering earthworks
- Major utility works
- Major utility works - Removed
- Temporary highway diversion / realignment
- Existing buildings
- Existing woodland
- Existing inland water
- Existing watercourse
- HS2 access
- Rail alignment
- 5m contours

Petitioner: Hoo Green Residents Group

Petition number: HS2-022

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Scale at A3: 1:5,000

0 50 100 150 200 Metres

Doc Number: 2PT24-MWJ-PT-MAP-M000-002251-HS2-022

Date: 6/19/2023

OPERATION

Hoo Green Tunnel
Hoo Green North Embankment No. 2
Hoo Green South Cutting Retaining Wall
Hoo Green Box Structure
Goodiers Green Farm
HOO GREEN LANE
London to Liverpool Junction Southbound
Hoo Green North Embankment Retaining Wall No. 2
Hoo Green North Embankment No. 1
Hoo Green North Cutting Retaining Wall
Hoo Green Lane Diversion
Hoo Green North Embankment Retaining Wall No. 1
HS2 Route Northbound
HS2 Route Southbound
Hoo Green North Cutting
Yew Tree Farm
Legh Cottage
A50 Warrington Road Realignment
A50 Warrington Road Overbridge
Mere Court Hotel
WRENSHOT LANE
Wrenshot Cottage
Wrenshot House
Woodside Farm
FP4/1
West Coast Main Line Connection
Hoo Green West Cutting
London to Liverpool Junction
Bowden View Lane Closure
HS2 Route
Pumping Station
Pumping Station Storage Tank
Pumping Station
Hoo Green North Cutting
Hoo Green Lane Closure
HOO GREEN LANE
A50 WARRINGTON ROAD
BOWDEN VIEW LANE
Hoo Green
BUCKLOW HILL LANE
HULSEHEATH LANE
Hulseheath
Petitioner(s) property

Legend

- Indicative extents of Petitioner(s) land interests
- Railway Systems Site
- Ecological mitigation pond (Indicative only)
- Balancing pond
- Pumping station
- Grassland habitat creation
- Woodland habitat creation
- Landscape mitigation planting (scrub / woodland)
- Hedgerow
- New ditches
- 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

Petitioner: Hoo Green Residents Group

Petition number: HS2-022

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Doc Number: 2PT24-MWJ-PT-MAP-M000-002261-HS2-022 **Date:** 6/19/2023

HS2

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London SW1H 9EA

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gov.uk/hs2

Greg Marshall
Hoo Green Residents Group
c/o Mr and Mrs G Marshall,
4 Oakwood Road,
Mere,
WA16 0QF

Sent by email to: gregmarshall@muto.org.uk

20 June 2023

Dear Mr Marshall

HIGH SPEED RAIL (CREWE – MANCHESTER) BILL – HOUSE OF COMMONS SELECT COMMITTEE: PETITION HS2- 022 – HOO GREEN RESIDENTS GROUP

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 behalf of Hoo Green Residents Group on that basis against the Bill in the House of Commons.

A Promoters Response Document was sent to you on 18 May 2023 setting out our position in relation to the issues you have raised. I understand my colleagues met with you on 26 September 2022, 7 December 2022 and 11 January 2023 to further discuss your petition and there has been ongoing dialogue with you since these meetings.

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

Relocation of A50 Warrington Road Main Compound

The Promoter's response is set out on pages 5 – 13 of the Promoter's Response Document that was sent to you on 18 May 2023. Accompanying this response document was a Technical Note titled 'Selection and Placement of the A50 Warrington Road Main Compound'. This note sets out the rationale for the location of the A50 Warrington Road main compound. It outlines

the locations considered, and the specific engineering, environment and engagement factors that shaped the decision to locate the compound in its current position.

A50 access assurance

I wrote to you on 17 April 2023 and again on 18 May 2023 to provide an assurance which would require the nominated undertaker to construct an access off the A50 as soon as reasonably practicable following the Promoter taking entry onto the land required for the construction of the A50 Main Compound. The assurance that has been offered would also require the nominated undertaker to cease use of the access to that Compound off Hoo Green Lane, although the nominated undertaker would retain the ability for construction vehicles to cross Hoo Green Lane. A copy of this assurance is provided in Appendix A of this letter.

Physical and Mental Wellbeing

The Promoter's response is set out on pages 14 – 28 of the Promoter's Response Document that was sent to you on 18 May 2023.

Hedgerow planting assurance

I wrote to you on 26 April 2023 to provide an assurance regarding hedgerow planting, a copy of which is provided in Appendix A of this letter. This assurance would require the nominated undertaker to use reasonable endeavours to provide hedgerow planting as part of site restoration works, along the operational boundary of the new pumping station site on the eastern side of the Proposed Scheme and to the south of the A50 Warrington Road.

Land and Property

On 8 June 2023, HS2 Ltd held a Land and Property surgery event to provide the residents of Hoo Green an opportunity to speak with the HS2 Ltd Land and Property team on a one-to-one basis to raise any specific concerns they may have and to understand the property schemes that may be available for them. HS2 Ltd representatives met with five households during this event.

During the meetings HS2 Ltd representatives explained the Need To Sell (NTS) Scheme which 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

HS2 Ltd representatives also explained the Home Owner Payment Scheme which enables home owners near to the line of route to share in the economic benefits of the railway if they do not live close to a proposed station.

It transpired through discussions at these meetings that some residents thought that their properties would be required for the Proposed Scheme. My colleagues clarified that this was incorrect and explained that no properties in Hoo Green were within the limits of the Bill. We hope this provided comfort to the residents.

Physical Wellbeing and Safety

The Promoter's response is set out on pages 29 – 38 of the Promoter's Response Document that was sent to you on 18 May 2023.

Height restrictions in A50 Main Compound and Screening Works assurances

On 16 June 2023 I provided assurances to the Hoo Green Residents group regarding height restrictions in the A50 Main Compound for the external elevation of the workers accommodation and office accommodation buildings and landscape screening along the southern and eastern boundaries of the A50 Main Compound. Copies of these assurances are provided in Appendix A of this letter.

Hoo Green Lane Construction Traffic assurance

In respect of the issues raised in your petition regarding HS2 construction traffic use of Hoo Green Lane, I wrote to you on 16 June 2023 to provide an assurance which would require the nominated undertaker to restrict HS2 Large Goods Vehicles from using Hoo Green Lane during the construction period apart from a number of circumstances. A copy of this assurance is provided in Appendix A of this letter.

Access at Hoo Green Lane assurance

Additionally, I have also provided in my letter of 16 June 2023 an assurance regarding maintaining vehicular and pedestrian access to the Properties on Hoo Green Lane in accordance with the requirements of the HS2 Phase 2b Code of Construction Practice and HS2 Phase 2b Western Leg Information Paper D10: Maintaining access to residential and commercial property during construction. A copy of this assurance is provided in Appendix A of this letter.

Special Management Zone assurance

I would also like to make you aware that the Promoter has offered an assurance to Cheshire East Council in respect of engagement during the development of the Proposed Scheme within the areas of Mere Parish Council and High Legh Parish Council through the establishment of a Special Management Zone. A copy of this assurance is provided in Appendix B of this letter.

Public Right of Way assurance

In respect of the issue raised in your petition regarding access to the countryside the Promoter has provided an assurance to Cheshire East Council which would require the nominated undertaker to create a public right of way joining onto Mere Bridleway 1/1 following construction of the Proposed Scheme as set out on plans accompanying the assurance. A copy of this assurance and accompanying plan is provided in Appendix B of this letter.

Representatives of HS2 Ltd have met with a number of members of the Residents' Group on a one-to-one basis to discuss individual circumstances.

Cancelling of Phase 2b or Removal of passive NPR provision

The Promoter's response remains as set out in pages 39 – 45 of the Promoter's Response Document regarding your petition against the Bill sent to you on 18 May 2023.

I hope that the information set out above and through our earlier correspondence and discussion gives the Hoo Green Residents Group 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 with you, 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 ben.draper@hs2.org.uk by 22 June 2023.

If you have any further queries, please don't hesitate to contact Ben Draper, Petition Manager on 07388 851 085 or ben.draper@hs2.org.uk.

Yours sincerely

Pp

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

Appendix A: Assurances issued to Hoo Green Residents Group
Appendix B: Assurances issued to Cheshire East Council regarding issues raised in the Hoo Green Residents Group petition

Appendix A: Assurances issued to Hoo Green Residents Group

Please note the paragraph numbers in the assurances below are as per the assurances provided through separate correspondence with Hoo Green Residents Group.

A50 Main Compound Access assurance

"In this assurance:

"A50 Main Compound" means the area between Hoo Green Lane and the A50, identified by the hatching on the Plan and proposed for use under the Bill powers as a work compound;

"**Bill**" means the High Speed (Crewe-Manchester) Bill introduced into Parliament on 24 January 2022 and the expression "the Bill" shall be taken for the purposes of these assurances to include (unless the context otherwise requires) the form of the Bill as enacted;

"Hoo Green Lane" means Hoo Green Lane, in the Parish of Mere, Cheshire East;

"**nominated undertaker**" means High Speed Two (HS2) Limited or such other person as may be appointed nominated undertaker under clause 42 of the Bill;

"**Promoter**" means the Secretary of State for Transport (or any successor Secretary of State or Minister holding the Transport portfolio) in his capacity as promoter of the Bill and includes, so far as relevant, any nominated undertaker exercising any powers or functions under the Bill once enacted; and

"**Proposed Scheme**" means Phase 2b (Crewe - Manchester) of High Speed 2 as defined in the Bill;

1. In the implementation of the Proposed Scheme, the Promoter will require the nominated undertaker to construct an access to the A50 Main Compound off the A50 such that the Compound can be accessed via the A50, as soon as reasonably practicable following the Promoter taking entry onto the land required for the construction of the A50 Main Compound.

2. Subject to paragraph 3 of this Assurance, and provided that the A50 Main Compound can be accessed from the A50 further to paragraph 1 of this Assurance, the Promoter will require the nominated undertaker to cease use of the access to that Compound off Hoo Green Lane.

3. The nominated undertaker will retain the ability for construction vehicles to cross Hoo Green Lane between the points marked A and B on the Plan.

Hedgerow screening assurance

"In this assurance:

"**Bill**" means the High Speed (Crewe-Manchester) Bill introduced into Parliament on 24 January 2022 and the expression "the Bill" shall be taken for the purposes of these assurances to include (unless the context otherwise requires) the form of the Bill as enacted;

"**the Environmental Statement**" means the environmental statement deposited in Parliament in connection with the Bill and includes any additional environmental statement deposited in Parliament in connection with an additional provision to the Bill or supplementary environmental statement deposited in connection with the Bill

"**nominated undertaker**" means High Speed Two (HS2) Limited or such other person as may be appointed nominated undertaker under clause 42 of the Bill;

"**Promoter**" means the Secretary of State for Transport (or any successor Secretary of State or Minister holding the Transport portfolio) in his capacity as promoter of the Bill and includes, so far as relevant, any nominated undertaker exercising any powers or functions under the Bill once enacted; and

"**Proposed Scheme**" means Phase 2b (Crewe - Manchester) of High Speed 2 as defined in the Bill.

1. Subject to the conditions contained in paragraph 3 of this assurance, the Promoter will require the nominated undertaker to use reasonable endeavours to provide hedgerow planting as part of site restoration works, along the operational boundary of the new pumping station site, in the area shown indicatively marked in red and labelled 'Proposed Hedgerow A' on the plan attached to this assurance.

2. The Promoter will require the nominated undertaker to use reasonable endeavours:

   2.1 to retain the existing hedgerow planting along the western edge of Hoo Green Lane in the area shown indicatively marked in red and labelled 'Proposed Hedgerow B' on the plan attached to this assurance in good condition during the construction of works authorised by the Bill; and

   2.2 where such retention is not reasonably practicable, and subject to the conditions referred to in paragraph 3 of this assurance, to provide replacement hedgerow planting as part of site restoration works, along the western edge of Hoo Green Lane in the area shown indicatively marked in red and labelled 'Proposed Hedgerow B' on the plan attached to this assurance.

3. The conditions referred to in paragraphs 1 and 2.2 are:

   3.1 The nominated undertaker securing in relation to the hedgerow planting:

   3.1.1 the agreement of the landowner if required;

3.1.2 the approval of the planting as part of a site restoration scheme under the Bill and/or a mitigation scheme under schedule 17(9) to the Bill; and

3.1.3 any other necessary consents.

3.2 The hedgerow planting not giving rise to any new or different significant environmental effects from those assessed in the Environmental Statement.

3.3 The nominated undertaker being satisfied that the hedgerow planting can be provided without prejudicing the safe, timely and economic delivery of the Proposed Scheme.

Height Restrictions in A50 Main Compound and Screening Works assurances

In these assurances:

"A50 Main Compound"	means the area between Hoo Green Lane and the A50, identified in Yellow on the Plan and proposed for use under the Bill powers as a work compound;
"A50 Main Compound Works"	means the works listed in the sections 2.3.78 to 2.3.85 of the main Environmental Statement (Vol.2 MA03);
"**Act limits**"	has the same meaning as given by clause 63(2) to the Bill;
"**Bill**"	means the High Speed (Crewe – Manchester) Bill originally introduced into Parliament on 24 January 2022 and references to "the Bill" includes any Act of Parliament enacting the Bill, and references in these assurances to clauses and provisions of, and works authorised by, the Bill are taken from the Bill as introduced into the House of Commons on 24 January 2022 but shall be modified as far as may be necessary to reflect changes in any Act of Parliament enacting the Bill;
"Cheshire East"	means Cheshire East Council;
"**CoCP**"	means the draft Code of Construction Practice for the Proposed Scheme included in Volume 5 of the Environmental Statement deposited in January 2022 in connection with the Bill that is intended to control the construction of the works authorised by the Bill, the final version of which will be produced on Royal Assent;
"Construction Camps"	has the meaning given in paragraph 4 of Schedule 17 to the Bill;

"**Deposited Plans**"	has the meaning given by clause 54 to the Bill;
"Environmental Statement"	means the environmental statement deposited in Parliament in connection with the Bill and includes any additional environmental statement deposited in Parliament in connection with an Additional Provision to the Bill or supplementary environmental statement deposited in connection with the Bill;
"Hoo Green Lane"	means Hoo Green Lane, in the Parish of Mere, Cheshire East;
"**nominated undertaker**"	means High Speed Two (HS2) Limited or such other person as may be appointed nominated undertaker under clause 42 of the Bill;
"the Petition"	means the petition submitted to the House of Commons Select Committee in respect of the Bill numbered HS2-022-Hoo Green Residents Group;
"the Petitioners"	means the Hoo Green Residents Group as set out in section 1 of the Petition;
"**Plan**"	means the plan labelled Screening works assurance plan attached to this letter of assurance;
"**Promoter**"	means the Secretary of State for Transport (or any successor Secretary of State or Minister holding the Transport portfolio) in his capacity as promoter of the Bill and includes, so far as relevant, any nominated undertaker exercising any powers or functions under the Bill once enacted;
"**Properties**"	means any or all of the residential properties located on Hoo Green Lane as identified edged red and labelled Petitioner(s) Property on the attached plan;
"**Proposed Scheme**"	means Phase 2b (Crewe - Manchester) of High Speed 2 as defined in the Bill;
"**Relevant Construction Period**"	means from completion of site-set up of the A50 Main Compound for the period required for the delivery of the A50 Main Compound Works;
"**Royal Assent**"	means the date upon which Royal Assent is given to the Bill.

1. **HEIGHT RESTRICTIONS IN A50 MAIN COMPOUND**

1.1 In accordance with the requirements of Schedule 17 to the Bill and the COCP, the Construction Camps within the A50 Main Compound will be approved by Cheshire East, and in securing such approval the Promoter will require the nominated undertaker to recommend to Cheshire East that the height of the external elevation of the Construction Camps is limited to two storeys.

1.2 The Promoter will require the nominated undertaker to ensure where reasonably practicable (and without prejudice to the safe, economic and efficient operation of the A50 main Compound), that the external elevation of offices within the A50 Main Compound is limited to two storeys.

2. **SCREENING WORKS**

2.1 The Promoter will subject to the conditions in paragraph 2.4 and in accordance with the principles set out in paragraph 2.2 and 2.3, require the nominated undertaker to create reasonable and proportionate landscape screening along the southern and eastern boundaries of the A50 Main Compound as indicatively shown by the blue line on the Plan, to mitigate the visual impact on the Properties of the A50 Main Compound ("the Screening Works").

2.2 The Screening Works will be subject to approval by the Secretary of State or Cheshire East in accordance with Schedule 17 of the Bill, and shall be maintained throughout the Relevant Construction Period.

2.3 The Promoter will require the nominated undertaker to engage with the Petitioners in the design of the Screening Works, particularly regarding:

2.3.1 the physical features of the Screenings Works;

2.3.2 the minimum height of the Screening Works; and

2.3.3 ensuring that the Screening Works are fit for purpose

and will have reasonable regard to representations made by the Residents, taking into account the conditions in paragraph 2.4.

2.4 The conditions referred to in paragraph 2.1 and 2.3 are that:-

2.4.1 the Screening Works can be provided within the existing powers of the Bill and within the Act limits without the need for any additional land from that identified on the Deposited Plans;

2.4.2 the provision of the Screening Works will not create any new or different environmental effects than those assessed in the Environmental Statement; and

2.4.3 the provision of the Screening Works will not prejudice the safe, timely and economic delivery of the Proposed Scheme.

Hoo Green Lane Construction Traffic assurance

In this assurance:-

"A50 Main Compound"	means the area between Hoo Green Lane and the A50, identified in yellow on the Plan and proposed for use under the Bill powers as a work compound;
"Additional Provision"	means any amendment to the Bill requiring further or additional powers to be conferred and which is deposited after the introduction of the Bill in Parliament;
"**the Bill**"	means the High Speed Rail (Crewe – Manchester) Bill as introduced into Parliament on 24 January 2022 and incorporating the Additional Provisions, and references to "the Bill" include any Act of Parliament enacting the Bill. References in this assurance to clauses and provisions of, and works authorised by, the Bill are taken from the Bill as introduced in the House of Commons on 24 January 2022 but shall be modified as far as may be necessary to reflect changes in any Act of Parliament enacting the Bill;
"**the Construction Period**"	means the period from commencement of any works for construction and delivery of the Proposed Scheme until completion of those works;
"the Deposited Plans"	has the meaning given by clause 54 to the Bill;
"Hoo Green Lane"	means that part of Hoo Green Lane, in the parish of Mere, Cheshire East, between its existing junction with the A50 (Warrington Road) at Point A and Point B as is shown for indicative purposes on the Plan;
"HS2 Ltd"	means:

(a) High Speed Two (HS2) Limited;

(b) any affiliate of High Speed Two (HS2) Limited;

(c) any nominated undertaker appointed by the Secretary of State in accordance with the Bill; and

the successors and assignees of any legal entity within (a) to (c);

"the HS2 Delivery Programme"	means the programme for the delivery of the construction of the Proposed Scheme;
"**Large Goods Vehicles**"	has the same meaning as in Part 4 of the Road Traffic Act 1988;
"Plan"	means the plan labelled Hoo Green Lane Construction Traffic Assurance Plan attached to this letter of assurance;
"**the nominated undertaker**"	means the person who is, at the relevant time, the nominated undertaker under clause 42 of the Bill for the purposes of the works to which this assurance relates. 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 or, in default of any such appointment, the Secretary of State;
"**the Promoter**"	means the Secretary of State for Transport (or any successor Secretary of State or Minister holding the Transport portfolio) in his capacity as promoter of the Bill and includes, so far as relevant, any nominated undertaker exercising any powers or functions under the Bill once enacted;
"**the Proposed Scheme**"	means Phase 2b (Crewe-Manchester) of High Speed 2 as defined in the Bill;
"**Royal Assent**"	means the date upon which Royal Assent is given to the Bill; and
"**surveying works"**	means survey work including (but not limited to) any of the following: a) environment surveys; b) measurement and valuation investigations; c) taking an inventory; d) trial holes; e) bore holes for ground investigation; f) archaeological investigations; and/or e) any other survey work required in connection with the construction of the Proposed Scheme;
"site specific works"	means :- (i) site set up works for the A50 Main Compound; (ii) utility works (associated with a 400kV diversion and a 132kV diversion);

(iii) works associated with the diversion of Hoo Green Lane including the works to tie in the realigned Hoo Green Lane with the existing Hoo Green Lane at Point C as is shown for indicative purposes on the Plan ;

(iv) environmental mitigation and surveying works;

all of which are required to be accessed by means of Hoo Green Lane; and

"the Stop up Date" means the date on which Hoo Green Lane is permanently stopped up under the Act powers at the point marked P2 on the Sheet no 1-45 of the Deposited Plans in accordance with the HS2 Delivery Programme.

3. **HOO GREEN LANE CONSTRUCTION TRAFFIC**

3.1 The Promoter will require the nominated undertaker to restrict HS2 Large Goods Vehicles from using Hoo Green Lane during the Construction Period, save where :-

3.1.1 the use of Hoo Green Lane is required by the nominated undertaker to construct the site specific works;

3.1.2 in circumstances where the nominated undertaker is required to use Hoo Green Lane by the relevant local planning authority under powers conferred on it by paragraph 6 of Schedule 17 to the Bill; or

3.1.3 in the case of emergency or if the nominated undertaker is directed to do so by the police or emergency services.

3.2 After the Stop up Date, the Promoter will require the nominated undertake to cease use of Hoo Green Lane by HS2 Large Goods Vehicles for construction purposes.

3.3 Nothing in paragraph 3.1 or paragraph 3.2 shall apply to restrict any required vehicular access over Hoo Green Lane that is required by the nominated undertaker for future periodic maintenance purposes of works constructed in connection with the Proposed Scheme.

Access at Hoo Green Lane Assurance

In this assurance:

"**the Bill**" means the High Speed (Crewe – Manchester) Bill originally introduced into Parliament on 24 January 2022 and references to "the Bill" includes any Act of Parliament enacting the Bill, and references in these assurances to clauses and provisions of, and works authorised by, the Bill are taken from the Bill as introduced into the House of Commons on 24 January 2022 but shall be modified as far as may be necessary to reflect changes in any Act of Parliament enacting the Bill;;

"**CoCP**" means the draft Code of Construction Practice for the Proposed Scheme included in Volume 5 of the Environmental Statement deposited in January 2022 in connection with the Bill that is intended to control the construction of the works authorised by the Bill, the final version of which will be produced on Royal Assent;

"Environmental Statement" means the environmental statement deposited in Parliament in connection with the Bill and includes any additional environmental statement deposited in Parliament in connection with an Additional Provision to the Bill or supplementary environmental statement deposited in connection with the Bill;

"Hoo Green Lane" means Hoo Green Lane, in the Parish of Mere, Cheshire East;

"**Information Paper D:10**" means the HS2 Phase 2b Western Leg Information Paper D10: Maintaining access to residential and commercial property during construction;

"**nominated undertaker**" means High Speed Two (HS2) Limited or such other person as may be appointed nominated undertaker under clause 42 of the Bill;

"the Petition" means the petition submitted to the House of Commons Select Committee in respect of the Bill numbered HS2-022-Hoo Green Residents Group;

"the Petitioners" means the Hoo Green Residents Group as set out in section 1 of the Petition lodged in the House of Commons Select Committee in respect of the Bill;

"the Plan" means the plan labelled Hoo Green Lane Access Assurance Plan attached to this letter of assurance;

"**Promoter**" means the Secretary of State for Transport (or any successor Secretary of State or Minister holding the Transport portfolio) in his capacity as promoter of the Bill and includes, so far as relevant, any nominated undertaker exercising any powers or functions under the Bill once enacted;

"**Properties**" means any or all of the residential located on Hoo Green Lane as edged red and labelled as Petitioner(s) Property on the attached plan;

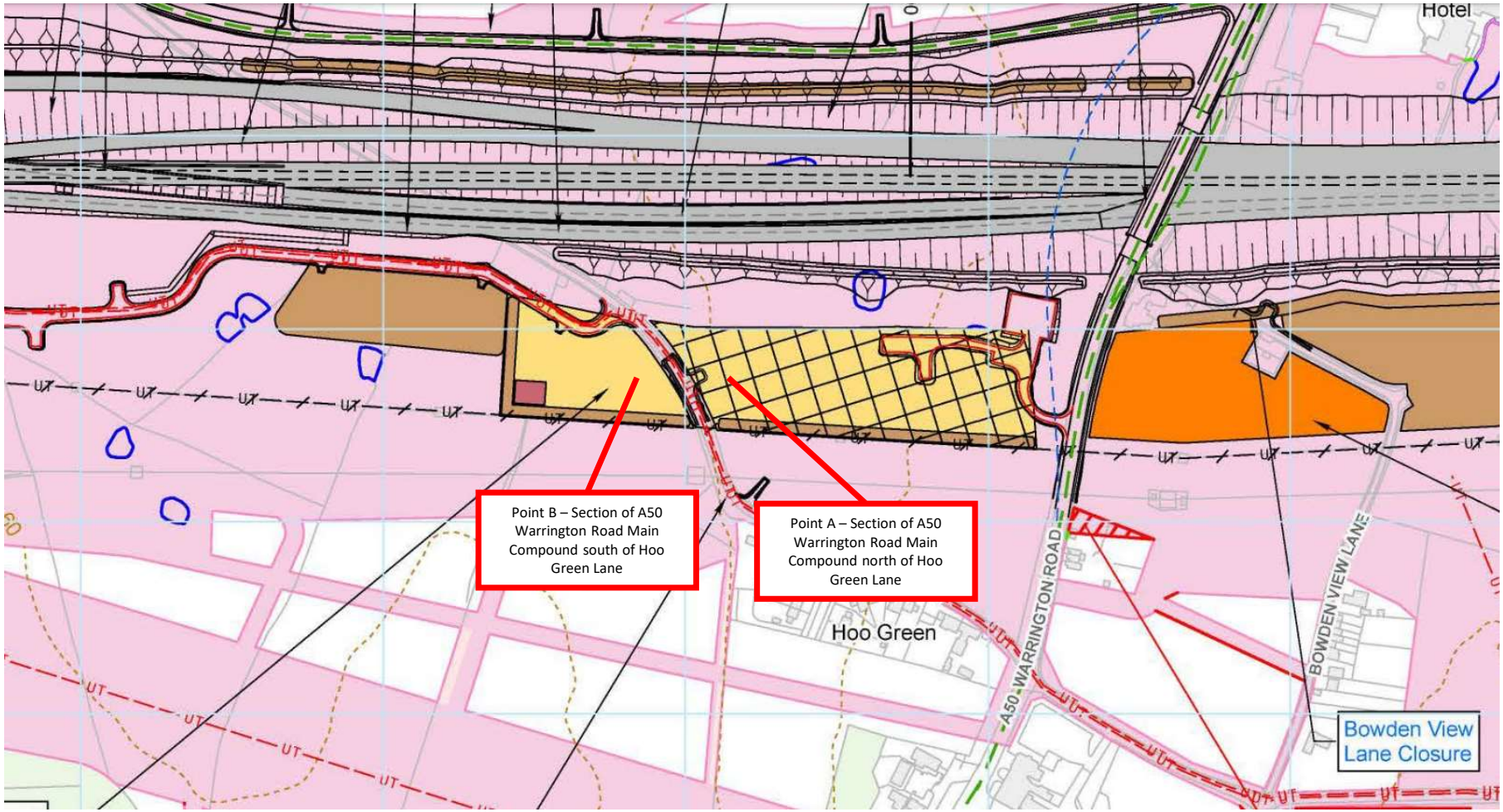
"**Proposed Scheme**" means Phase 2b (Crewe - Manchester) of High Speed 2 as defined in the Bill; and

"**Royal Assent**" means the date upon which Royal Assent is given to the Bill.

ACCESS AT HOO GREEN LANE

4. The Promoter will require the nominated undertaker, when carrying out the works along or within Hoo Green Lane as part of the Proposed Scheme to maintain vehicular and pedestrian access to the Properties so far as is reasonably practicable in accordance with the requirements of the CoCP and the Information Paper D:10.

Plan


Hotel
Point B – Section of A50 Warrington Road Main Compound south of Hoo Green Lane
Point A – Section of A50 Warrington Road Main Compound north of Hoo Green Lane
Hoo Green
A50 WARRINGTON ROAD
BOWDEN VIEW LANE
Bowden View Lane Closure

P491(16)

Hoo Green Lane Diversion
Hoo Green North Embankment Retaining Wall No. 1
HS2 Route Northbound
A50 Warrington Road Realignment
Hoo Green South Cutting Retaining Wall
Hoo Green Box Structure
Hoo Green North Embankment No. 2
Hoo Green Tunnel
London to Liverpool Junction South bound
A50 Warrington Road Overbridge
HS2 Route Southbound
Hoo Green North Cutting
Hoo Green West Cutting
London to Liverpool Junction
West Coast Main Line Connection
Pumping Station
Pumping Station Storage Tank
Hoo Green North Embankment Retaining Wall No. 2
Hoo Green North Cutting Retaining Wall
Hoo Green North Embankment No. 1
Hoo Green Lane Closure
Proposed Hedgerow B
Proposed Hedgerow A
Bowden View Lane Closure
HS2 Route
Peacock Lane Grid Supply Point
A50 Warrington Road Temporary Realignment
SES1-003-001: Change to a utility diversion
For continuation refer to map number CT-06-320-R1
For continuation refer to map number CT-06-319
For continuation refer to map number CT-06-321
ML278+000
ML279+000
Daisy Bank Farm
Goodiers Green Farm
Yew Tree Farm
Legh Cottage
Mere Court Hotel
Wrenshot Cottage
Wrenshot House
Hoo Green
Belt Wood
HOO GREEN LANE
A50 WARRINGTON ROAD
WRENSHOT LANE
BOWDEN VIEW LANE
BUCKLOW HILL LANE
HULSEHEATH LANE
HS2

Legend

- Depot, station, headhouse or portal building
- Tunnel portal
- Railway Systems Site
- Ecological mitigation pond (Indicative only)
- Balancing pond
- Replacement floodplain storage area
- Pumping station
- Grassland habitat creation
- Wetland habitat creation
- Woodland habitat creation
- Landscape mitigation planting (scrub / woodland)
- Grassed areas
- Public realm
- Replacement community facility
- Returned to suitable development use
- Local placement
- Hedgerow
- County boundary
- Borough / District boundary
- Community area boundary
- New ditches
- Existing watercourse
- Watercourse diversion
- Engineering earthworks
- Landscape earthworks
- Rail alignment formation
- Tunnels external extent
- Major utility works
- Existing public right of way
- New, diverted or realigned public right of way
- Public right of way closure
- Existing woodland
- Existing buildings
- Existing inland water
- HS2 access
- Noise fence barrier
- Rail alignment

Map Number: CT-06-320

Map Name: Proposed Scheme SES1 and AP1 ES

Community Area MA03: Pickmere to Agden and Hulseheath

HS2

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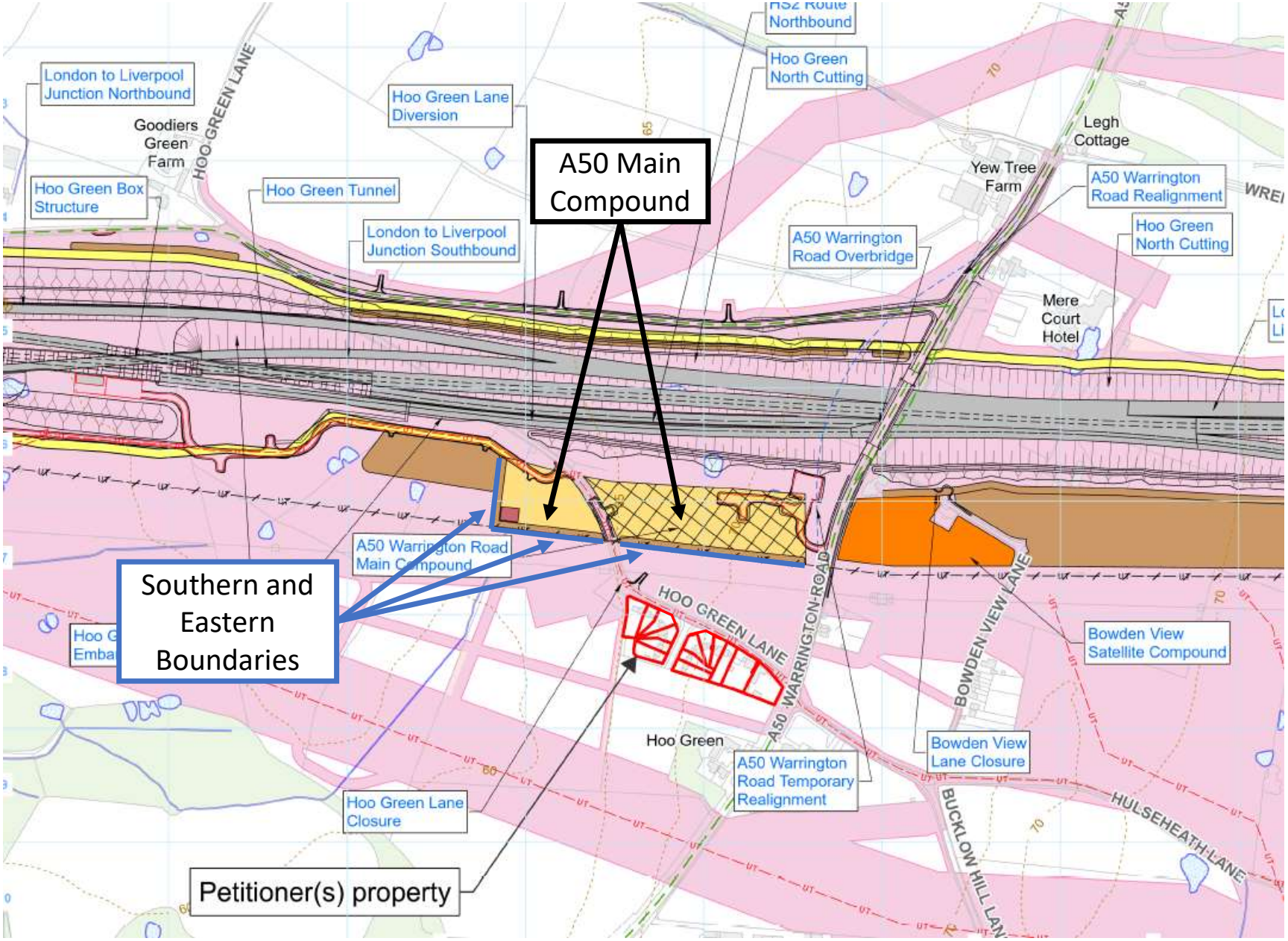
Scale at A3: 1:5,000

0 50 100 150 200 Metres

Doc Number: 2PT24-MWJ-EV-DPL-M002-600320-P02

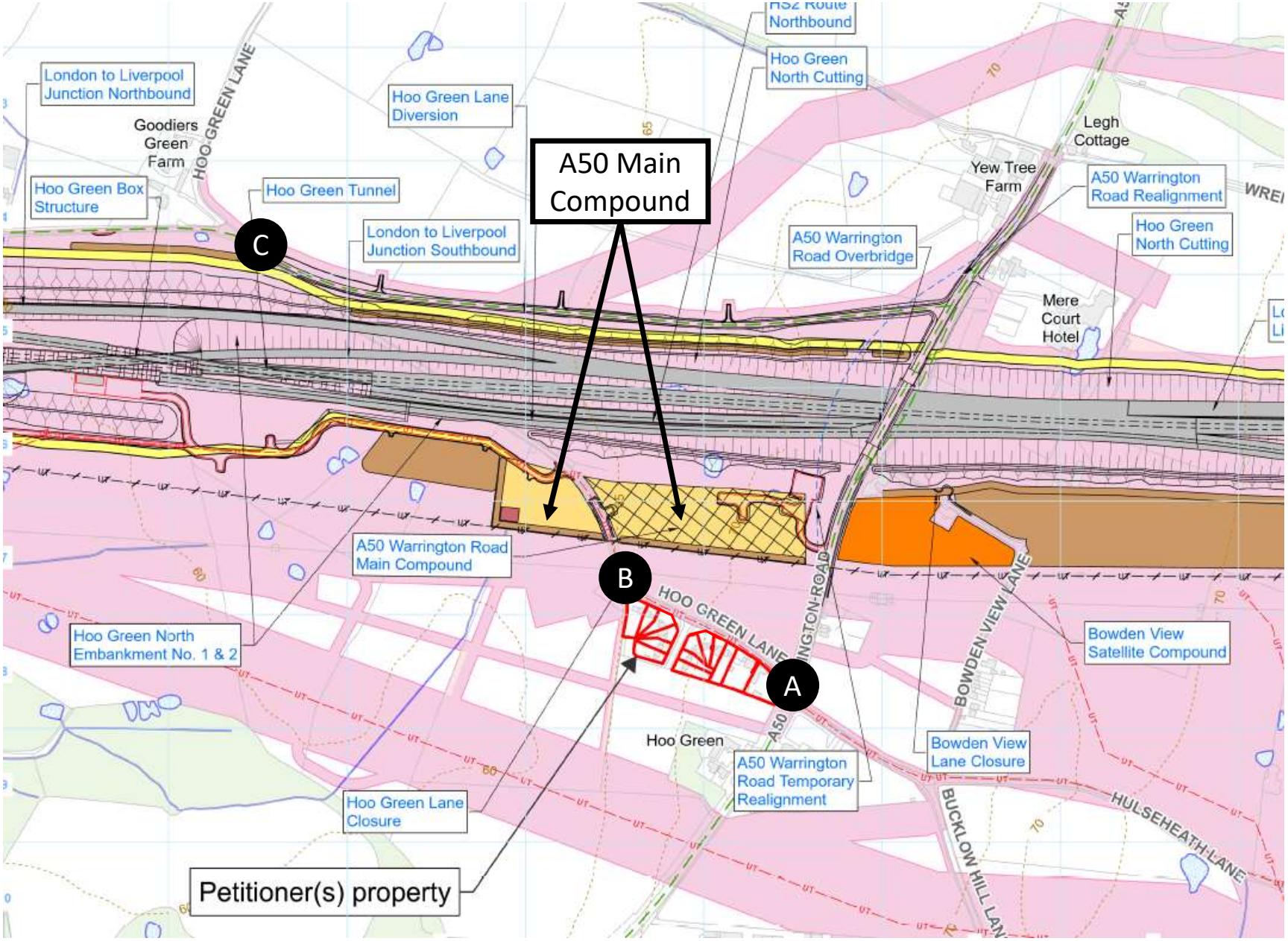
Date: 19/05/22

Screening works assurance plan (Assurance 2)



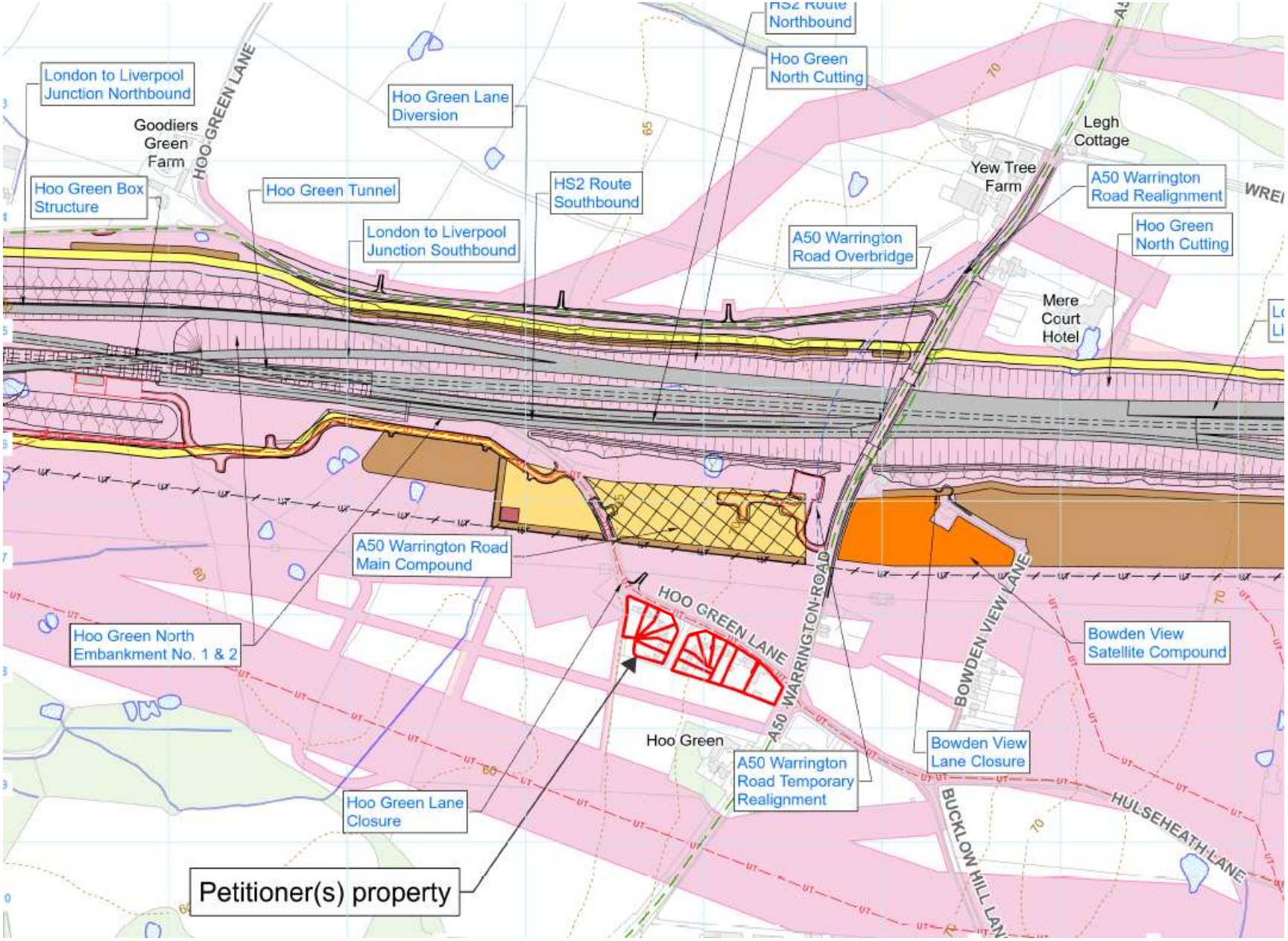
P491(18)

Hoo Green Lane Construction Traffic Assurance Plan (Assurance 3)



P491(19)

Hoo Green Lane Access Assurance Plan (Assurance 4)



P491(20)

Appendix B: Assurances issued to Cheshire East Council regarding issues raised in the Hoo Green Residents Group petition

Please note the paragraph numbers in the assurances below are as per the assurances provided through separate correspondence with Cheshire East Council.

1. In these assurances:-

"Additional Provision"	means any amendment to the Bill conferring further or additional powers and which is deposited after the introduction of the Bill in Parliament;
"**the Bill**"	means the High Speed Rail (Crewe – Manchester) Bill orginally introduced into Parliament on 24 January 2022 and incorporating Additional Provisions, and references to "the Bill" include any Act of Parliament enacting the Bill. References in these assurances to clauses and provisions of, and works authorised by, the Bill are taken from the Bill as introduced in the House of Commons on 24 January 2022 but shall be modified as far as may be necessary to reflect changes in any Act of Parliament enacting the Bill;
"**the Code of Construction Practice**"	means the draft Code of Construction Practice for the Proposed Scheme included in Volume 5 of the Environmental Statement deposited in January 2022 in connection with the Bill that is intended to control the construction of the works authorised by the Bill, the final version of which will be produced on Royal Assent;
"Environmental Statement"	means the environmental statement deposited in Parliament in connection with the Bill;
"**HS2 Community Engagement Framework**"	means the community engagement framework to be developed by the nominated undertaker in accordance with Section 5.1 of the Code of Construction Practice;
"**HS2 Ltd**"	means:- a) High Speed Two (HS2) Limited; b) any affiliate of High Speed Two (HS2) Limited; c) any nominated undertaker appointed by the Secretary of State in accordance with the Bill; and

"Mere Bridleway 1/1"	means the existing public bridleway numbered 1/1 within the Parish of Mere, Cheshire shown as a solid orange line on the Plan;
"**the nominated undertaker**"	means the person who is, at the relevant time, the nominated undertaker under clause 42 of the Bill for the purposes of the works to which this assurance relates. 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 or, in default of any such appointment, the Secretary of State;
"Plan"	means the plan labelled Public Right of Way Assurance Plan
"**the Promoter**"	means the Secretary of State for Transport in the capacity as promoter of the Bill and includes, so far as relevant, any nominated undertaker exercising any powers or functions under the Bill once enacted;
"**the Proposed Scheme**"	means Phase 2b (Crewe-Manchester) of High Speed 2 as defined in the Bill;
"**Royal Assent**"	means the date upon which Royal Assent is given to the Bill; and
"the Secretary of State"	means the Secretary of State for Transport or any successor Secretary of State or Minister holding the Transport portfolio.

4. **SPECIAL MANAGEMENT ZONE**

4.1 In accordance with the Code of Construction Practice, the Promoter will require the nominated undertaker to ensure that appropriately experienced community engagement personnel are appointed to manage stakeholder and community relationships during the development of the Proposed Scheme within the areas of Mere Parish Council and High Legh Parish Council ("**the Designated Areas**").

4.2 The community engagement team will include:-

4.2.1 a single point of contact for local authorities within the Designated Areas;

4.2.2 named individual points of contact for affected property owners within the Designated Areas; and

4.2.3 a senior manager accountable for the effective implementation of the Code of Construction Practice within the Designated Areas.

4.3 The broad duties of the individuals specified in Paragraph 2.2 will include, but will not be limited to:-

4.3.1 being the first point of contact for communities and local authorities along the line of route of the Proposed Scheme in the Designated Areas;

4.3.2 managing relationships with local communities, businesses, local authorities and other stakeholders within the Designated Areas;

4.3.3 raising issues from the community in the Designated Areas within HS2 Ltd for escalation, resolution or clarification;

4.3.4 monitoring the progress of each item raised and keeping stakeholders within the Designated Areas informed of progress;

4.3.5 ensuring the HS2 Community Engagement Framework is appropriately implemented within the Designated Areas;

4.3.6 attending regular meetings with the lead contractors, local authorities, local communities and other stakeholders within the Designated Areas to discuss construction issues and the forthcoming programme of works for the Proposed Scheme within the Designated Areas;

4.3.7 advising on the appropriate support mechanisms to be provided by the nominated undertaker which will be available to local businesses, property owners and voluntary and community organisations within the Designated Areas that may be affected by the construction of works for the Proposed Scheme; and

4.3.8 liaison with Mere and High Legh Parish Council.

5. PUBLIC RIGHT OF WAY

5.1 Subject to the fulfilment of all of the conditions referred to in paragraph 3.2 below, during the detailed design of the Proposed Scheme the Promoter will require the nominated undertaker to create a public right of way commencing at point A and continuing to point B shown edged in purple on the Plan ("New PROW Route") where it will join Mere Bridleway 1/1 following construction of the Proposed Scheme.

5.2 The conditions referred to in paragraph 3.1 are:

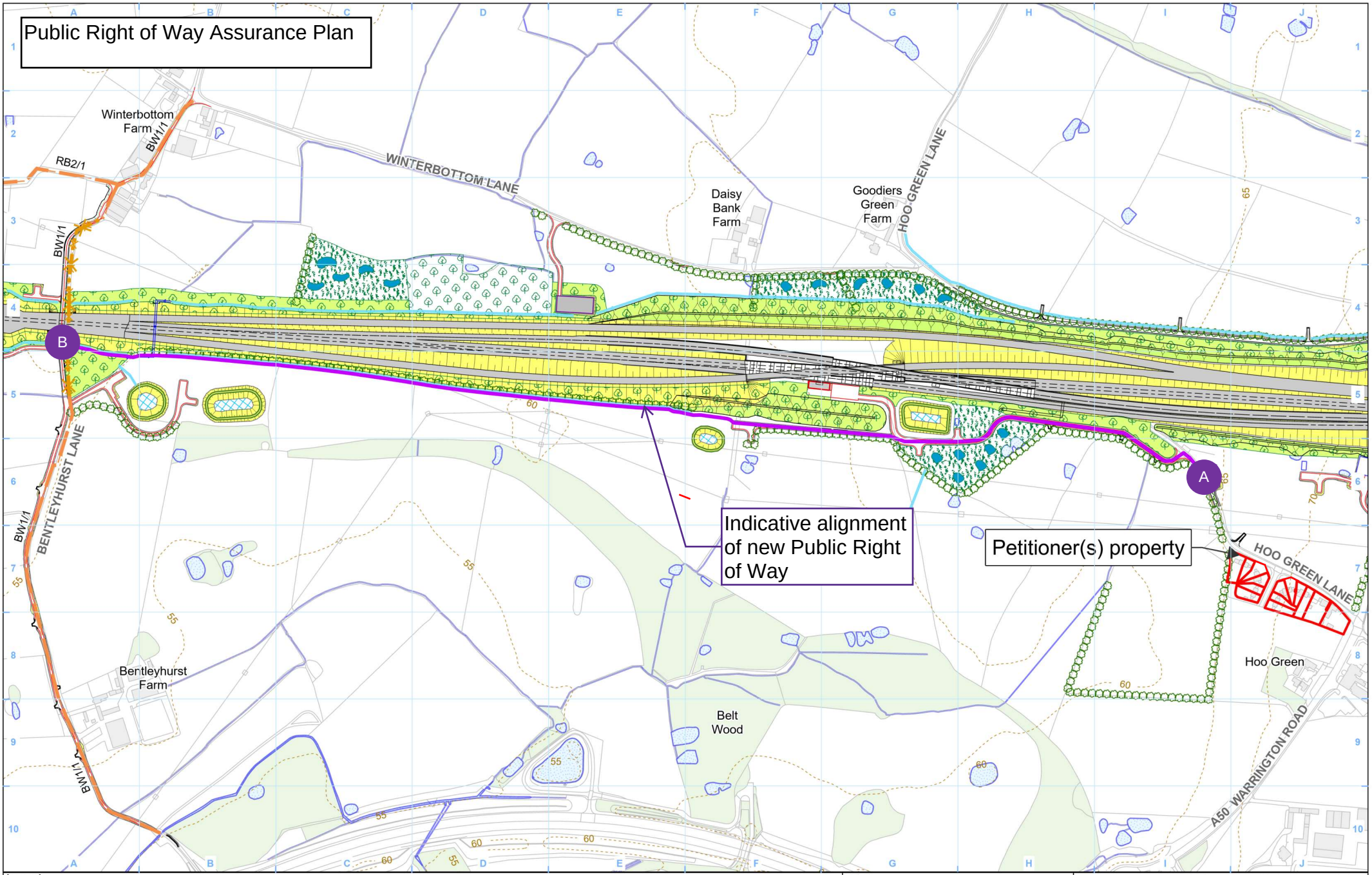
5.2.1 the nominated undertaker obtains any required consents and approvals for the New PROW Route including any approvals required under Schedule 5 (Highways) of the Bill;

5.2.2 the New PROW Route can be constructed within the limits of the Bill;

5.2.3 the New PROW Route can be constructed without giving rise to any new or different significant effects from those assessed in the Environmental Statement; and

5.2.4 the construction of the New PROW Route does not prejudice the safe, timely and economic delivery of the Proposed Scheme.

Public Right of Way Assurance Plan



Legend

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

P491(25)

Petitioner: Hoo Green Residents Group

Petition number: HS2-022

HS2

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Scale at A3: 1:5,000

0 50 100 150 200 Metres

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Doc Number: 2PT24-MWJ-PT-MAP-M000-002261-HS2-022 **Date:** 12/06/2023

HS2

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London SW1H 9EA

Telephone: 08081 434 434
Minicom: 08081 456 472
Email: hs2enquiries@hs2.org.uk
gov.uk/hs2

Greg Marshall
Hoo Green Residents Group
c/o Mr and Mrs G Marshall,
4 Oakwood Road,
Mere,
WA16 0QF

18 April 2023

Dear Mr Marshall,

HIGH SPEED RAIL (CREWE – MANCHESTER) BILL – HOUSE OF COMMONS SELECT COMMITTEE: PETITION HS2- 022 – HOO GREEN RESIDENTS GROUP

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

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

"In this assurance:

"A50 Main Compound" means the area between Hoo Green Land and the A50, identified by the hatching on the Plan and proposed for use under the Bill powers as a work compound;

"**Bill**" means the High Speed (Crewe-Manchester) Bill introduced into Parliament on 24 January 2022 and the expression "the Bill" shall be taken for the purposes of these assurances to include (unless the context otherwise requires) the form of the Bill as enacted;

"Hoo Green Lane" means Hoo Green Lane, in the Parish of Mere, Cheshire East;

"**nominated undertaker**" means High Speed Two (HS2) Limited or such other person as may be appointed nominated undertaker under clause 42 of the Bill;

"**Promoter**" means the Secretary of State for Transport (or any successor Secretary of State or Minister holding the Transport portfolio) in his capacity as promoter of the Bill and includes, so

far as relevant, any nominated undertaker exercising any powers or functions under the Bill once enacted; and

"**Proposed Scheme**" means Phase 2b (Crewe - Manchester) of High Speed 2 as defined in the Bill;

1. In the implementation of the Proposed Scheme, the Promoter will require the nominated undertaker to construct an access to the A50 Main Compound off the A50 such that the Compound can be accessed via the A50, as soon as reasonably practicable following the Promoter taking entry onto the land required for the construction of the A50 Main Compound.

2. Subject to paragraph 3 of this Assurance, and provided that the A50 Main Compound can be accessed from the A50 further to paragraph 1 of this Assurance, the Promoter will require the nominated undertaker to cease use of the access to that Compound off Hoo Green Lane.

3. The nominated undertaker will retain the ability for construction vehicles to cross Hoo Green Lane between the points marked A and B on the Plan.

If accepted, this assurance will be included in the Register of Undertakings and Assurances, which is held by the Department for Transport. Drafts of the Register will be published regularly during the passage of the Bill and it will be finalised after Royal Assent. A nominated undertaker will be contractually obliged to comply with all relevant undertakings and assurances set out in the Register. The assurance process is set out in Annex A. The Plan referred to in paragraph 3 above is set out in Annex B.

If you have any further queries please don't hesitate to contact Ben Draper, Petition Manager on 07388 851 085 or ben.draper@hs2.org.uk.

Yours sincerely

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

Annex A

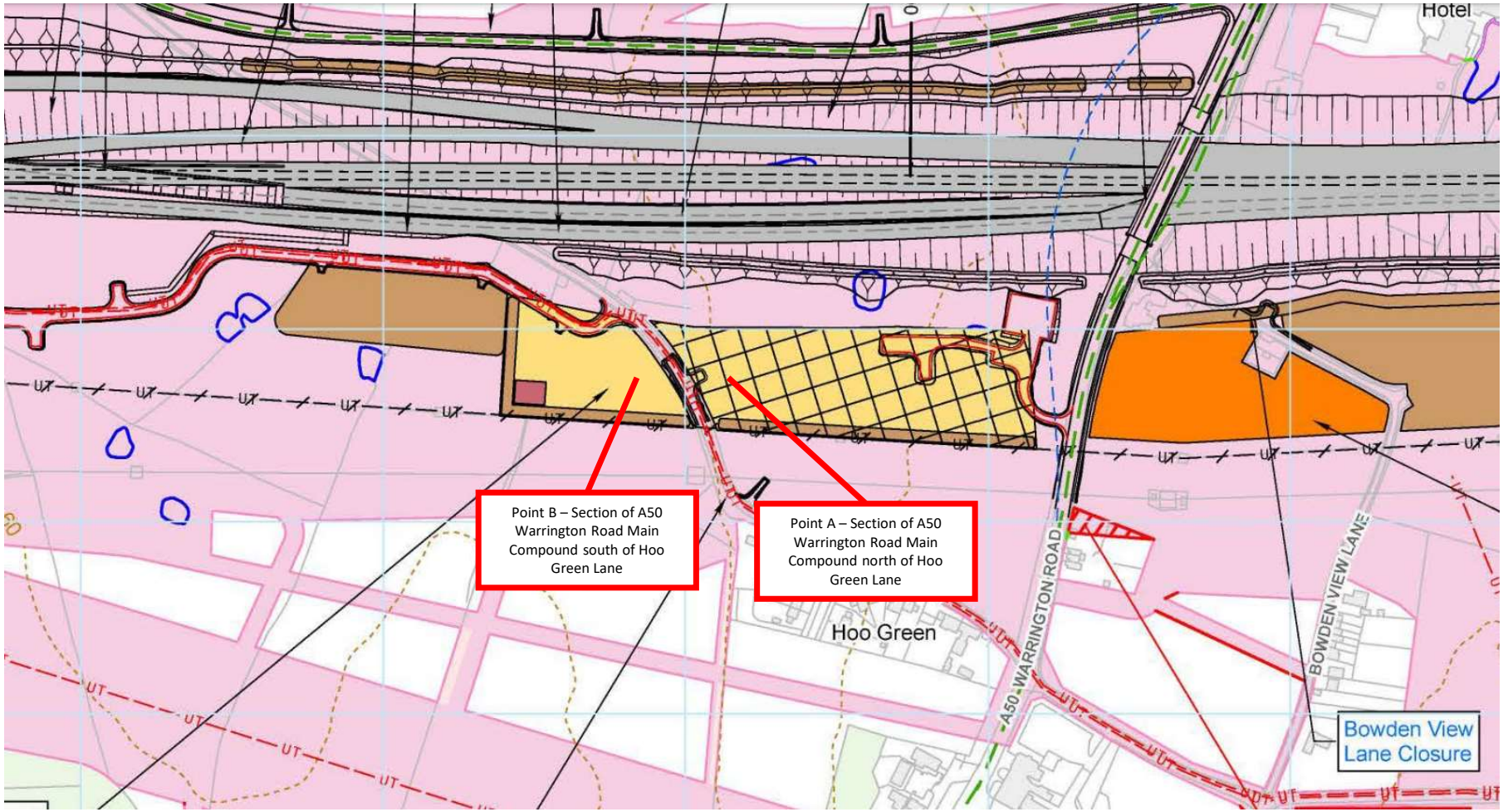
ASSURANCES: STEPS AND TIMING

What?	When?
Promoter issues assurance to petitioner	During the passage of the Bill (now until late 2024)
If accepted, the assurance is included in the draft Register of Undertakings & Assurances held by the Department for Transport	During the passage of the Bill (now until late 2024)
Drafts of the Register published and petitioners invited to check that the assurances that they have received are recorded accurately[1]	During the passage of the Bill (now until late 2024)
Final version of the Register produced and published	On or shortly after Royal Assent (early late 2024)
Nominated undertaker – the body or bodies appointed to deliver Phase 2b – contractually obliged to comply with all assurances included in the final version of the Register	On or shortly after Royal Assent (late 2024)
Nominated undertaker complies with assurances on the final version of the Register. Further information on how the Secretary of State will ensure compliance with assurances made by HS2 Ltd is set out in HS2 Phase 2B Information Paper B5, Compliance with Undertakings and Assurances[2]	During detailed design, construction and operation (2025-onwards)

[1] The latest draft of the Register can be found at https://www.gov.uk/government/publications/hs2-phase-2b-crewe-manchester-register-of-undertakings-and-assurances

[2] A copy can be found at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1048801/B5_Compliance_with_undertakings_and_assurances_v1.pdf

Plan


Hotel
Point B – Section of A50 Warrington Road Main Compound south of Hoo Green Lane
Point A – Section of A50 Warrington Road Main Compound north of Hoo Green Lane
Hoo Green
A50 WARRINGTON ROAD
BOWDEN VIEW LANE
Bowden View Lane Closure

P492(4)

HS2

High Speed Two (HS2) Limited
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96-98 Petty France
London SW1H 9EA

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Email: hs2enquiries@hs2.org.uk
gov.uk/hs2

Greg Marshall
Hoo Green Residents Group
c/o Mr and Mrs G Marshall,
4 Oakwood Road,
Mere,
WA16 0QF

26 April 2023

Dear Mr Marshall,

HIGH SPEED RAIL (CREWE – MANCHESTER) BILL – HOUSE OF COMMONS SELECT COMMITTEE: PETITION HS2- 022 – HOO GREEN RESIDENTS GROUP

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

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

"In this assurance:

"**Bill**" means the High Speed (Crewe-Manchester) Bill introduced into Parliament on 24 January 2022 and the expression "the Bill" shall be taken for the purposes of these assurances to include (unless the context otherwise requires) the form of the Bill as enacted;

"**the Environmental Statement**" means the environmental statement deposited in Parliament in connection with the Bill and includes any additional environmental statement deposited in Parliament in connection with an additional provision to the Bill or supplementary environmental statement deposited in connection with the Bill

"**nominated undertaker**" means High Speed Two (HS2) Limited or such other person as may be appointed nominated undertaker under clause 42 of the Bill;

"**Promoter**" means the Secretary of State for Transport (or any successor Secretary of State or Minister holding the Transport portfolio) in his capacity as promoter of the Bill and includes, so far as relevant, any nominated undertaker exercising any powers or functions under the Bill once enacted; and

"**Proposed Scheme**" means Phase 2b (Crewe - Manchester) of High Speed 2 as defined in the Bill.

1. Subject to the conditions contained in paragraph 3 of this assurance, the Promoter will require the nominated undertaker to use reasonable endeavours to provide hedgerow planting as part of site restoration works, along the operational boundary of the new pumping station site, in the area shown indicatively marked in red and labelled 'Proposed Hedgerow A' on the plan attached to this assurance.

2. The Promoter will require the nominated undertaker to use reasonable endeavours:

   2.1 to retain the existing hedgerow planting along the western edge of Hoo Green Lane in the area shown indicatively marked in red and labelled 'Proposed Hedgerow B' on the plan attached to this assurance in good condition during the construction of works authorised by the Bill; and

   2.2 where such retention is not reasonably practicable, and subject to the conditions referred to in paragraph 3 of this assurance, to provide replacement hedgerow planting as part of site restoration works, along the western edge of Hoo Green Lane in the area shown indicatively marked in red and labelled 'Proposed Hedgerow B' on the plan attached to this assurance.

3. The conditions referred to in paragraphs 1 and 2.2 are:

   3.1 The nominated undertaker securing in relation to the hedgerow planting:

   3.1.1 the agreement of the landowner if required;

   3.1.2 the approval of the planting as part of a site restoration scheme under the Bill and/or a mitigation scheme under schedule 17(9) to the Bill; and

   3.1.3 any other necessary consents.

   3.2 The hedgerow planting not giving rise to any new or different significant environmental effects from those assessed in the Environmental Statement.

   3.3 The nominated undertaker being satisfied that the hedgerow planting can be provided without prejudicing the safe, timely and economic delivery of the Proposed Scheme.

If accepted, this assurance will be included in the Register of Undertakings and Assurances, which is held by the Department for Transport. Drafts of the Register will be published regularly during the passage of the Bill and it will be finalised after Royal Assent. A nominated undertaker will be contractually obliged to comply with all relevant undertakings and assurances set out in the Register. The assurance process is set out in Annex A. The Plan referred to in paragraphs 1 and 2 above is set out in Annex B.

If you have any further queries please don't hesitate to contact Ben Draper, Petition Manager on 07388 851 085 or ben.draper@hs2.org.uk.

Yours sincerely

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

Annex A

ASSURANCES: STEPS AND TIMING

What?	When?
Promoter issues assurance to petitioner	During the passage of the Bill (now until late 2024)
If accepted, the assurance is included in the draft Register of Undertakings & Assurances held by the Department for Transport	During the passage of the Bill (now until late 2024)
Drafts of the Register published and petitioners invited to check that the assurances that they have received are recorded accurately[1]	During the passage of the Bill (now until late 2024)
Final version of the Register produced and published	On or shortly after Royal Assent (early late 2024)
Nominated undertaker – the body or bodies appointed to deliver Phase 2b – contractually obliged to comply with all assurances included in the final version of the Register	On or shortly after Royal Assent (late 2024)
Nominated undertaker complies with assurances on the final version of the Register. Further information on how the Secretary of State will ensure compliance with assurances made by HS2 Ltd is set out in HS2 Phase 2B Information Paper B5, Compliance with Undertakings and Assurances[2]	During detailed design, construction and operation (2025-onwards)

[1] The latest draft of the Register can be found at https://www.gov.uk/government/publications/hs2-phase-2b-crewe-manchester-register-of-undertakings-and-assurances

[2] A copy can be found at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1048801/B5_Compliance_with_undertakings_and_assurances_v1.pdf

Hoo Green Lane Diversion
Hoo Green North Embankment Retaining Wall No. 1
HS2 Route Northbound
A50 Warrington Road Realignment
Hoo Green South Cutting Retaining Wall
Hoo Green Box Structure
Hoo Green North Embankment No. 2
Hoo Green Tunnel
London to Liverpool Junction South bound
A50 Warrington Road Overbridge
HS2 Route Southbound
Hoo Green North Cutting
Hoo Green West Cutting
London to Liverpool Junction
West Coast Main Line Connection
Pumping Station
Pumping Station Storage Tank
Hoo Green North Embankment Retaining Wall No. 2
Hoo Green North Cutting Retaining Wall
Hoo Green North Embankment No. 1
Hoo Green Lane Closure
Proposed Hedgerow B
Proposed Hedgerow A
Bowden View Lane Closure
HS2 Route
Peacock Lane Grid Supply Point
A50 Warrington Road Temporary Realignment
SES1-003-001: Change to a utility diversion
For continuation refer to map number CT-06-320-R1
For continuation refer to map number CT-06-319
For continuation refer to map number CT-06-321
ML278+000
ML279+000
Daisy Bank Farm
Goodiers Green Farm
Yew Tree Farm
Legh Cottage
Mere Court Hotel
Wrenshot Cottage
Wrenshot House
Hoo Green
Belt Wood
HOO GREEN LANE
A50 WARRINGTON ROAD
WRENSHOT LANE
BOWDEN VIEW LANE
BUCKLOW HILL LANE
HULSEHEATH LANE
HS2

Legend

- Depot, station, headhouse or portal building
- Tunnel portal
- Railway Systems Site
- Ecological mitigation pond (Indicative only)
- Balancing pond
- Replacement floodplain storage area
- Pumping station
- Grassland habitat creation
- Wetland habitat creation
- Woodland habitat creation
- Landscape mitigation planting (scrub / woodland)
- Grassed areas
- Public realm
- Replacement community facility
- Returned to suitable development use
- Local placement
- Hedgerow
- County boundary
- Borough / District boundary
- Community area boundary
- New ditches
- Existing watercourse
- Watercourse diversion
- Engineering earthworks
- Landscape earthworks
- Rail alignment formation
- Tunnels external extent
- Major utility works
- Existing public right of way
- New, diverted or realigned public right of way
- Public right of way closure
- Existing woodland
- Existing buildings
- Existing inland water
- HS2 access
- Noise fence barrier
- Rail alignment

Map Number: CT-06-320

Map Name: Proposed Scheme SES1 and AP1 ES

Community Area MA03: Pickmere to Agden and Hulseheath

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.

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Scale at A3: 1:5,000

0 50 100 150 200 Metres

Doc Number: 2PT24-MWJ-EV-DPL-M002-600320-P02

Date: 19/05/22

HS2

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Greg Marshall
Hoo Green Residents Group
c/o Mr and Mrs G Marshall,
4 Oakwood Road,
Mere,
WA16 0QF

18 May 2023

Dear Mr Marshall,

HIGH SPEED RAIL (CREWE – MANCHESTER) BILL – HOUSE OF COMMONS SELECT COMMITTEE: PETITION HS2- 022 – HOO GREEN RESIDENTS GROUP

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

I wrote to you on 17 April 2023 to provide an assurance for the Hoo Green Lane Residents Group in relation A50 Main Compound access for the Proposed Scheme.

Unfortunately, we have since identified a typographic error in the definition of the "A50 Main Compound" where reference was made to 'Hoo Green Land' rather than 'Hoo Green Lane'.

Accordingly, I am writing to you, on behalf of the Secretary of State for Transport, to offer the following amended assurance, which will, if accepted, replace the assurance in my letter dated 17 April 2023:

"In this assurance:

"A50 Main Compound" means the area between Hoo Green Lane and the A50, identified by the hatching on the Plan and proposed for use under the Bill powers as a work compound;

"**Bill**" means the High Speed (Crewe-Manchester) Bill introduced into Parliament on 24 January 2022 and the expression "the Bill" shall be taken for the purposes of these assurances to include (unless the context otherwise requires) the form of the Bill as enacted;

"Hoo Green Lane" means Hoo Green Lane, in the Parish of Mere, Cheshire East;

"**nominated undertaker**" means High Speed Two (HS2) Limited or such other person as may be appointed nominated undertaker under clause 42 of the Bill;

"**Promoter**" means the Secretary of State for Transport (or any successor Secretary of State or Minister holding the Transport portfolio) in his capacity as promoter of the Bill and includes, so far as relevant, any nominated undertaker exercising any powers or functions under the Bill once enacted; and

"**Proposed Scheme**" means Phase 2b (Crewe - Manchester) of High Speed 2 as defined in the Bill;

1. In the implementation of the Proposed Scheme, the Promoter will require the nominated undertaker to construct an access to the A50 Main Compound off the A50 such that the Compound can be accessed via the A50, as soon as reasonably practicable following the Promoter taking entry onto the land required for the construction of the A50 Main Compound.

2. Subject to paragraph 3 of this Assurance, and provided that the A50 Main Compound can be accessed from the A50 further to paragraph 1 of this Assurance, the Promoter will require the nominated undertaker to cease use of the access to that Compound off Hoo Green Lane.

3. The nominated undertaker will retain the ability for construction vehicles to cross Hoo Green Lane between the points marked A and B on the Plan.

If accepted, this assurance will be included in the Register of Undertakings and Assurances, which is held by the Department for Transport. Drafts of the Register will be published regularly during the passage of the Bill and it will be finalised after Royal Assent. A nominated undertaker will be contractually obliged to comply with all relevant undertakings and assurances set out in the Register. The assurance process is set out in Annex A.

If you have any further queries please don't hesitate to contact Ben Draper, Petition Manager on 07388 851 085 or ben.draper@hs2.org.uk.

Yours sincerely

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

Annex A

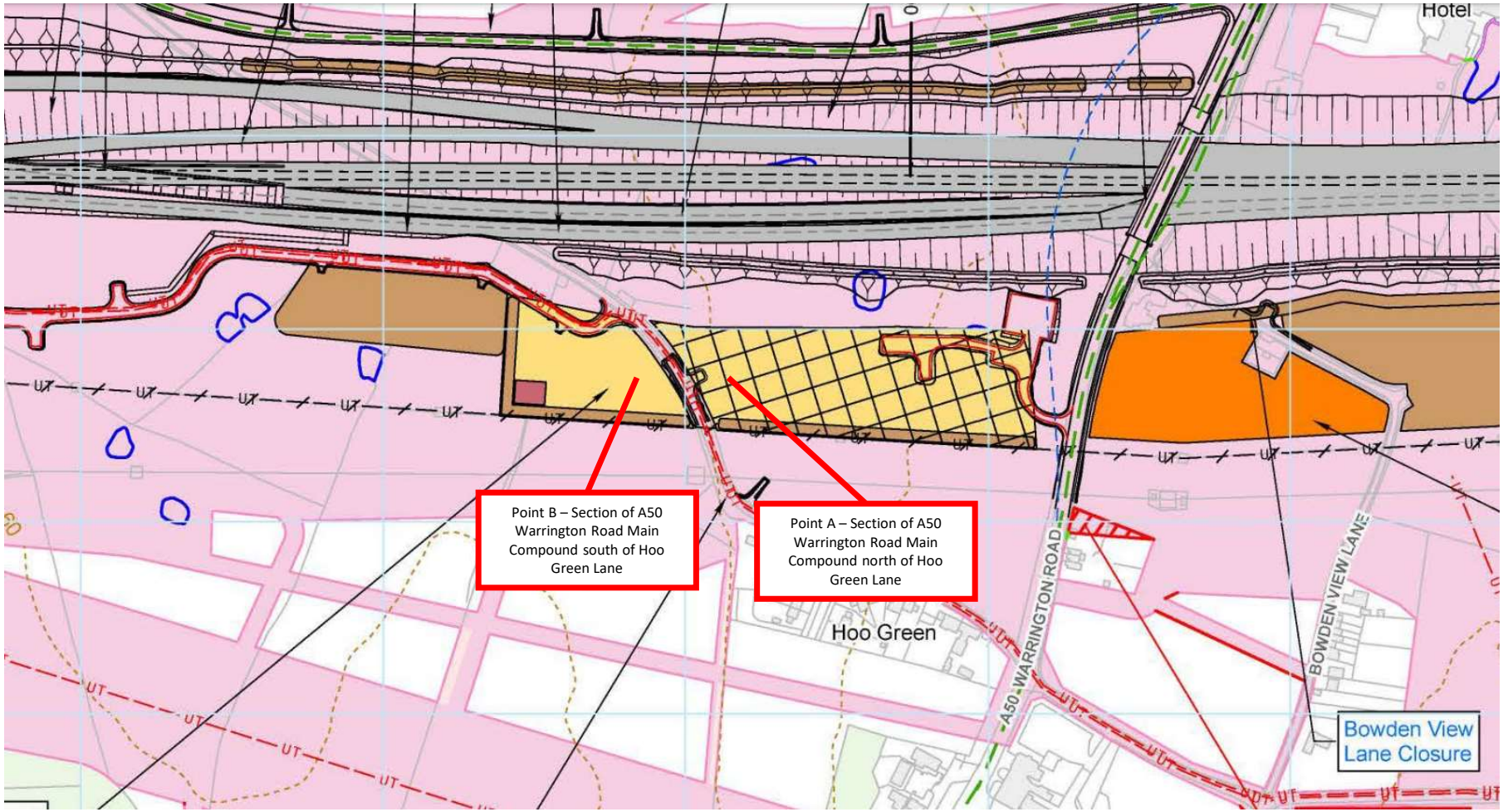
ASSURANCES: STEPS AND TIMING

What?	When?
Promoter issues assurance to petitioner	During the passage of the Bill (now until late 2024)
If accepted, the assurance is included in the draft Register of Undertakings & Assurances held by the Department for Transport	During the passage of the Bill (now until late 2024)
Drafts of the Register published and petitioners invited to check that the assurances that they have received are recorded accurately[1]	During the passage of the Bill (now until late 2024)
Final version of the Register produced and published	On or shortly after Royal Assent (early late 2024)
Nominated undertaker – the body or bodies appointed to deliver Phase 2b – contractually obliged to comply with all assurances included in the final version of the Register	On or shortly after Royal Assent (late 2024)
Nominated undertaker complies with assurances on the final version of the Register. Further information on how the Secretary of State will ensure compliance with assurances made by HS2 Ltd is set out in HS2 Phase 2B Information Paper B5, Compliance with Undertakings and Assurances[2]	During detailed design, construction and operation (2025-onwards)

[1] The latest draft of the Register can be found at https://www.gov.uk/government/publications/hs2-phase-2b-crewe-manchester-register-of-undertakings-and-assurances

[2] A copy can be found at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1048801/B5_Compliance_with_undertakings_and_assurances_v1.pdf

Plan


Hotel
Point B – Section of A50 Warrington Road Main Compound south of Hoo Green Lane
Point A – Section of A50 Warrington Road Main Compound north of Hoo Green Lane
Hoo Green
A50 WARRINGTON ROAD
BOWDEN VIEW LANE
Bowden View Lane Closure

P494(4)

HS2

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Greg Marshall
Hoo Green Residents Group
c/o Mr and Mrs G Marshall,
4 Oakwood Road,
Mere,
WA16 0QF

16 June 2023

Dear Mr Marshall

HIGH SPEED RAIL (CREWE – MANCHESTER) BILL – HOUSE OF COMMONS SELECT COMMITTEE: PETITION HS2- 022 – HOO GREEN RESIDENTS GROUP

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 (Crewe - Manchester) Bill ('the Bill') currently before Parliament. I understand that the Hoo Green Residents Group have concerns about the impact of Phase 2b of HS2 (known as 'the Proposed Scheme') and have submitted a petition on that basis against the Bill in the House of Commons.

I have written to you previously on 26 April 2023 and 18 May 2023 to provide assurances in relation to issues raised in your petition.

I am writing to you, on behalf of the Secretary of State for Transport, to offer you the following further assurances:

<u>Assurances 1 and 2</u>

In these assurances:

"A50 Main Compound"	means the area between Hoo Green Lane and the A50, identified in Yellow on the Plan and proposed for use under the Bill powers as a work compound;
"A50 Main Compound Works"	means the works listed in the sections 2.3.78 to 2.3.85 of the main Environmental Statement (Vol.2 MA03);

"**Act limits**"	has the same meaning as given by clause 63(2) to the Bill;
"**Bill**"	means the High Speed (Crewe – Manchester) Bill originally introduced into Parliament on 24 January 2022 and references to "the Bill" includes any Act of Parliament enacting the Bill, and references in these assurances to clauses and provisions of, and works authorised by, the Bill are taken from the Bill as introduced into the House of Commons on 24 January 2022 but shall be modified as far as may be necessary to reflect changes in any Act of Parliament enacting the Bill;
"Cheshire East"	means Cheshire East Council;
"**CoCP**"	means the draft Code of Construction Practice for the Proposed Scheme included in Volume 5 of the Environmental Statement deposited in January 2022 in connection with the Bill that is intended to control the construction of the works authorised by the Bill, the final version of which will be produced on Royal Assent;
"Construction Camps"	has the meaning given in paragraph 4 of Schedule 17 to the Bill;
"**Deposited Plans**"	has the meaning given by clause 54 to the Bill;
"Environmental Statement"	means the environmental statement deposited in Parliament in connection with the Bill and includes any additional environmental statement deposited in Parliament in connection with an Additional Provision to the Bill or supplementary environmental statement deposited in connection with the Bill;
"Hoo Green Lane"	means Hoo Green Lane, in the Parish of Mere, Cheshire East;
"**nominated undertaker**"	means High Speed Two (HS2) Limited or such other person as may be appointed nominated undertaker under clause 42 of the Bill;
"the Petition"	means the petition submitted to the House of Commons Select Committee in respect of the Bill numbered HS2-022-Hoo Green Residents Group;
"the Petitioners"	means the Hoo Green Residents Group as set out in section 1 of the Petition;

"**Plan**"	means the plan labelled Screening works assurance plan attached to this letter of assurance;
"**Promoter**"	means the Secretary of State for Transport (or any successor Secretary of State or Minister holding the Transport portfolio) in his capacity as promoter of the Bill and includes, so far as relevant, any nominated undertaker exercising any powers or functions under the Bill once enacted;
"**Properties**"	means any or all of the residential properties located on Hoo Green Lane as identified edged red and labelled Petitioner(s) Property on the attached plan;
"**Proposed Scheme**"	means Phase 2b (Crewe - Manchester) of High Speed 2 as defined in the Bill;
"**Relevant Construction Period**"	means from completion of site-set up of the A50 Main Compound for the period required for the delivery of the A50 Main Compound Works;
"**Royal Assent**"	means the date upon which Royal Assent is given to the Bill.

1. **HEIGHT RESTRICTIONS IN A50 MAIN COMPOUND**

1.1 In accordance with the requirements of Schedule 17 to the Bill and the COCP, the Construction Camps within the A50 Main Compound will be approved by Cheshire East, and in securing such approval the Promoter will require the nominated undertaker to recommend to Cheshire East that the height of the external elevation of the Construction Camps is limited to two storeys.

1.2 The Promoter will require the nominated undertaker to ensure where reasonably practicable (and without prejudice to the safe, economic and efficient operation of the A50 main Compound), that the external elevation of offices within the A50 Main Compound is limited to two storeys.

2. **SCREENING WORKS**

2.1 The Promoter will subject to the conditions in paragraph 2.4 and in accordance with the principles set out in paragraph 2.2 and 2.3, require the nominated undertaker to create reasonable and proportionate landscape screening along the southern and eastern boundaries of the A50 Main Compound as indicatively shown by the blue line on the Plan, to mitigate the visual impact on the Properties of the A50 Main Compound ("the Screening Works").

2.2 The Screening Works will be subject to approval by the Secretary of State or Cheshire East in accordance with Schedule 17 of the Bill, and shall be maintained throughout the Relevant Construction Period.

2.3 The Promoter will require the nominated undertaker to engage with the Petitioners in the design of the Screening Works, particularly regarding:

2.3.1 the physical features of the Screenings Works;

2.3.2 the minimum height of the Screening Works; and

2.3.3 ensuring that the Screening Works are fit for purpose

and will have reasonable regard to representations made by the Residents, taking into account the conditions in paragraph 2.4.

2.4 The conditions referred to in paragraph 2.1 and 2.3 are that:-

2.4.1 the Screening Works can be provided within the existing powers of the Bill and within the Act limits without the need for any additional land from that identified on the Deposited Plans;

2.4.2 the provision of the Screening Works will not create any new or different environmental effects than those assessed in the Environmental Statement; and

2.4.3 the provision of the Screening Works will not prejudice the safe, timely and economic delivery of the Proposed Scheme.

<u>Assurance 3</u>

In this assurance:-

"A50 Main Compound"	means the area between Hoo Green Lane and the A50, identified in yellow on the Plan and proposed for use under the Bill powers as a work compound;
"Additional Provision"	means any amendment to the Bill requiring further or additional powers to be conferred and which is deposited after the introduction of the Bill in Parliament;
"**the Bill**"	means the High Speed Rail (Crewe – Manchester) Bill as introduced into Parliament on 24 January 2022 and incorporating the Additional Provisions, and references to "the Bill" include any Act of Parliament enacting the Bill. References in this assurance to clauses and provisions of, and works authorised by, the Bill are taken from the Bill as introduced in the House of Commons on 24 January 2022 but shall

be modified as far as may be necessary to reflect changes in any Act of Parliament enacting the Bill;

"**the Construction Period**"	means the period from commencement of any works for construction and delivery of the Proposed Scheme until completion of those works;
"the Deposited Plans"	has the meaning given by clause 54 to the Bill;
"Hoo Green Lane"	means that part of Hoo Green Lane, in the parish of Mere, Cheshire East, between its existing junction with the A50 (Warrington Road) at Point A and Point B as is shown for indicative purposes on the Plan;
"HS2 Ltd"	means: (a) High Speed Two (HS2) Limited; (b) any affiliate of High Speed Two (HS2) Limited; (c) any nominated undertaker appointed by the Secretary of State in accordance with the Bill; and the successors and assignees of any legal entity within (a) to (c);
"the HS2 Delivery Programme"	means the programme for the delivery of the construction of the Proposed Scheme;
"**Large Goods Vehicles**"	has the same meaning as in Part 4 of the Road Traffic Act 1988;
"Plan"	means the plan labelled Hoo Green Lane Construction Traffic Assurance Plan attached to this letter of assurance;
"**the nominated undertaker**"	means the person who is, at the relevant time, the nominated undertaker under clause 42 of the Bill for the purposes of the works to which this assurance relates. 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 or, in default of any such appointment, the Secretary of State;
"**the Promoter**"	means the Secretary of State for Transport (or any successor Secretary of State or Minister holding the Transport portfolio) in his capacity as promoter of the Bill and includes, so far as relevant, any

nominated undertaker exercising any powers or functions under the Bill once enacted;

"**the Proposed Scheme**"	means Phase 2b (Crewe-Manchester) of High Speed 2 as defined in the Bill;
"**Royal Assent**"	means the date upon which Royal Assent is given to the Bill; and
"**surveying works"**	means survey work including (but not limited to) any of the following: a) environment surveys; b) measurement and valuation investigations; c) taking an inventory; d) trial holes; e) bore holes for ground investigation; f) archaeological investigations; and/or e) any other survey work required in connection with the construction of the Proposed Scheme;
"site specific works"	means :- (i) site set up works for the A50 Main Compound; (ii) utility works (associated with a 400kV diversion and a 132kV diversion); (iii) works associated with the diversion of Hoo Green Lane including the works to tie in the realigned Hoo Green Lane with the existing Hoo Green Lane at Point C as is shown for indicative purposes on the Plan ; (iv) environmental mitigation and surveying works; all of which are required to be accessed by means of Hoo Green Lane; and
"the Stop up Date"	means the date on which Hoo Green Lane is permanently stopped up under the Act powers at the point marked P2 on the Sheet no 1-45 of the Deposited Plans in accordance with the HS2 Delivery Programme.

3. **HOO GREEN LANE CONSTRUCTION TRAFFIC**

3.1 The Promoter will require the nominated undertaker to restrict HS2 Large Goods Vehicles from using Hoo Green Lane during the Construction Period, save where :-

3.1.1 the use of Hoo Green Lane is required by the nominated undertaker to construct the site specific works;

3.1.2 in circumstances where the nominated undertaker is required to use Hoo Green Lane by the relevant local planning authority under powers conferred on it by paragraph 6 of Schedule 17 to the Bill; or

3.1.3 in the case of emergency or if the nominated undertaker is directed to do so by the police or emergency services.

3.2 After the Stop up Date, the Promoter will require the nominated undertake to cease use of Hoo Green Lane by HS2 Large Goods Vehicles for construction purposes.

3.3 Nothing in paragraph 3.1 or paragraph 3.2 shall apply to restrict any required vehicular access over Hoo Green Lane that is required by the nominated undertaker for future periodic maintenance purposes of works constructed in connection with the Proposed Scheme.

Assurance 4

ACCESS AT HOO GREEN LANE

In this assurance:

"**the Bill**" means the High Speed (Crewe – Manchester) Bill originally introduced into Parliament on 24 January 2022 and references to "the Bill" includes any Act of Parliament enacting the Bill, and references in these assurances to clauses and provisions of, and works authorised by, the Bill are taken from the Bill as introduced into the House of Commons on 24 January 2022 but shall be modified as far as may be necessary to reflect changes in any Act of Parliament enacting the Bill;;

"**CoCP**" means the draft Code of Construction Practice for the Proposed Scheme included in Volume 5 of the Environmental Statement deposited in January 2022 in connection with the Bill that is intended to control the construction of the works authorised by the Bill, the final version of which will be produced on Royal Assent;

"Environmental Statement" means the environmental statement deposited in Parliament in connection with the Bill and includes any additional environmental statement deposited in Parliament in connection with an Additional Provision to the Bill or supplementary environmental statement deposited in connection with the Bill;

"Hoo Green Lane" means Hoo Green Lane, in the Parish of Mere, Cheshire East;

"**Information Paper D:10**" means the HS2 Phase 2b Western Leg Information Paper D10: Maintaining access to residential and commercial property during construction;

"**nominated undertaker**" means High Speed Two (HS2) Limited or such other person as may be appointed nominated undertaker under clause 42 of the Bill;

"the Petition" means the petition submitted to the House of Commons Select Committee in respect of the Bill numbered HS2-022-Hoo Green Residents Group;

"the Petitioners" means the Hoo Green Residents Group as set out in section 1 of the Petition lodged in the House of Commons Select Committee in respect of the Bill;

"the Plan" means the plan labelled Hoo Green Lane Access Assurance Plan attached to this letter of assurance;

"**Promoter**" means the Secretary of State for Transport (or any successor Secretary of State or Minister holding the Transport portfolio) in his capacity as promoter of the Bill and includes, so far as relevant, any nominated undertaker exercising any powers or functions under the Bill once enacted;

"**Properties**" means any or all of the residential located on Hoo Green Lane as edged red and labelled as Petitioner(s) Property on the attached plan;

"**Proposed Scheme**" means Phase 2b (Crewe - Manchester) of High Speed 2 as defined in the Bill; and

"**Royal Assent**" means the date upon which Royal Assent is given to the Bill.

4. The Promoter will require the nominated undertaker, when carrying out the works along or within Hoo Green Lane as part of the Proposed Scheme to maintain vehicular and pedestrian access to the Properties so far as is reasonably practicable in accordance with the requirements of the CoCP and the Information Paper D:10.

If accepted, these assurances will be included in the Register of Undertakings and Assurances, which is held by the Department for Transport. Drafts of the Register will be published regularly during the passage of the Bill and it will be finalised after Royal Assent. A nominated undertaker will be contractually obliged to comply with all relevant undertakings and assurances set out in the Register. The assurance process is set out in Annex A.

I hope that the information set out above in relation to the issues raised in your petition and the information provided through earlier assurances and engagement give you the comfort required in order to withdraw your petition.

Petitions may be withdrawn by sending an email or letter to the Private Bill Office of the House of Commons informing the Clerk to the Select Committee that you wish to withdraw your petition: House of Commons Private Bill Office, House of Commons, London, SW1A 0AA email: prbohoc@parliament.uk

If you have any further queries please don't hesitate to contact Ben Draper, Petition Manager on 07388 851 085 or ben.draper@hs2.org.uk.

Yours sincerely

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

Annex A

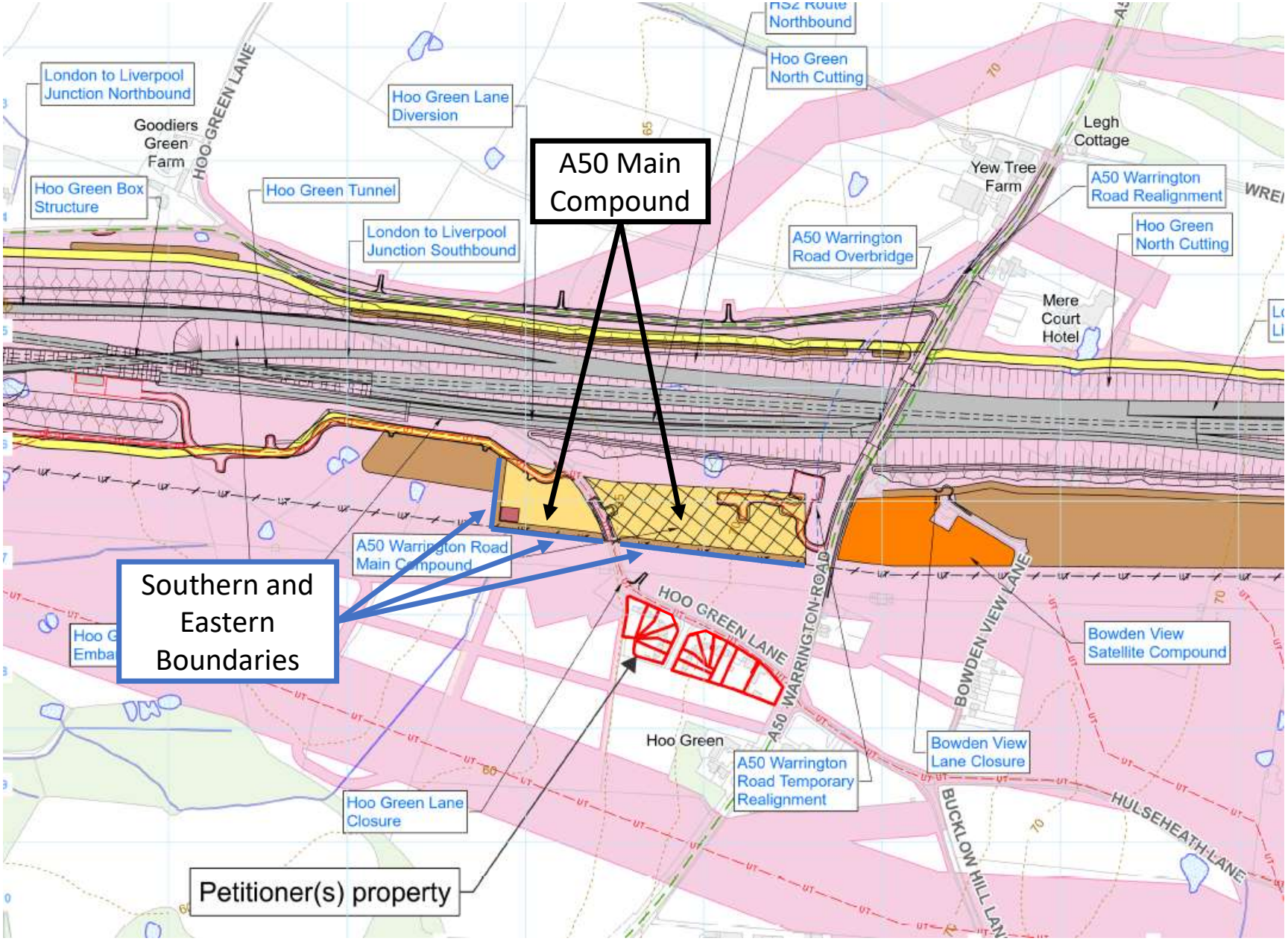
ASSURANCES: STEPS AND TIMING

What?	When?
Promoter issues assurance to petitioner	During the passage of the Bill (now until late 2024)
If accepted, the assurance is included in the draft Register of Undertakings & Assurances held by the Department for Transport	During the passage of the Bill (now until late 2024)
Drafts of the Register published and petitioners invited to check that the assurances that they have received are recorded accurately[1]	During the passage of the Bill (now until late 2024)
Final version of the Register produced and published	On or shortly after Royal Assent (early late 2024)
Nominated undertaker – the body or bodies appointed to deliver Phase 2b – contractually obliged to comply with all assurances included in the final version of the Register	On or shortly after Royal Assent (late 2024)
Nominated undertaker complies with assurances on the final version of the Register. Further information on how the Secretary of State will ensure compliance with assurances made by HS2 Ltd is set out in HS2 Phase 2B Information Paper B5, Compliance with Undertakings and Assurances[2]	During detailed design, construction and operation (2025-onwards)

[1] The latest draft of the Register can be found at https://www.gov.uk/government/publications/hs2-phase-2b-crewe-manchester-register-of-undertakings-and-assurances

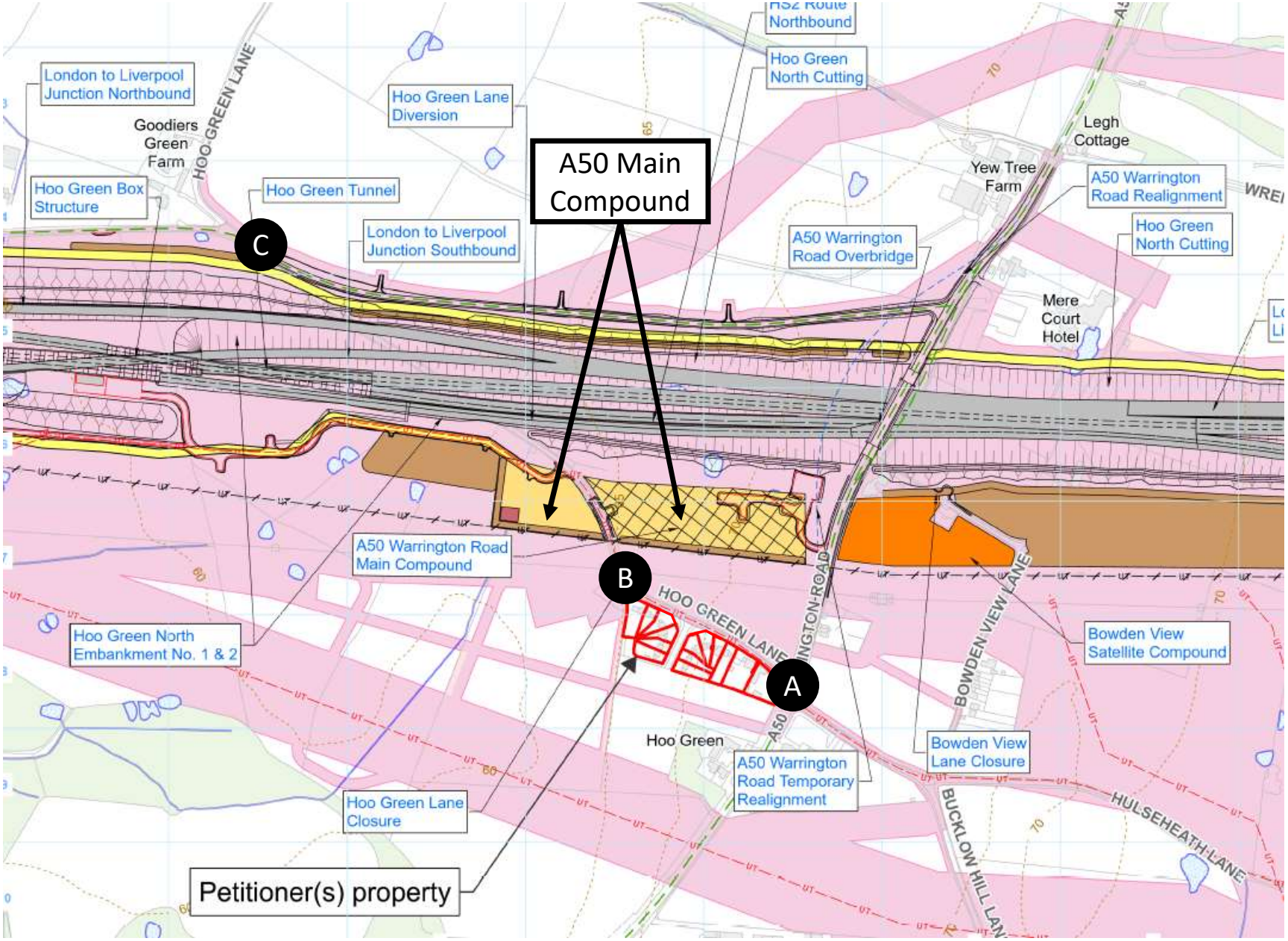
[2] A copy can be found at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1048801/B5_Compliance_with_undertakings_and_assurances_v1.pdf

Screening works assurance plan (Assurance 2)



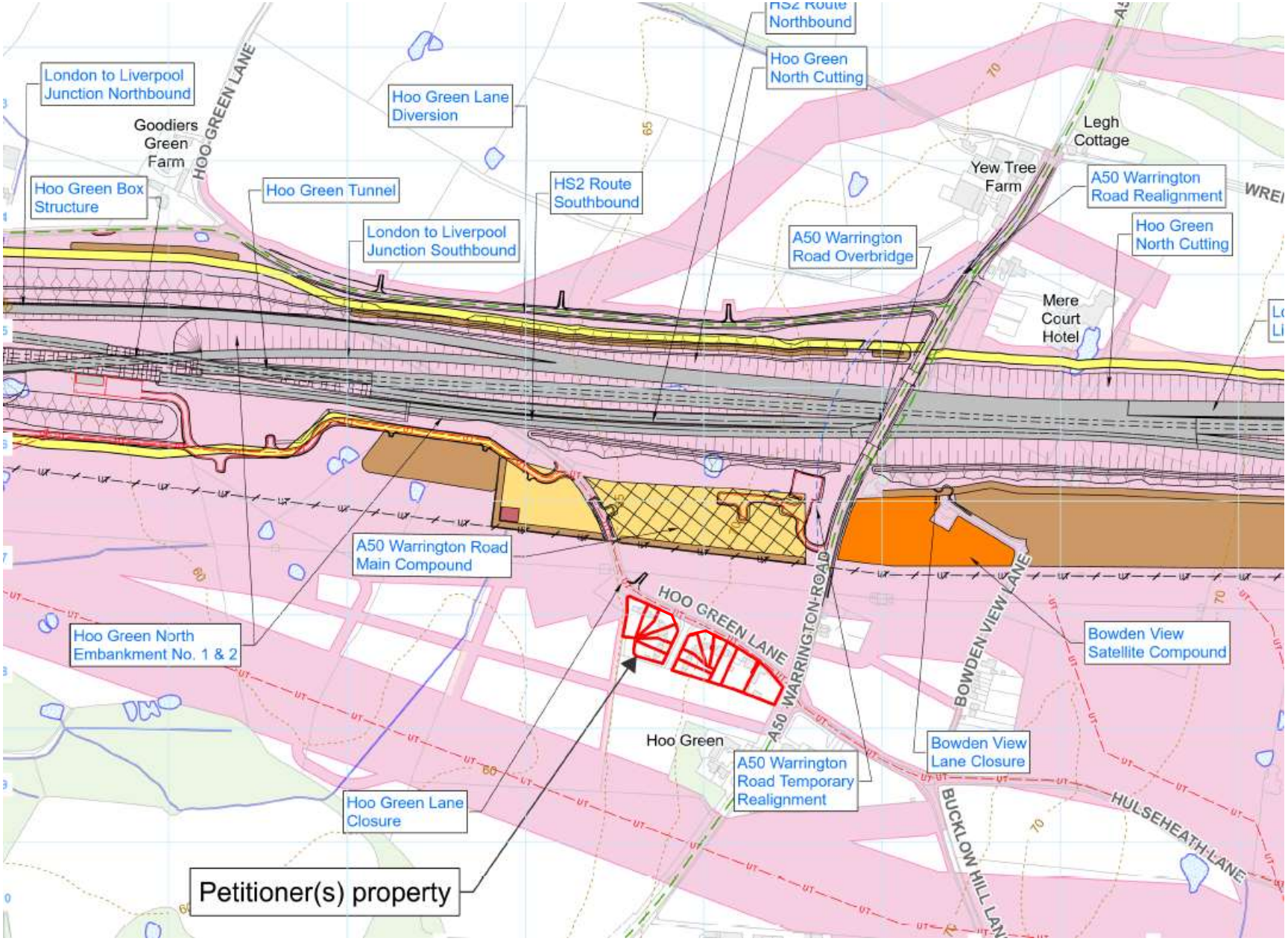
P495(11)

Hoo Green Lane Construction Traffic Assurance Plan (Assurance 3)



P495(12)

Hoo Green Lane Access Assurance Plan (Assurance 4)



P495(13)

HS2

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Mr Nick Ineson
Mere Heyes Farm
Winterbottom Lane
Mere, Knutsford
Cheshire
WA16 0QQ

Sent by email to: nick.ineson@btinternet.com

18 April 2023

Dear Mr Ineson,

HIGH SPEED RAIL (CREWE – MANCHESTER) BILL – HOUSE OF COMMONS SELECT COMMITTEE: PETITION HS2- P2B – HOC-086– WINTERBOTTOM LANE RESIDENTS GROUP

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 (Crewe - Manchester) Bill ('the Bill') currently before Parliament.

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

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

In these assurances:

"**the Bill**"	means the High Speed Rail (Crewe – Manchester) Bill as introduced into Parliament on 24 January 2022 and incorporating the Additional Provisions, and references to "the Bill" include any Act of Parliament enacting the Bill. References in this assurance to clauses and provisions of, and works authorised by, the Bill are taken from the Bill as introduced in the House of Commons on 24 January 2022 but shall be modified as far as may be necessary to reflect changes in any Act of Parliament enacting the Bill;

"Additional Provision"	means any amendment to the Bill requiring further or additional powers to be conferred and which is deposited after the introduction of the Bill in Parliament;
"**the Construction Period**"	means the period from commencement of any works for construction and delivery of the Proposed Scheme until completion of those works;
"**Large Goods Vehicles**"	has the same meaning as in Part 4 of the Road Traffic Act 1988;
"**the nominated undertaker**"	means the person who is, at the relevant time, the nominated undertaker under clause 42 of the Bill for the purposes of the works to which this assurance relates. 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 or, in default of any such appointment, the Secretary of State;
"**the Promoter**"	means the Secretary of State for Transport (or any successor Secretary of State or Minister holding the Transport portfolio) in his capacity as Promoter of the Bill and includes, so far as relevant, any nominated undertaker exercising any powers or functions under the Bill once enacted;
"**the Proposed Scheme**"	means Phase 2b (Crewe-Manchester) of High Speed 2 as defined in the Bill;
"**Royal Assent**"	means the date upon which Royal Assent is given to the Bill; and
"**surveying works"**	means survey work including (but not limited to) any of the following: a) environment surveys; b) measurement and valuation investigations; c) taking an inventory; d) trial holes; e) bore holes for ground investigation; f) archaeological investigations; and/or e) any other survey work required in connection with the construction of the Proposed Scheme.
"site specific works"	means:- (i) Utility works (associated with a 400kV diversion);

(ii) Works to Winterbottom Lane to accommodate future periodic maintenance access to HS2 apparatus including resurfacing and the provision of passing places;

(iii) Works to construct a telecommunications facility;

(iv) Environmental mitigation and surveying works;

all of which are required to be accessed by means of Winterbottom Lane.

" Winterbottom Lane" means that part of Winterbottom Lane between its existing junction with Hoo Green Lane at marked Point A on the attached plan and the hamlet of Winterbottom as is shown at Point B for indicative purposes on the attached plan.

1. **WINTERBOTTOM LANE CONSTRUCTION TRAFFIC**

1.1 The Promoter will require the nominated undertaker to restrict HS2 Large Goods Vehicles from using Winterbottom Lane during the Construction Period, save where :-

1.2.1 the use of Winterbottom Lane is required by the nominated undertaker to construct site specific works;

1.2.2 in circumstances where the nominated undertaker is required to use Winterbottom Lane by the relevant local planning authority under powers conferred on it by paragraph 6 of Schedule 17 to the Bill; or

1.2.3 in the case of emergency or if the nominated undertaker is directed to do so by the police or emergency services

1.2 Nothing in paragraph 1.1 shall apply to restrict any required vehicular access over Winterbottom Lane that is required by the nominated undertaker for future periodic inspection and maintenance purposes of works constructed in connection with the Proposed Scheme.

If accepted, this assurance will be included in the Register of Undertakings and Assurances, which is held by the Department for Transport. Drafts of the Register will be published regularly during the passage of the Bill and it will be finalised after Royal Assent. A nominated undertaker will be contractually obliged to comply with all relevant undertakings and assurances set out in the Register. The assurance process is set out in Annex A. The Plan referred to in the definitions above is set out in Annex B.

For any further queries please don't hesitate to contact Seraphina Shepherd, Petition Adviser, on 0738 885 0964 or seraphina.shepherd@hs2.org.uk.

Yours sincerely

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

P496(4)

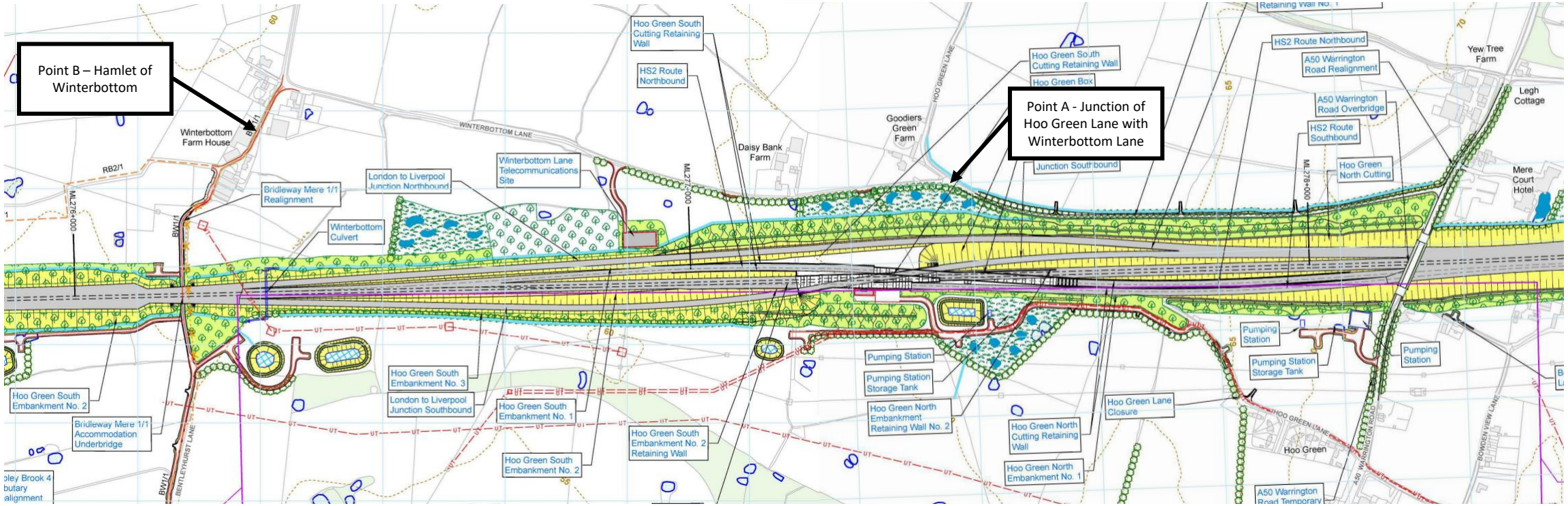
Annex A

ASSURANCES: STEPS AND TIMING

What?	When?
Promoter issues assurance to petitioner	During the passage of the Bill (now until late 2024)
If accepted, the assurance is included in the draft Register of Undertakings & Assurances held by the Department for Transport	During the passage of the Bill (now until late 2024)
Drafts of the Register published and petitioners invited to check that the assurances that they have received are recorded accurately[1]	During the passage of the Bill (now until late 2024)
Final version of the Register produced and published	On or shortly after Royal Assent (early late 2024)
Nominated undertaker – the body or bodies appointed to deliver Phase 2b – contractually obliged to comply with all assurances included in the final version of the Register	On or shortly after Royal Assent (late 2024)
Nominated undertaker complies with assurances on the final version of the Register. Further information on how the Secretary of State will ensure compliance with assurances made by HS2 Ltd is set out in HS2 Phase 2B Information Paper B5, Compliance with Undertakings and Assurances[2]	During detailed design, construction and operation (2025-onwards)

[1] The latest draft of the Register can be found at https://www.gov.uk/government/publications/hs2-phase-2b-crewe-manchester-register-of-undertakings-and-assurances

[2] A copy can be found at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1048801/B5_Compliance_with_undertakings_and_assurances_v1.pdf


Point B – Hamlet of Winterbottom
Point A - Junction of Hoo Green Lane with Winterbottom Lane
Winterbottom Farm House
WINTERBOTTOM LANE
RB2/1
BW1/1
ML276+000
Bridleway Mere 1/1 Realignment
Winterbottom Culvert
London to Liverpool Junction Northbound
Winterbottom Lane Telecommunications Site
Hoo Green South Cutting Retaining Wall
HS2 Route Northbound
ML277+000
Daisy Bank Farm
Goodiers Green Farm
HOO GREEN LANE
Hoo Green South Cutting Retaining Wall
Hoo Green Box
Junction Southbound
HS2 Route Northbound
A50 Warrington Road Realignment
A50 Warrington Road Overbridge
HS2 Route Southbound
Hoo Green North Cutting
Yew Tree Farm
Legh Cottage
Mere Court Hotel
Hoo Green South Embankment No. 2
Bridleway Mere 1/1 Accommodation Underbridge
BENTLEYHURST LANE
Hoo Green South Embankment No. 3
London to Liverpool Junction Southbound
Hoo Green South Embankment No. 1
Hoo Green South Embankment No. 2
Hoo Green South Embankment No. 2 Retaining Wall
Pumping Station
Pumping Station Storage Tank
Hoo Green North Embankment Retaining Wall No. 2
Hoo Green North Cutting Retaining Wall
Hoo Green North Embankment No. 1
Hoo Green Lane Closure
Pumping Station
Pumping Station Storage Tank
Pumping Station
Hoo Green
A50 WARRINGTON ROAD
BOWDEN VIEW LANE
A50 Warrington Road Temporary

P496(6)

CROSS SECTION OVERVIEW PLAN CONSTRUCTION

HS2 Route Northbound
Hoo Green North Cutting
London to Liverpool Junction Northbound
Hoo Green Lane Diversion
Goodiers Green Farm
HOO GREEN LANE
Hoo Green Box Structure
Hoo Green Tunnel
HS2 Route Southbound
London to Liverpool Junction Southbound
A50 WARRINGTON ROAD
Legh Cottage
Yew Tree Farm
A50 Warrington Road Realignment
A50 Warrington Road Overbridge
Hoo Green North Cutting
WRENSHOT LANE
Wrenshot House
Wrenshot Cottage
Woodside Farm
FP4/1
West Coast Main Line Connection
Wrenshot Lane Satellite Compound
Hoo Green West Cutting
Mere Court Hotel
London to Liverpool Junction
1B
2B
3B
1A
2A
3A
A50 Warrington Road Main Compound
Hoo Green North Embankment No. 1 & 2
BOWDEN VIEW LANE
Bowden View Satellite Compound
HS2 Route
Hoo Green
A50 Warrington Road Temporary Realignment
Bowden View Lane Closure
Hoo Green Lane Closure
BUCKLOW HILL LANE
HULSEHEATH LANE
Petitioner(s) property
Hulseheath South Embankment
Hulseheath

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
- Temporary workers accommodation
- 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

Petitioner: Hoo Green Residents Group

Petition number: HS2-022

For section refer to: 2PT24-MWJ-PT-DSE-M000-002241-HS2-022 - 2PT24-MWJ-PT-DSE-M000-002243-HS2-022

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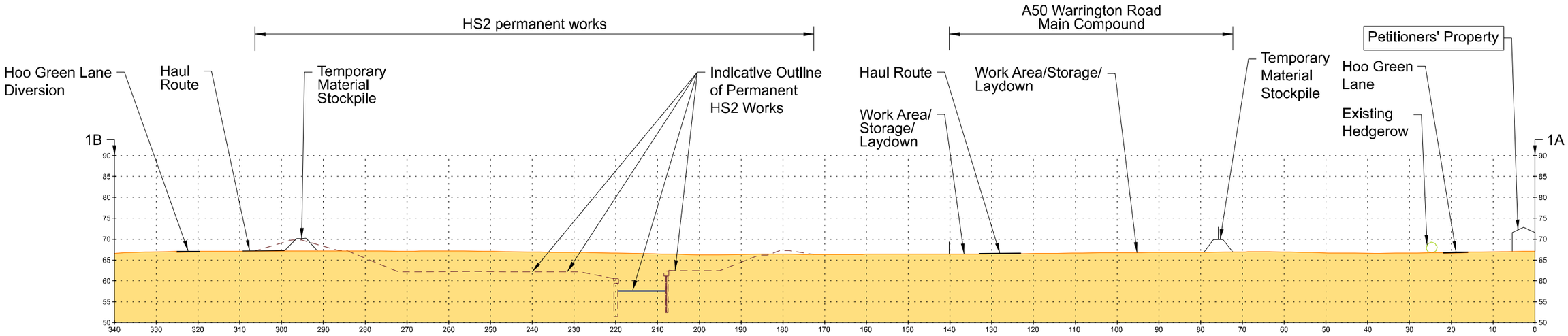
Doc Number: 2PT24-MWJ-PT-MAP-M000-002232-HS2-022 **Date:** 21/06/2023

CROSS SECTION/S



INDICATIVE SECTION 1A-1B
SCALE 1:1000
For Plan refer to 2PT24-MWJ-PT-MAP-M000-002232-HS2-022

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P498(1)

Scale with caution as distortion can occur.

Legends/Notes:

- Existing ground
- Existing surface
- HS2 Main Works for further development
- Proposed structure/details shown greyscale
- Site Hoarding
- Fencing
- Existing Hedgerow

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Zone: Manchester Leg Whole	Project/Contract: 2PT24 - DFP CDES
Design Stage: Designs for Petition	Discipline/Function: Petitions
Drawing Title: Hoo Green Residents Group HS2-022 Sh.01 (CT SECTION 1A-1B)	Creator/Originator: MW JV (Mott MacDonald and WSP Joint Venture)
	Date: 2023-06-20 · Scale: AS SHOWN · Size: A3
	Drawing No.: 2PT24-MWJ-PT-DSE-M000-002241-HS2-022 · Rev.: P03

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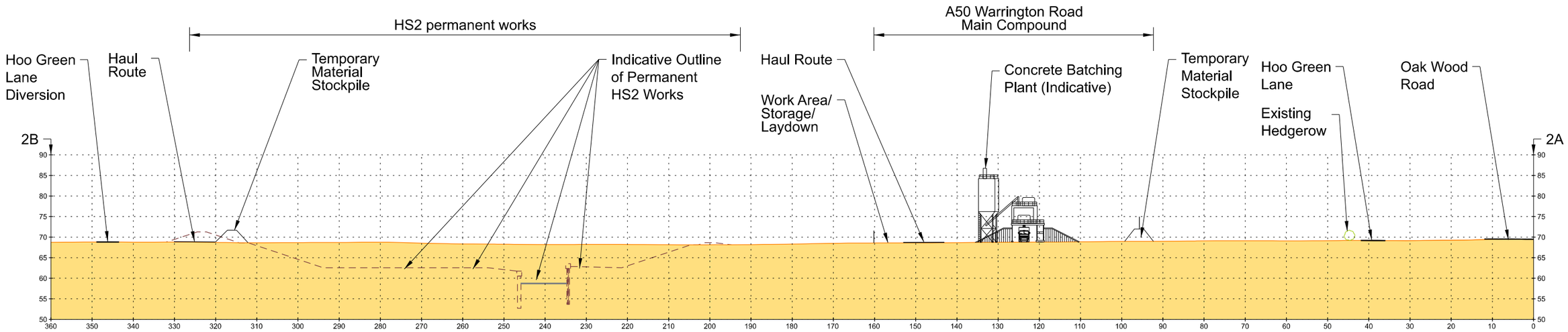

INDICATIVE SECTION 2A-2B
SCALE 1:1000
For Plan refer to 2PT24-MWJ-PT-MAP-M000-002232-HS2-022

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- Proposed structure/details shown greyscale
- Site Hoarding
- Fencing
- Exisitng Hedgerow

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Zone	Manchester Leg Whole
Project/Contract	2PT24 - DFP CDES
Design Stage	Designs for Petition
Discipline/Function	Petitions
Drawing Title	Hoo Green Residents Group HS2-022 Sh.02 (CT SECTION 2A-2B)
Creator/Originator	MW JV (Mott MacDonald and WSP Joint Venture)
Date	2023-06-14
Scale	AS SHOWN
Size	A3
Drawing No.	2PT24-MWJ-PT-DSE-M000-002242-HS2-022
Rev.	P02

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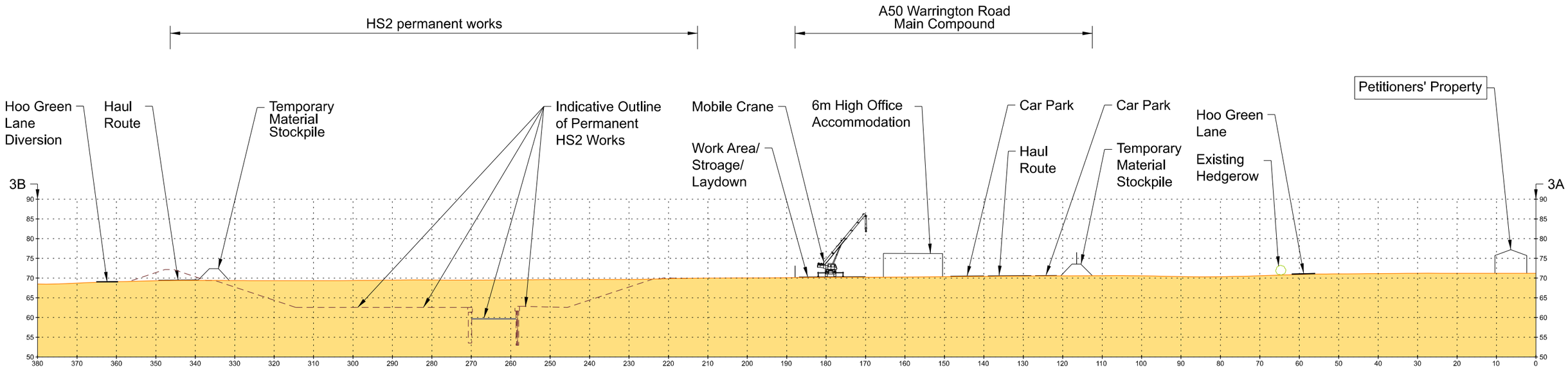

INDICATIVE SECTION 3A-3B
SCALE 1:1000
For Plan refer to 2PT24-MWJ-PT-MAP-M000-002232-HS2-022

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Legends/Notes:

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- Existing surface
- HS2 Main Works for further development
- Proposed structure/details shown greyscale
- Site Hoarding
- Fencing
- Exisitng Hedgerow

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Zone	Manchester Leg Whole
Design Stage	
Drawing Title	Hoo Green Residents Group HS2-022 Sh.02 (CT SECTION 2A-2B)
Project/Contract	2PT24 - DFP CDES
Discipline/Function	PT - Petitions
Creator/Originator	MW JV (Mott MacDonald and WSP Joint Venture)
Date	2023-06-17
Scale	AS SHOWN
Size	A3
Drawing No.	2PT24-MWJ-PT-DSE-M000-002243-HS2-022
Rev.	P01

CROSS SECTION OVERVIEW PLAN OPERATION

Hoo Green Tunnel
Hoo Green North Embankment No. 2
London to Liverpool Junction Southbound
Hoo Green North Embankment Retaining Wall No. 2
Hoo Green Lane Diversion
Hoo Green North Embankment Retaining Wall No. 1
Hoo Green South Cutting Retaining Wall
Hoo Green North Embankment No. 1
HS2 Route Northbound
Hoo Green North Cutting Retaining Wall
Hoo Green Box Structure
HS2 Route Southbound
Hoo Green North Cutting
A50 Warrington Road Realignment
A50 Warrington Road Overbridge
West Coast Main Line Connection
Hoo Green West Cutting
London to Liverpool Junction
Bowden View Lane Closure
HS2 Route
Pumping Station
Pumping Station Storage Tank
Hoo Green Lane Closure
Pumping Station
Pumping Station Storage Tank
Pumping Station
Hoo Green North Cutting
Peacock Lane Grid Supply Point
Petitioner(s) property

Goodiers Green Farm
HOO GREEN LANE
A50 WARRINGTON ROAD
Legh Cottage
Yew Tree Farm
Mere Court Hotel
WRENSHOT LANE
Wrenshot Cottage
Wrenshot House
Woodside Farm
FP4/1
BOWDEN VIEW LANE
BUCKLOW HILL LANE
HULSEHEATH LANE
Hoo Green
Hulseheath

4A 4B 5A 5B

Legend

- Indicative extents of Petitioner(s) land interests
- Railway Systems Site
- Ecological mitigation pond (Indicative only)
- Balancing pond
- Pumping station
- Grassland habitat creation
- Woodland habitat creation
- Landscape mitigation planting (scrub / woodland)
- Hedgerow
- New ditches
- 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

Petitioner: Hoo Green Residents Group

Petition number: HS2-022

For sections refer to: 2PT24-MWJ-PT-DSE-M000-002233-HS2-022

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Date: 21/06/2023

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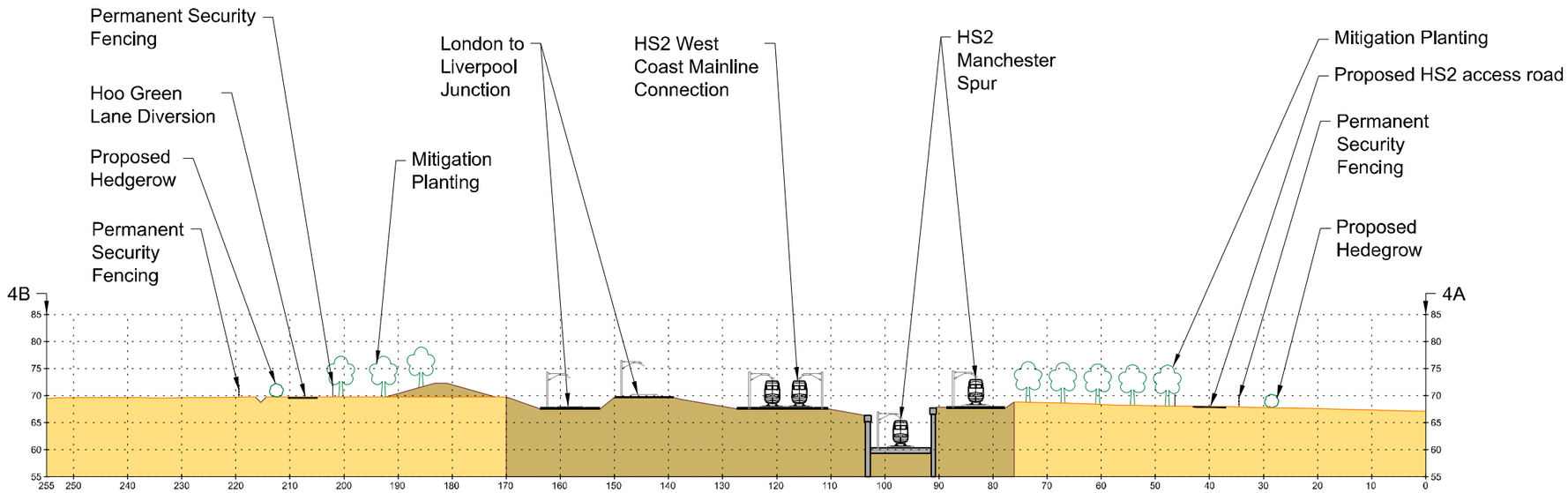
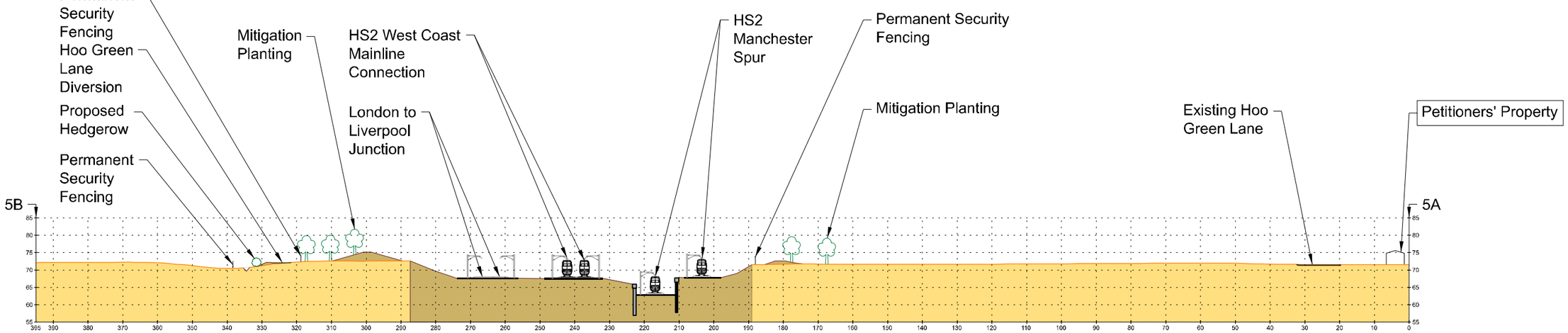


SECTION 4A-4B
SCALE 1:1000
For Plan refer to 2PT24-MWJ-PT-MAP-M000-002231-HS2-022



SECTION 5A-5B
SCALE 1:1250
For Plan refer to 2PT24-MWJ-PT-MAP-M000-002231-HS2-022

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P500

Scale with caution as distortion can occur.

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)
- Proposed Hedgerow Planting

HS2

Registered in England
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Registered office:
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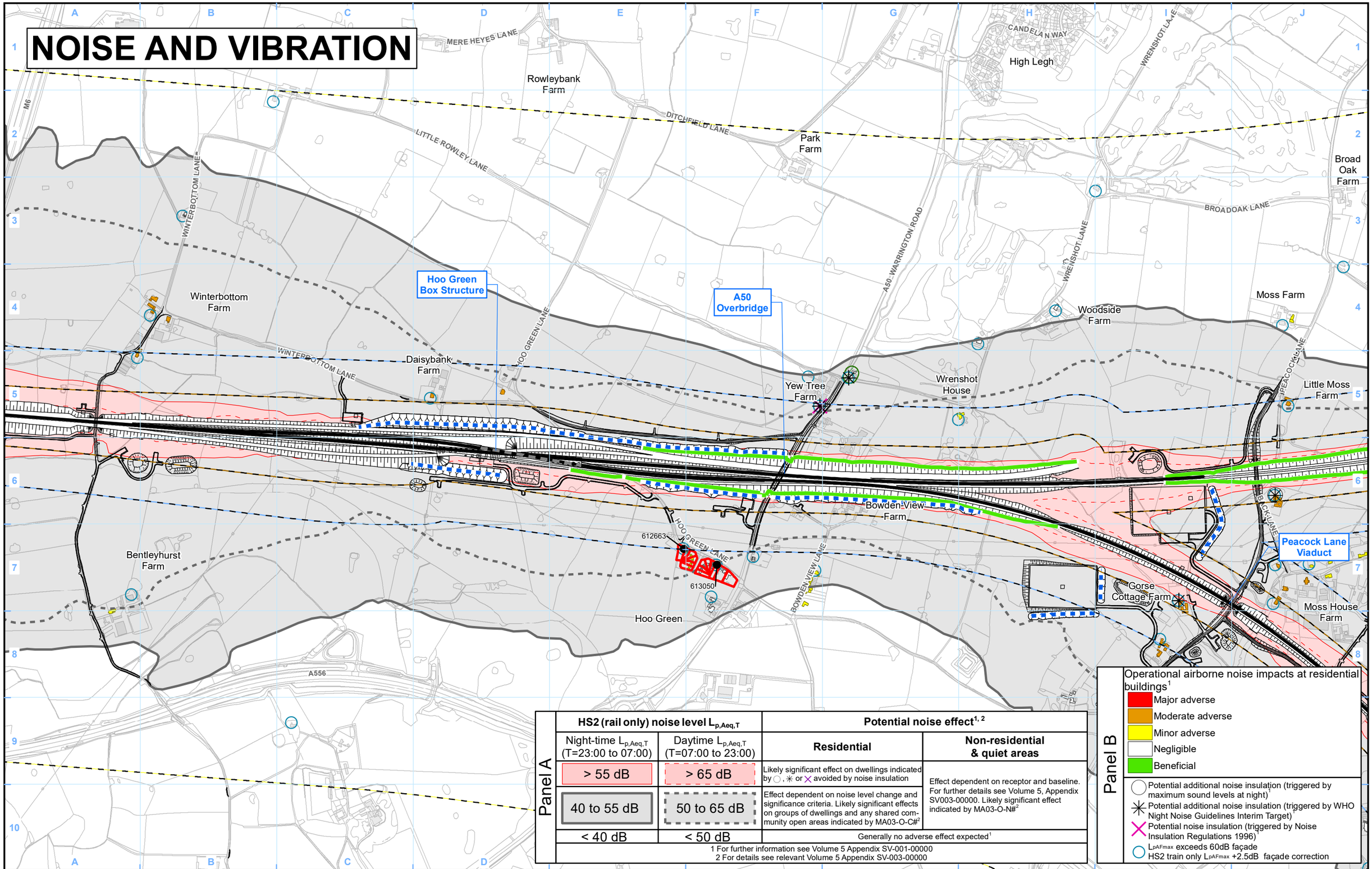
Birmingham, B4 6GA

Zone: Manchester Leg Whole	Project/Contract: 2PT24 - DFP CDES
Design Stage: Designs for Petition	Discipline/Function: Petitions
Drawing Title: Hoo Green Residents Group HS2-022 Sh.04 (SECTION 4A-4B & 5A-5B)	Creator/Originator: MW JV (Mott MacDonald and WSP Joint Venture)
	Date: 2023-06-20 · Scale: AS SHOWN · Size: A3
	Drawing No.: 2PT24-MWJ-PT-DSE-M000-002233-HS2-022 · Rev.: P02

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#[2]
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#[2]	
< 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)[1]
- ✳ Potential additional noise insulation (triggered by WHO Night Noise Guidelines Interim Target)[1]
- ✕ Potential noise insulation (triggered by Noise Insulation Regulations 1996)[1]
- ○ L_{pAFmax} exceeds 60dB façade HS2 train only L_{pAFmax} +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

Engineering earthworks:
- Embankment
- Cutting

Non engineering earthworks:
- Embankment
- Cutting

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

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

P501(1)

Map Number: SV-02

Map Name: Operational Airborne Noise and Vibration Impacts and Likely Significant Effects Petition HS2-022 Hoo Green Residents Group

Community Area MA03: Pickmere to Agden and Hulseheath

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0 100 200 300 400 Metres

Doc Number: 2PT24-MWJ-PT-MAP-M000-002222-HS2-022

Date: 21/06/23

Noise Levels

HS2

Detailed Noise and Vibration Tables: Results from the Main ES

Table 1: Baseline sound levels

Assessment location		Baseline sound levels (dB)						
		For construction sound assessment (2025)			For operational sound assessment (2038)			
Ref	Area represented	Day 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 $L_{pAFmax,5min}$
612663	Hoo Green Lane, Mere	52	50	49	52	49	52	80
613050	Hoo Green Lane, Mere	54	50	48	53	48	53	58

Table 2: Construction airborne sound, noise impacts and significant effects at residential receptors

Assessment location		Impact criteria				Significance criteria[1]					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	Existing environment	Impact duration (months)	Mitigation effect	
		Day 07:00 – 19:00	Evening 19:00 – 23:00	Night 23:00 – 07:00							
612663	Hoo Green Lane, Mere	62/65[A]	-/-[B]	-/-[C]	Day: General site works	NA	6	-	-	-	
613050	Hoo Green Lane, Mere	60/64[A]	-/-[B]	-/-[C]	Day: Highway works	NA	8	-	-	-	

Table 3: Construction vibration impacts and significant effects at residential and non-residential receptors

Assessment location		Impact criteria				Significance criteria[2]				Significant effect
Ref	Area represented	Peak particle velocity (PPV) mm/s on foundation	Typical/highest monthly indoor vibration dose value (VDV) m/s $^{1.75}$		Construction activity resulting in highest forecast vibration	Type of effect	Number of properties represented	Type of receptor	Impact duration (months)	
			Day 07:00 – 23:00	Night 23:00 – 07:00						
612663	Hoo Green Lane, Mere	0.2	0.08/0.16	-/-	Site set up (vibratory roller)	NA	6	R		

[1] **NA** – no adverse effect
[2] **R** – residential receptor

P501(2)

Noise Levels

HS2

Table 4: Operational airborne sound, noise impacts and significant effects at residential and non-residential receptors

Assessment location		Impact criteria										Significance criteria[3]					Significant effect[4]
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	Existing environment	Mitigation effect	
		Day	Night	Max	Day	Night	Max	Day	Night	Day	Night						
612663	Hoo Green Lane, Mere	53	47	73/--	52	49	52	55	51	3	2	A	6	R	-	-	~
613050	Hoo Green Lane, Mere	52	46	69/--	53	48	53	55	49	2	2	A	8	R	-	-	

[3] **A** – adverse effect

P501(3) sidered under the significance criteria set out, these adverse effects are not considered to be significant on a community basis

Noise Levels

HS2

Detailed Noise and Vibration Tables: Results from the SES1 and AP1 ES

Note: Results not presented in the SES1 and AP1 ES.

Table 1: Baseline sound levels

Assessment location		Baseline sound levels (dB)						
		For construction sound assessment (2025)			For operational sound assessment (2038)			
Ref	Area represented	Day 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 $L_{pAFmax,5min}$
612663	Hoo Green Lane, Mere	52	50	49	52	49	52	80
613050	Hoo Green Lane, Mere	54	51	48	53	48	53	58

Table 2: Construction airborne sound, noise impacts and significant effects at residential receptors

Assessment location		Impact criteria				Significance criteria[5]					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	Existing environment	Impact duration (months)	Mitigation effect	
		Day 07:00 – 19:00	Evening 19:00 – 23:00	Night 23:00 – 07:00							
612663	Hoo Green Lane, Mere	62/65[A]	-/-[B]	-/-[C]	Day: General site works	NA	6	-	-	-	
613050	Hoo Green Lane, Mere	60/64[A]	-/-[B]	-/-[C]	Day: Highway works	NA	8	-	-	-	

Table 3: Construction vibration impacts and significant effects at residential and non-residential receptors

Assessment location		Impact criteria				Significance criteria[6]				Significant effect
Ref	Area represented	Peak particle velocity (PPV) mm/s on foundation	Typical/highest monthly indoor vibration dose value (VDV) m/s $^{1.75}$		Construction activity resulting in highest forecast vibration	Type of effect	Number of properties represented	Type of receptor	Impact duration (months)	
			Day 07:00 – 23:00	Night 23:00 – 07:00						
612663	Hoo Green Lane, Mere	0.2	0.08/0.16	-/-	Site set up (vibratory roller)	NA	6	R		

[5] **NA** – no adverse effect
[6] **R** – residential receptor

P501(4)

Noise Levels

HS2

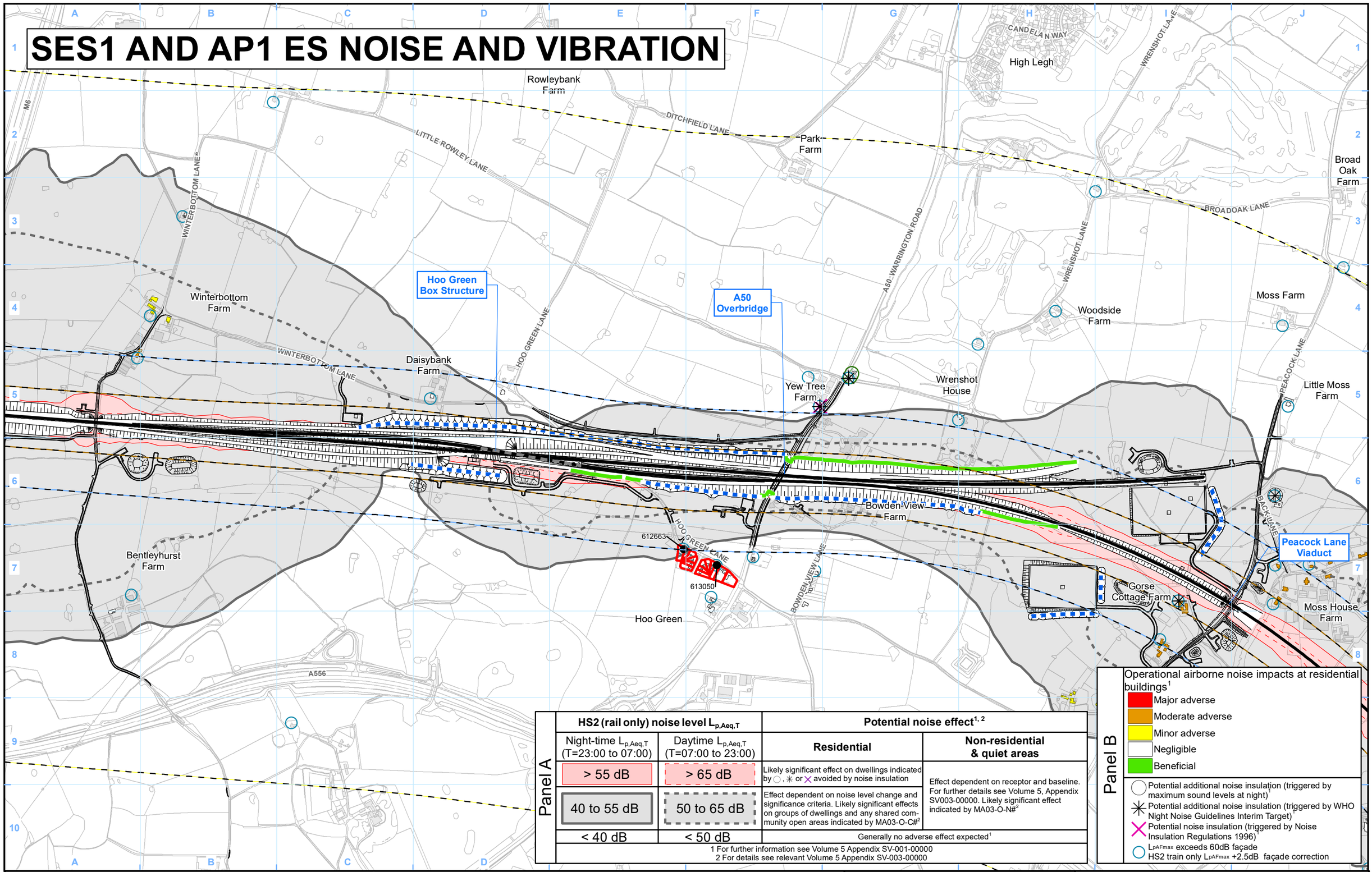
Table 4: Operational airborne sound, noise impacts and significant effects at residential and non-residential receptors

Assessment location		Impact criteria										Significance criteria[7]					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	Existing environment	Mitigation effect	
		Day	Night	Max	Day	Night	Max	Day	Night	Day	Night						
612663	Hoo Green Lane, Mere	48	43	67/--	52	49	52	53	50	1	1	A	6	R	-	-	
613050	Hoo Green Lane, Mere	49	44	63/--	53	48	53	53	48	0	0	A	8	R	-	-	

P501(5)

effect

SES1 AND AP1 ES 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#[2]
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#[2]	
< 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)[1]
- ✳ Potential additional noise insulation (triggered by WHO Night Noise Guidelines Interim Target)[1]
- ✕ Potential noise insulation (triggered by Noise Insulation Regulations 1996)[1]
- ○ L_{pAFmax} exceeds 60dB façade HS2 train only L_{pAFmax} +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

Engineering earthworks:
- Embankment
- Cutting

Non engineering earthworks:
- Embankment
- Cutting

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

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

P502(1)

Map Number: SV-02

Map Name: Operational Airborne Noise and Vibration Impacts and Likely Significant Effects Petition HS2-022 Hoo Green Residents Group

Community Area MA03: Pickmere to Agden and Hulseheath

HS2

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Scale at A3: 1:10,000

0 100 200 300 400 Metres

Doc Number: 2PT24-MWJ-PT-MAP-M000-002221-HS2-022 Date: 21/06/23

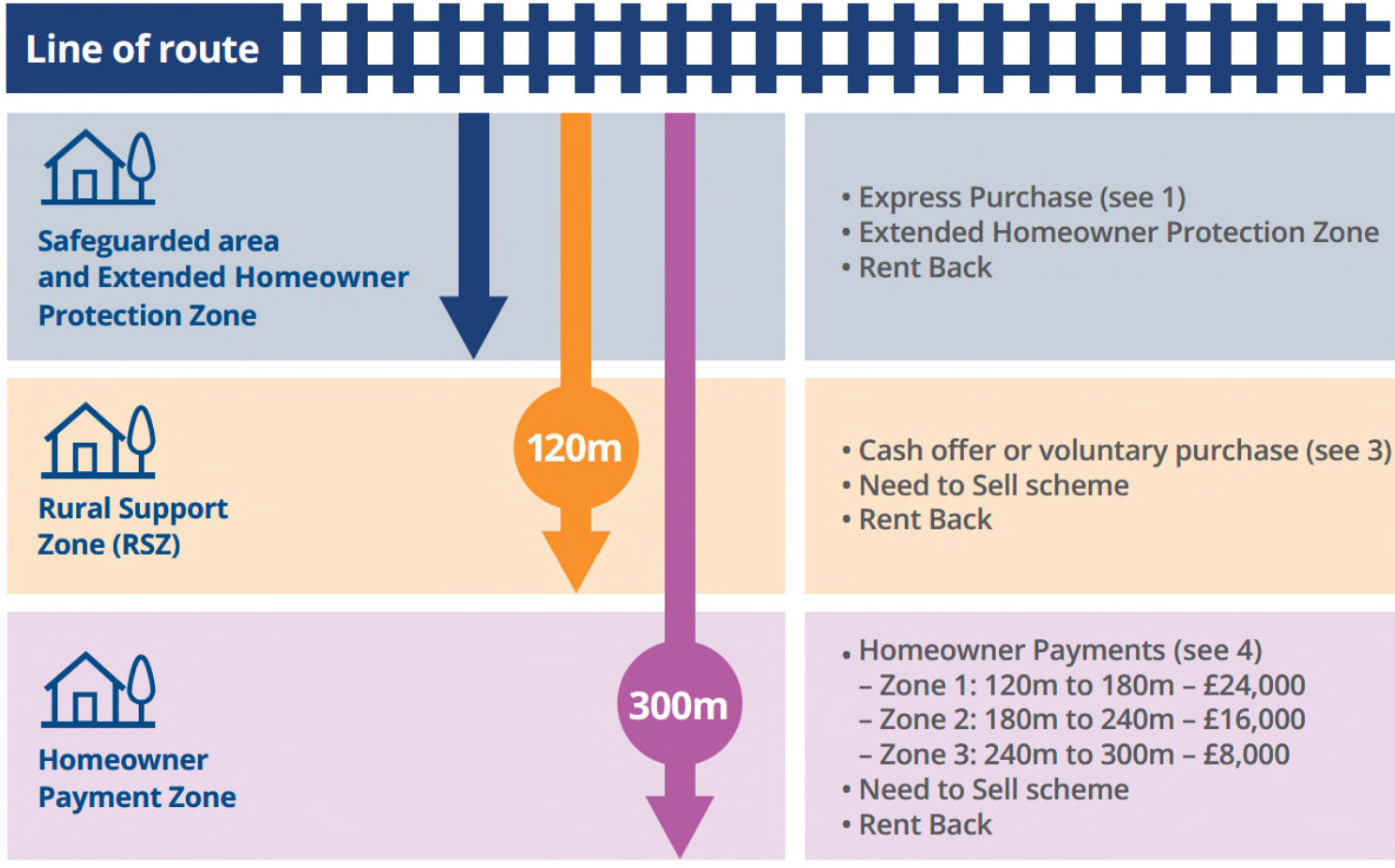
Noise Levels

HS2

Detailed Noise and Vibration Tables: Results from the SES1 and AP1 ES

There are no updated results for the SES1 and AP1 scheme as the changes did not lead to a new or different effect at these receptors.

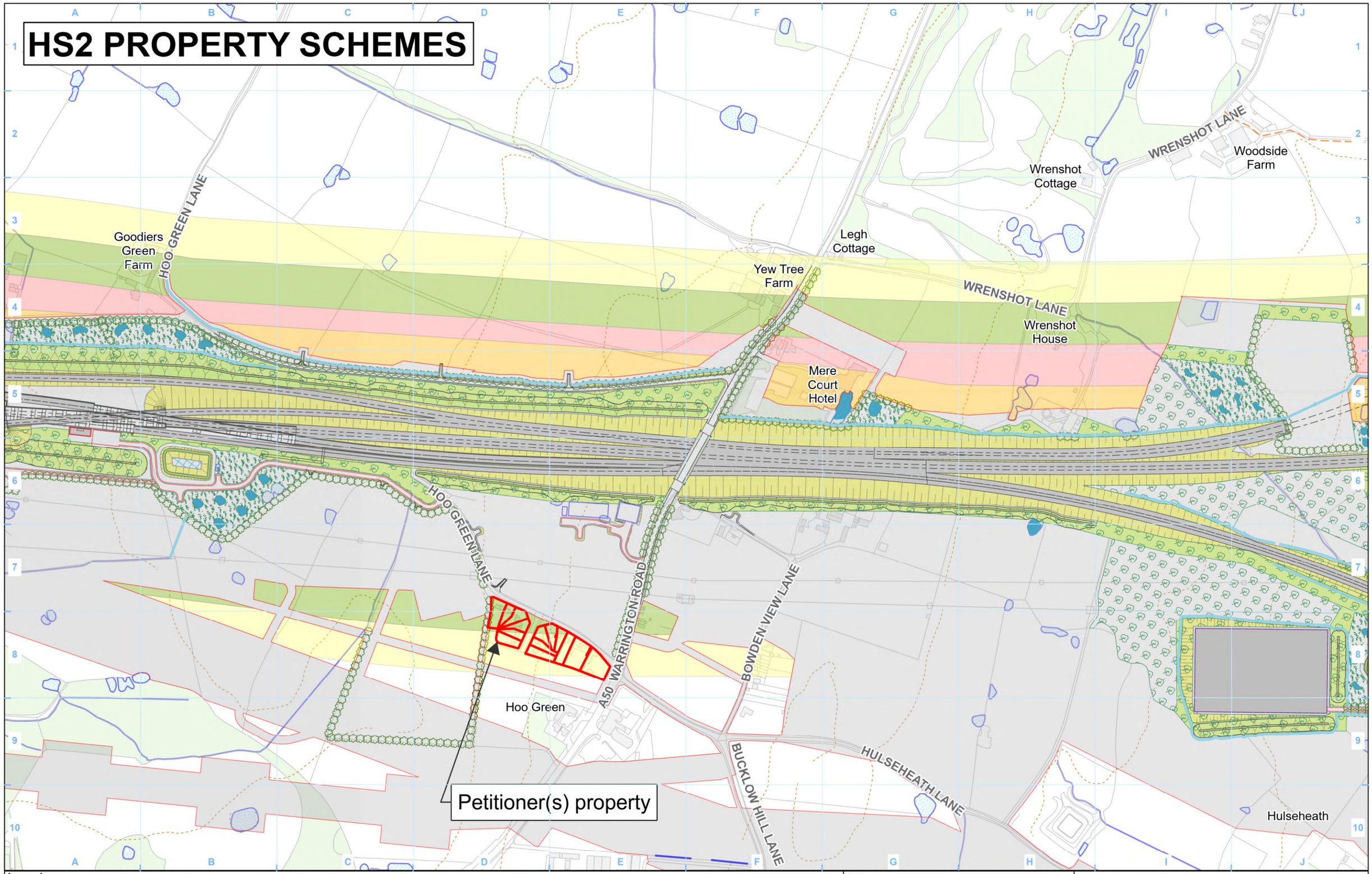
HS2 Property Schemes



		Available once line is in public use for a year
Safeguarded area and Extended Homeowner Protection Zone	• Express Purchase (see 1) • Extended Homeowner Protection Zone • Rent Back	Part 1 compensation – where there is no land take (see 2)
Rural Support Zone (RSZ)	• Cash offer or voluntary purchase (see 3) • Need to Sell scheme • Rent Back	Part 1 compensation – where there is no land take
Homeowner Payment Zone	• Homeowner Payments (see 4) – Zone 1: 120m to 180m – £24,000 – Zone 2: 180m to 240m – £16,000 – Zone 3: 240m to 300m – £8,000 • Need to Sell scheme • Rent Back	Part 1 compensation – where there is no land take
Beyond	• Need to Sell scheme • Rent Back	Part 1 compensation – where there is no land take

1) Surface safeguarding only. 2) Compensation for any reduction in the value of property as a result of the physical effects of the operation of the railway. 3) Applies to rural areas only and does not extend to areas beyond deep tunnels. 4) Available now for Phase One and Phase 2a. Applies to rural areas only and does not extend to areas beyond deep tunnels.

HS2 PROPERTY SCHEMES



Legend

- Indicative extents of Petitioner(s) land interests
- Railway Systems Site
- Ecological mitigation pond (Indicative only)
- Balancing pond
- Pumping station
- Grassland habitat creation
- Woodland habitat creation
- Landscape mitigation planting (scrub / woodland)
- Hedgerow
- New ditches
- 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: Hoo Green Residents Group

Petition number: HS2-022

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Scale at A3: 1:5,000

0 50 100 150 200 Metres

Doc Number: 2PT24-MWJ-PT-MAP-M000-002262-HS2-022 **Date:** 19/06/2023

Hoo Green Junction

Consultation on passive provision for NPR connections with HS2

2019, June - Government Design Refinement Consultation on the location for NPR touchpoints at High Legh. Reasons for proposed touchpoints:

- consistent with Transport for the North's recommendations as set out in its Strategic Transport Plan (February 2019), which was subject to public consultation in 2018;
- would not prescribe future Government decisions about how and where NPR lines would serve. For example, the selected locations have the benefit of allowing any future NPR route to also serve Warrington, but without at this stage prescribing how that is done.

2020, October - Minister of State for Transport confirmed passive provision for two junctions at High Legh

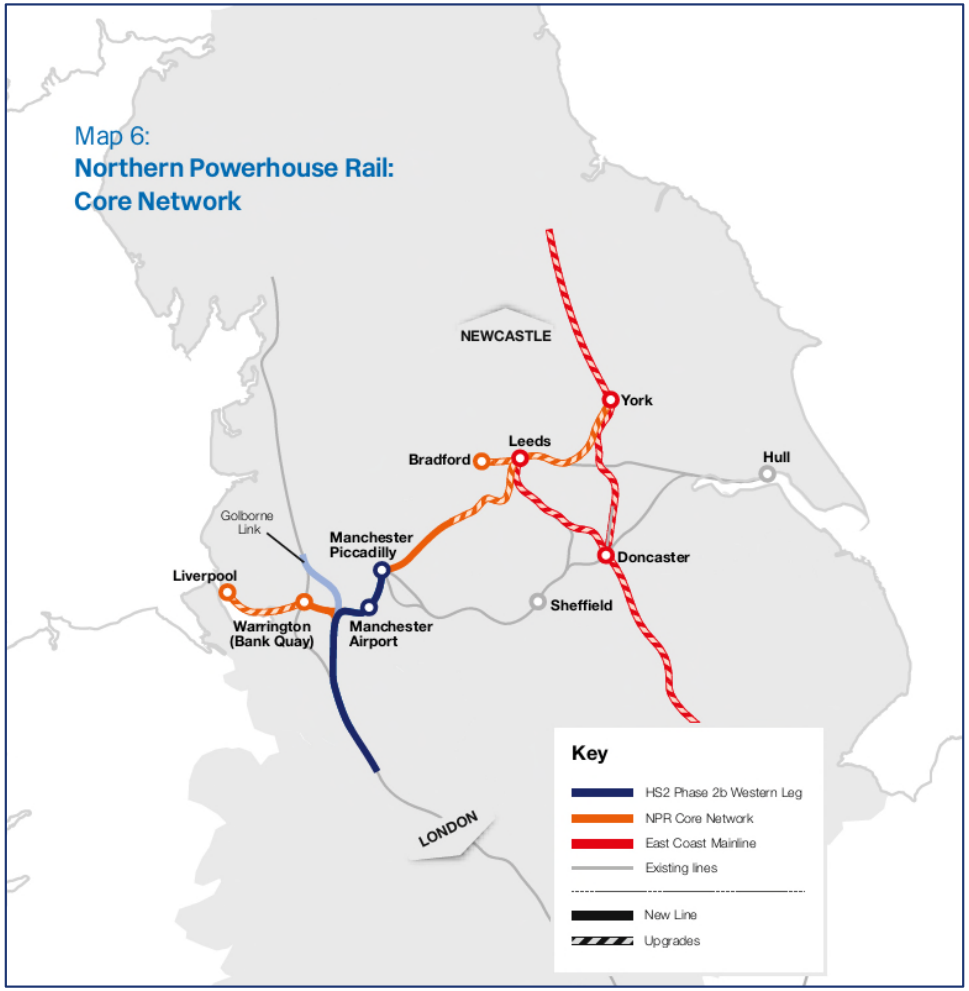
Hoo Green Junction

NPR and the Integrated Rail Plan (2021)

Government policy commitment sets out the blueprint for the development of train services across the Midlands and North and towards Scotland and London, bringing together communities and strengthening the economy.

Includes in its “core pipeline” of investment a new Northern Powerhouse Rail high-speed line between Warrington, Manchester and Yorkshire making use of the railway.

The IRP identifies the need for HS2 and NPR to be integrated and the government has instructed HS2 to include passive provision for a connection to Warrington with Phase 2b western leg (paragraph 3.69 of the IRP).



Hoo Green Junction

NPR interfaces on the Phase 2b Western Leg

Active provision refers to the inclusion of all the necessary works for NPR services to operate on HS2 in future in the HS2 Crewe to Manchester Bill and delivering them in one go as part of a single HS2 construction phase.

- Crewe Northern Connection
- Manchester Airport High Speed station
- Manchester Piccadilly High Speed station

Passive provision refers to the minimum level of additional works that would be needed in the HS2 Crewe to Manchester Bill to ensure that NPR can connect to HS2 in future without significantly interrupting HS2 operations. At locations where passive provision is planned, this generally involves the provision of civil engineering structures and earthworks from HS2 to a distance of 500m away.

- **London to Liverpool Junction**
- Manchester to Liverpool Junction
- Manchester to Leeds Junction

Hoo Green Junction and West Coast Mainline connection

Hoo Green Junction also makes passive provision for a future connection between HS2 and the West Coast Mainline.

Following the recommendations of the Union Connectivity Review, the Golborne link has been removed to enable consideration of affordable alternatives that deliver similar benefits for Scotland and the North West within the funding envelope allocated for the IRP.

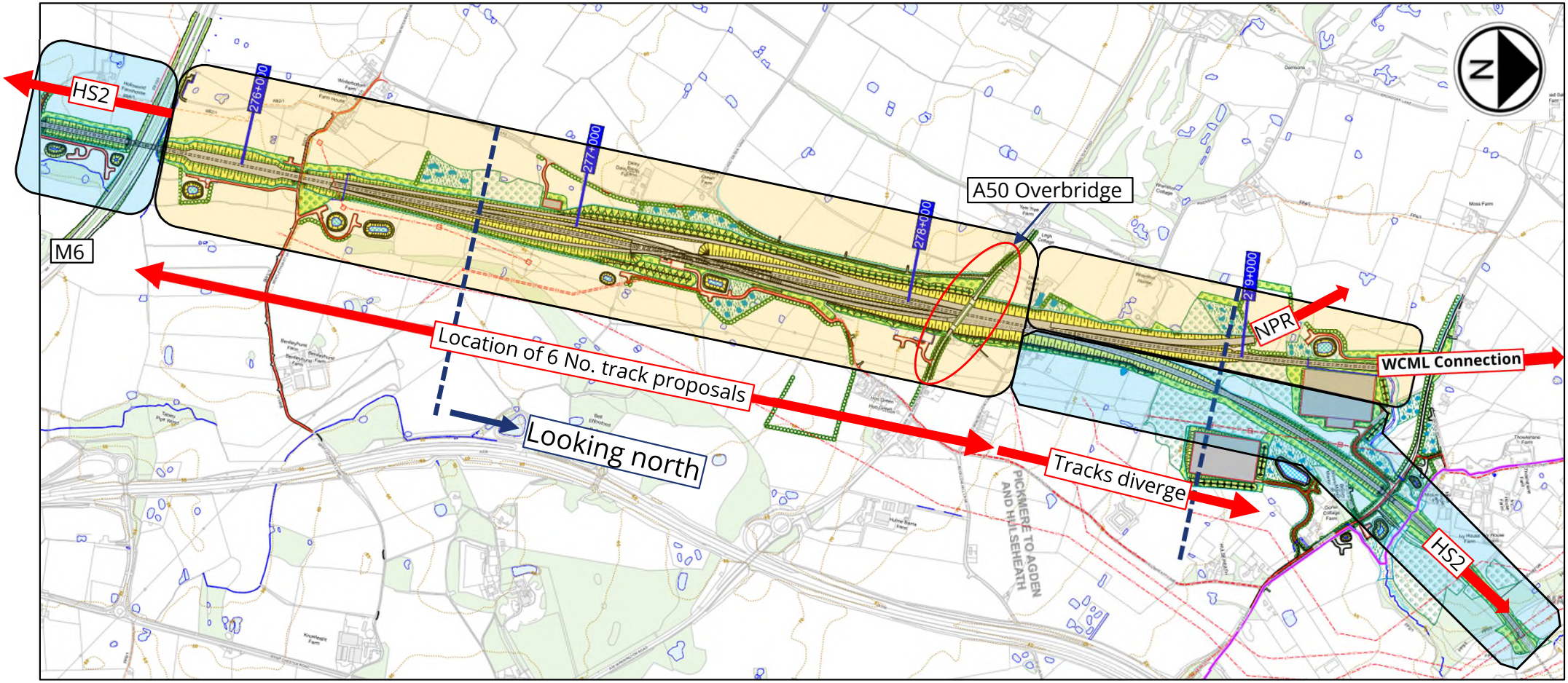
Passive provision at Hoo Green Junction ensures that a link can be provided in the future pending the consideration of alternatives to the Golborne Link but without interfering with the construction or operation of HS2 from Crewe to Manchester or NPR.

Hoo Green Junction - Area Overview

Main Works

HS2

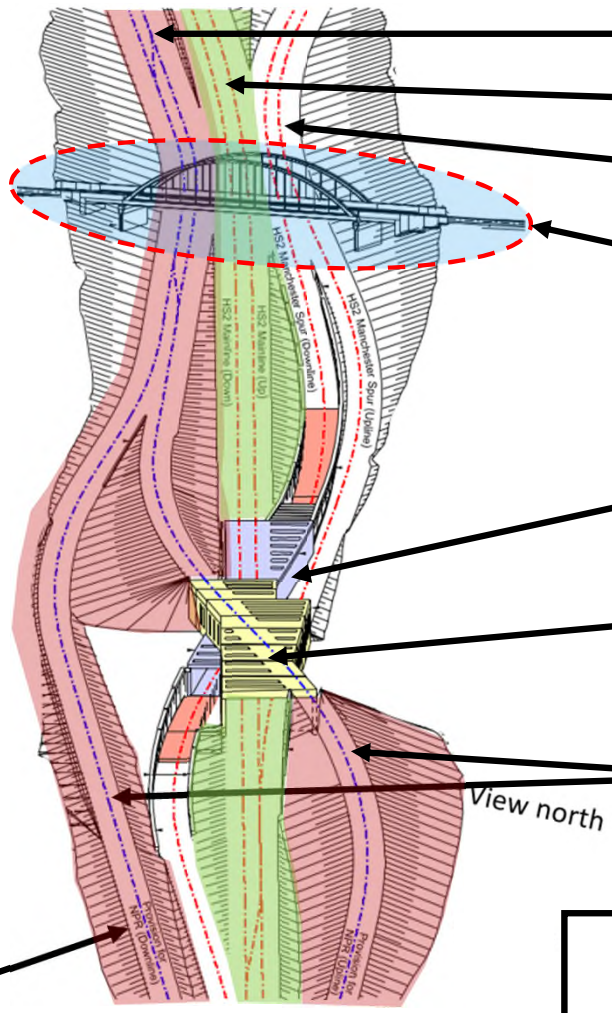
HS2 + Passive Provision



---- Lines correspond to view extents on following slide

Hoo Green Junction - 3D Illustration

View Looking North



NPR Passive Provision

HS2 WCML Connection Passive Provision

HS2 Manchester Spur

Six tracks in cutting

A50 Overbridge with Passive Provision in place to accommodate a bridge span of approx. 80m

Hoo Green tunnel (accommodating HS2 mainline eastbound towards Manchester)

Hoo Green Box structure (accommodating NPR line southbound)

NPR Passive Provision Structures: embankments and retaining walls to accommodate track alignment

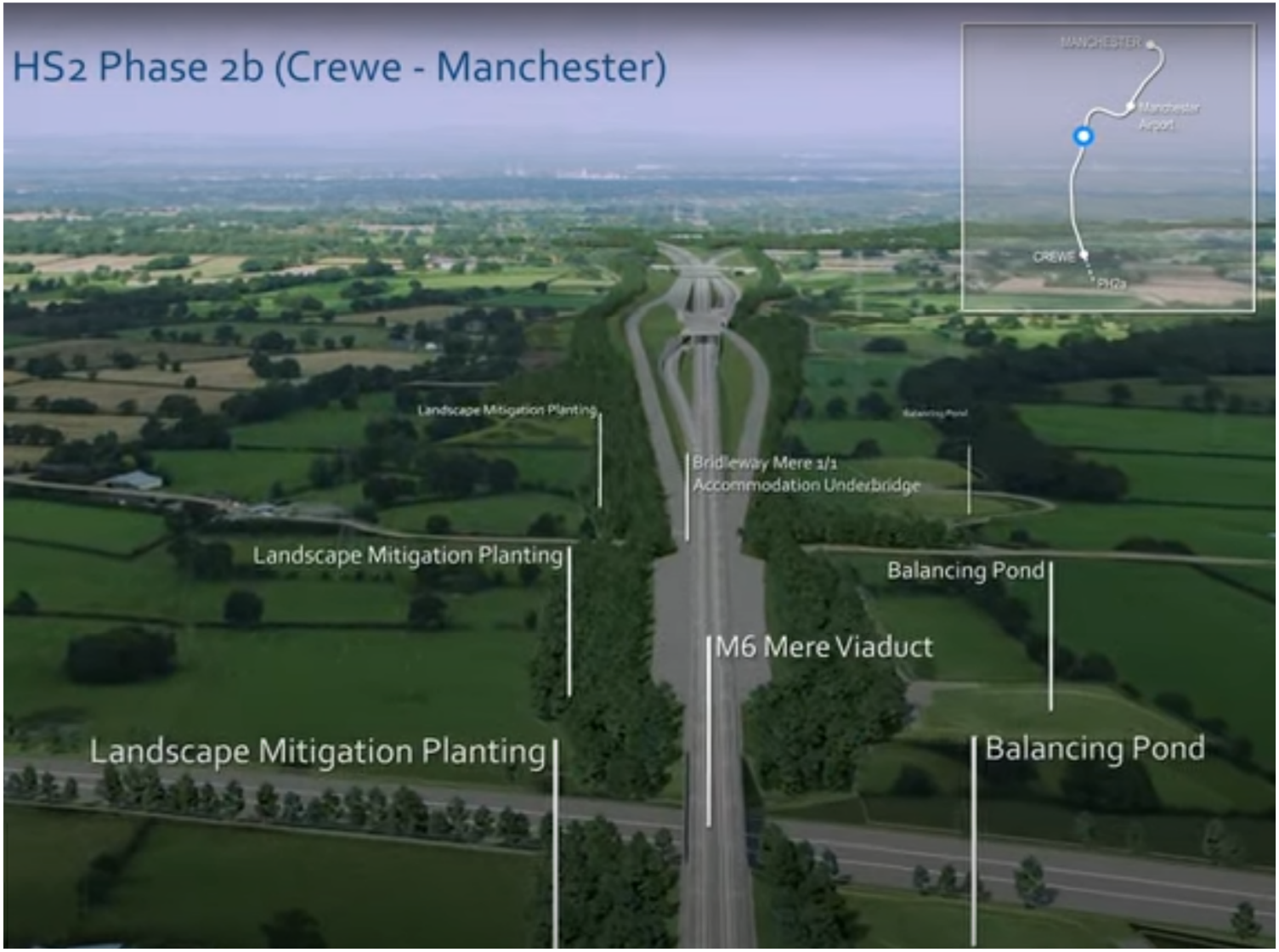
After the HS2 Route crosses the M6, the three rail lines must diverge horizontally and vertically to ensure they can start to re-converge having crossed over and under each other to the required alignments north of the Hoo Green Box structure.

The track alignment Provision for NPR westbound is routed to the west of the HS2 Route

M6 Motorway

Hoo Green Junction – Fly through extract

View looking North



Construction Traffic Connections to Strategic Road Network

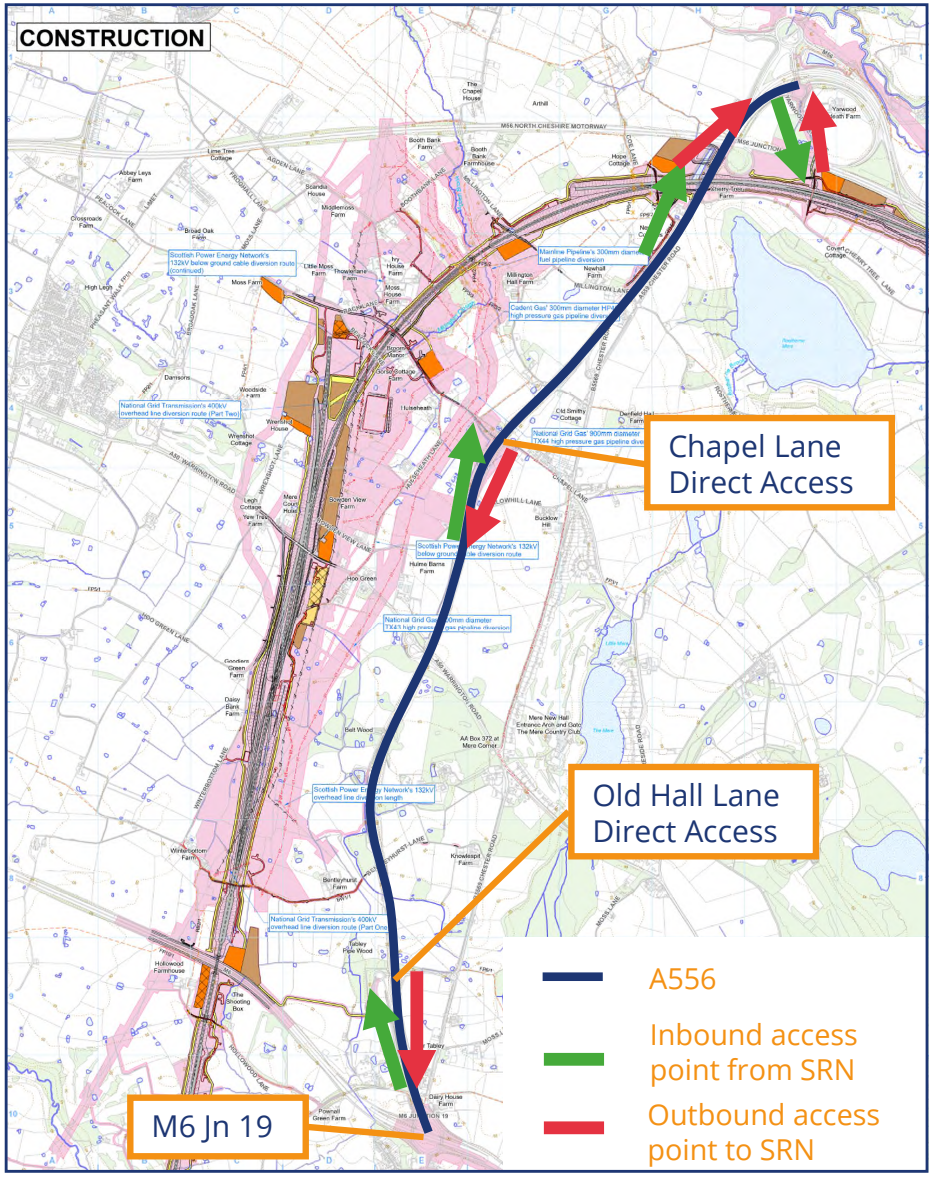
Four new temporary direct accesses to the strategic road network (SRN) introduced to reduce use of local roads by construction traffic.

Substantial number of cuttings in vicinity of the A556 which produce material required for re-use in embankments in areas to the south.

Primary route for these movements is via A556 southbound towards M6 Junction 19.

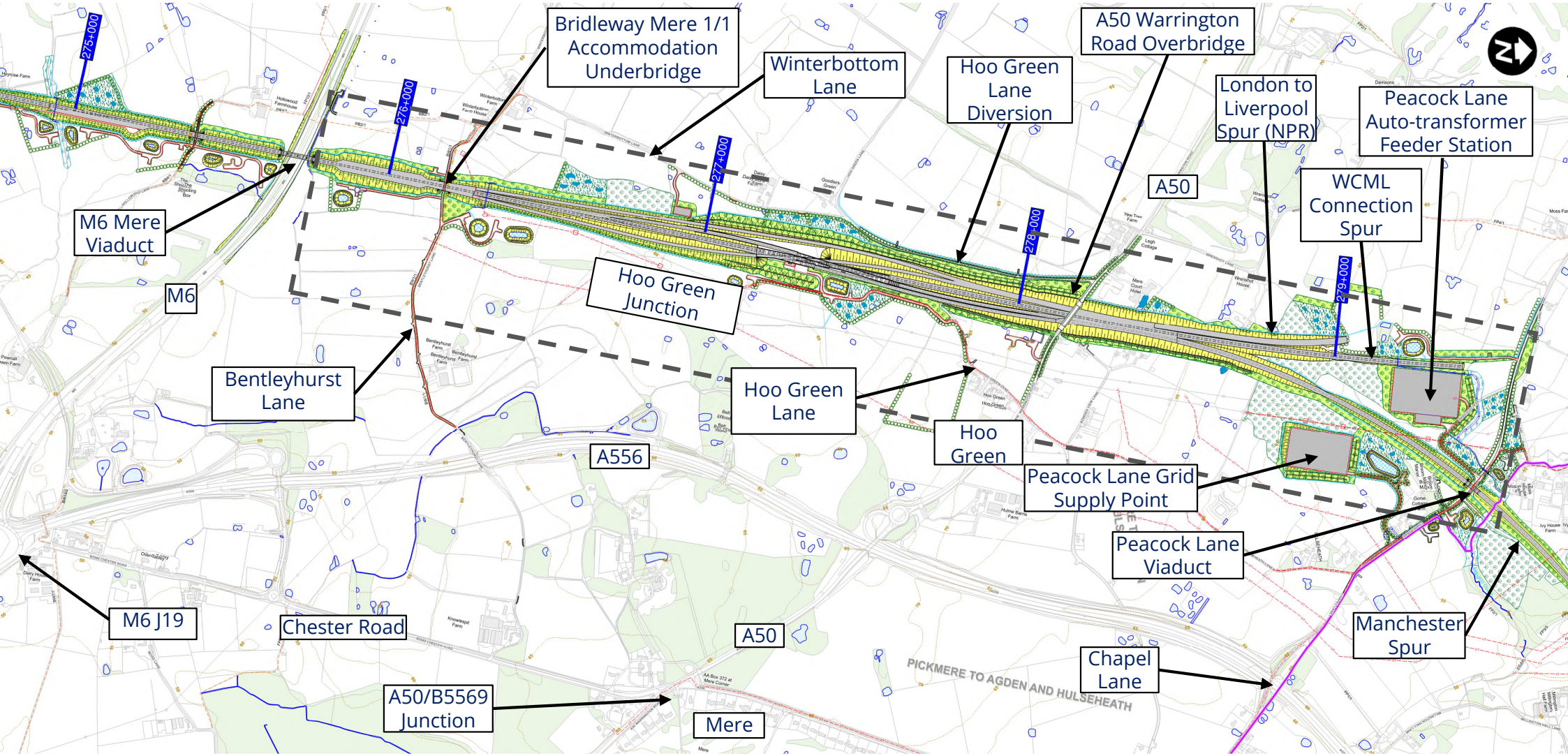
These accesses remove a substantial number of construction traffic movements from the wider local road network.

Old Hall Lane & Chapel Lane make use of existing structures over the A556 which provides southbound connectivity.



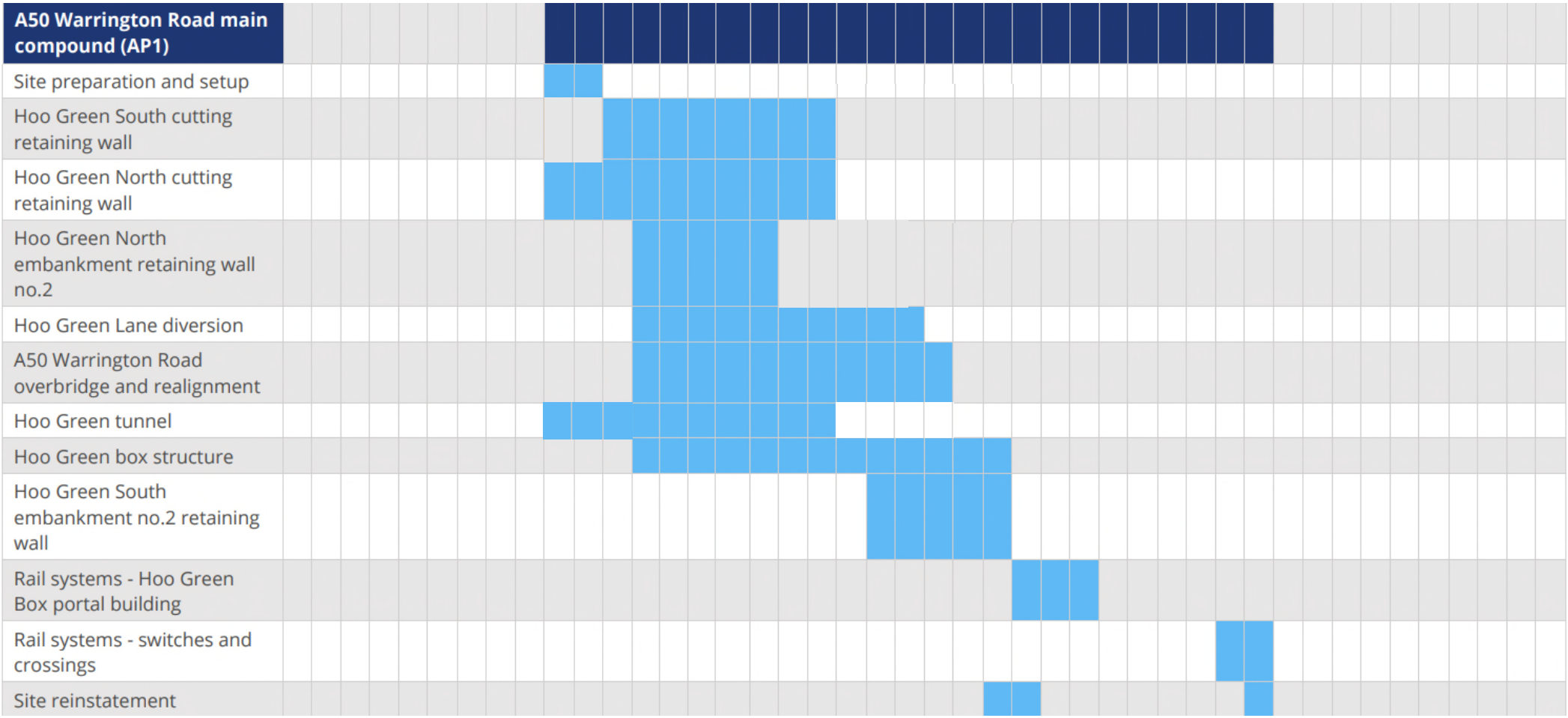
Hoo Green Construction Sequencing

Area Overview



Hoo Green Construction Sequencing

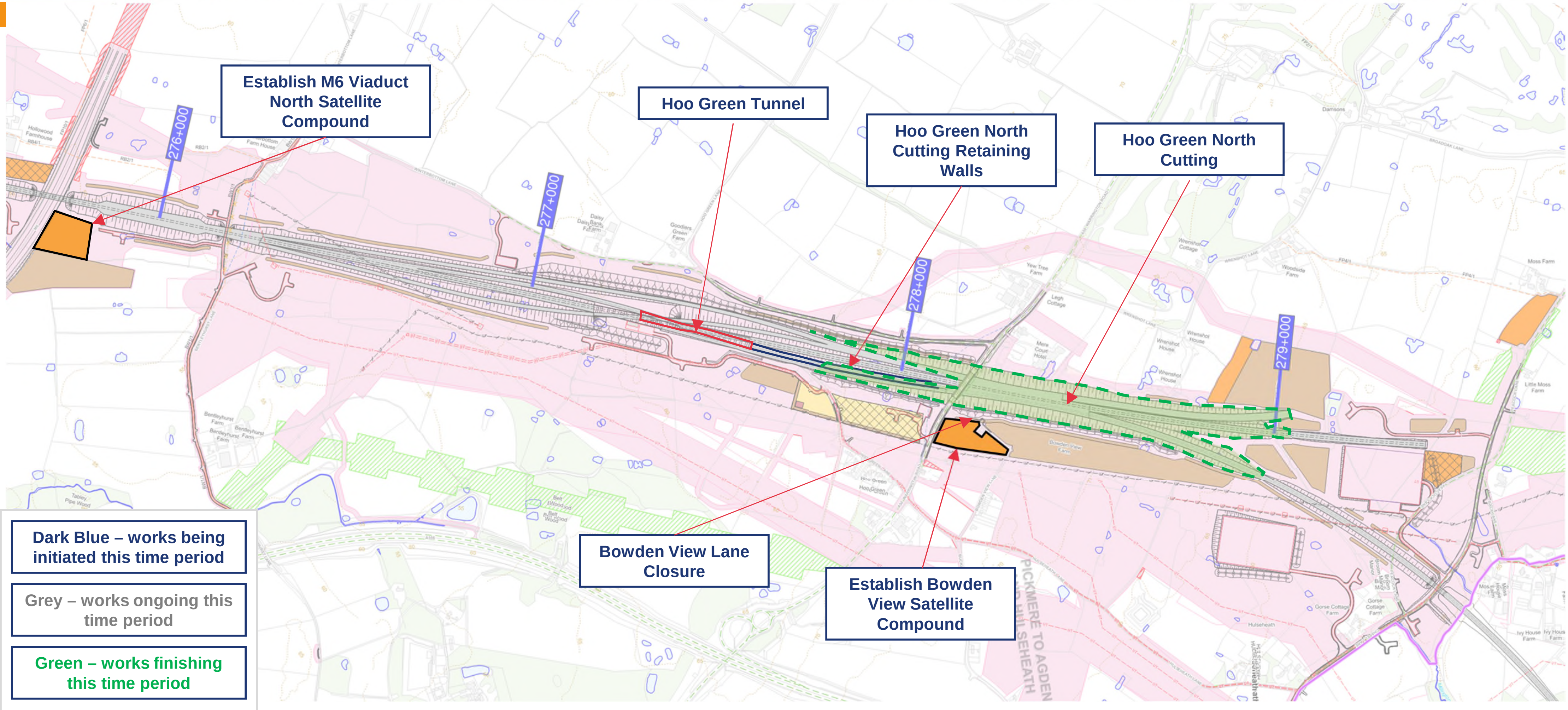
Programme Overview



Hoo Green Construction Sequencing

Q1-Q2 2027

Year	Qtr 1	Qtr 2	Qtr 3	Qtr 4
2027	J F M	A M J	J A S	O N D
2028	J F M	A M J	J A S	O N D
2029	J F M	A M J	J A S	O N D
2030	J F M	A M J	J A S	O N D
2031	J F M	A M J	J A S	O N D
2032	J F M	A M J	J A S	O N D
2033	J F M	A M J	J A S	O N D

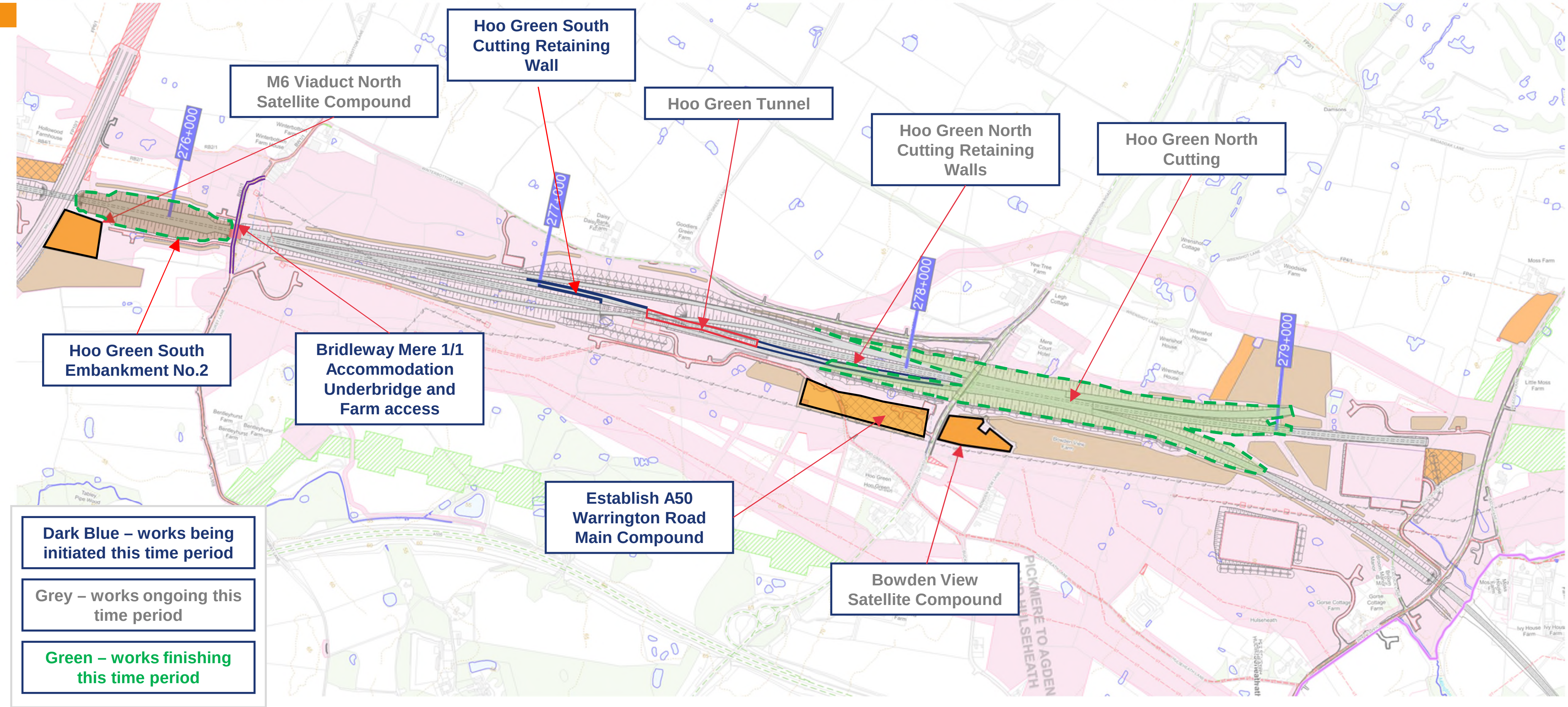


P506(3)

Hoo Green Construction Sequencing

Q3-Q4 2027

Year	Qtr 1	Qtr 2	Qtr 3	Qtr 4
2027	J F M	A M J	J A S	O N D
2028	J F M	A M J	J A S	O N D
2029	J F M	A M J	J A S	O N D
2030	J F M	A M J	J A S	O N D
2031	J F M	A M J	J A S	O N D
2032	J F M	A M J	J A S	O N D
2033	J F M	A M J	J A S	O N D

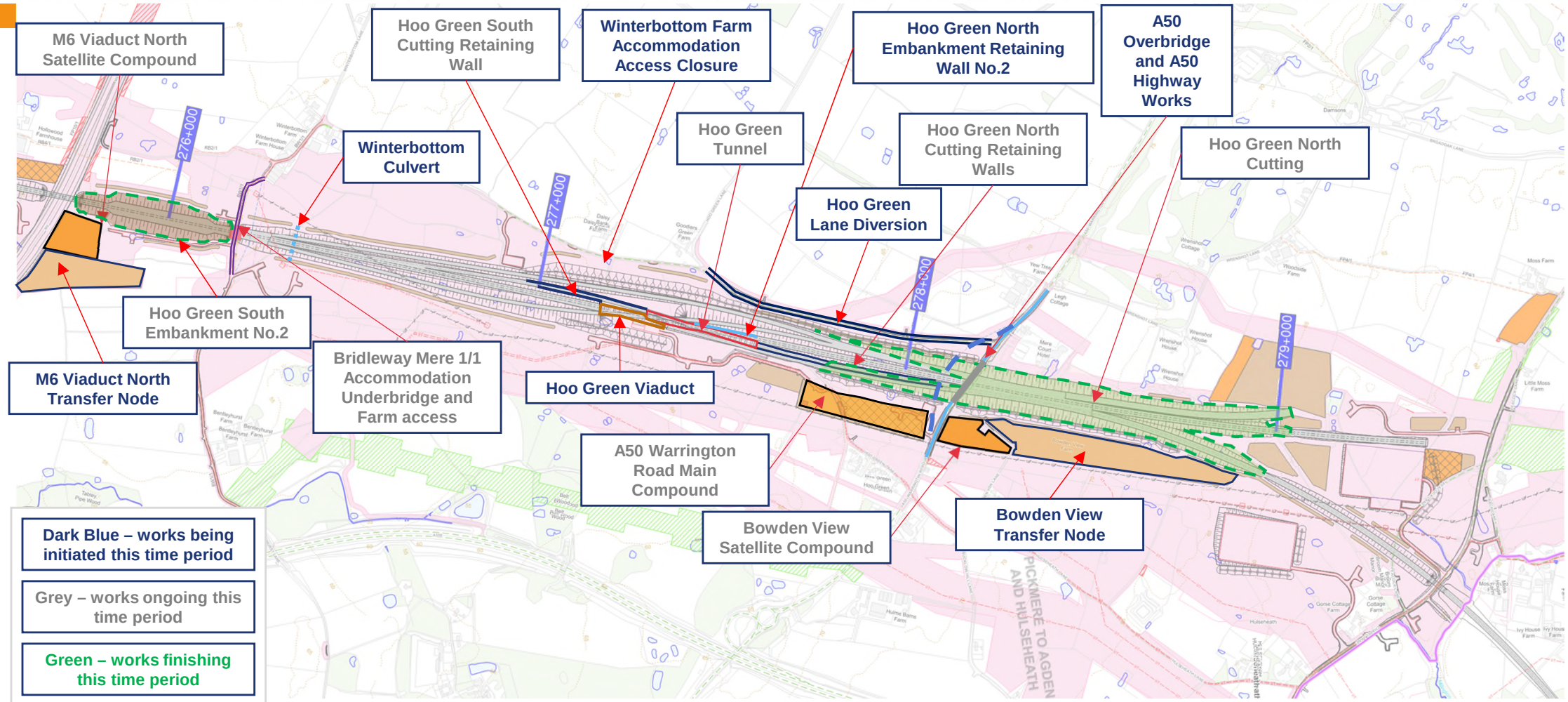


P506(4)

Hoo Green Construction Sequencing

Q1-Q2 2028

2027				2028				2029				2030				2031				2032				2033			
Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4
J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D



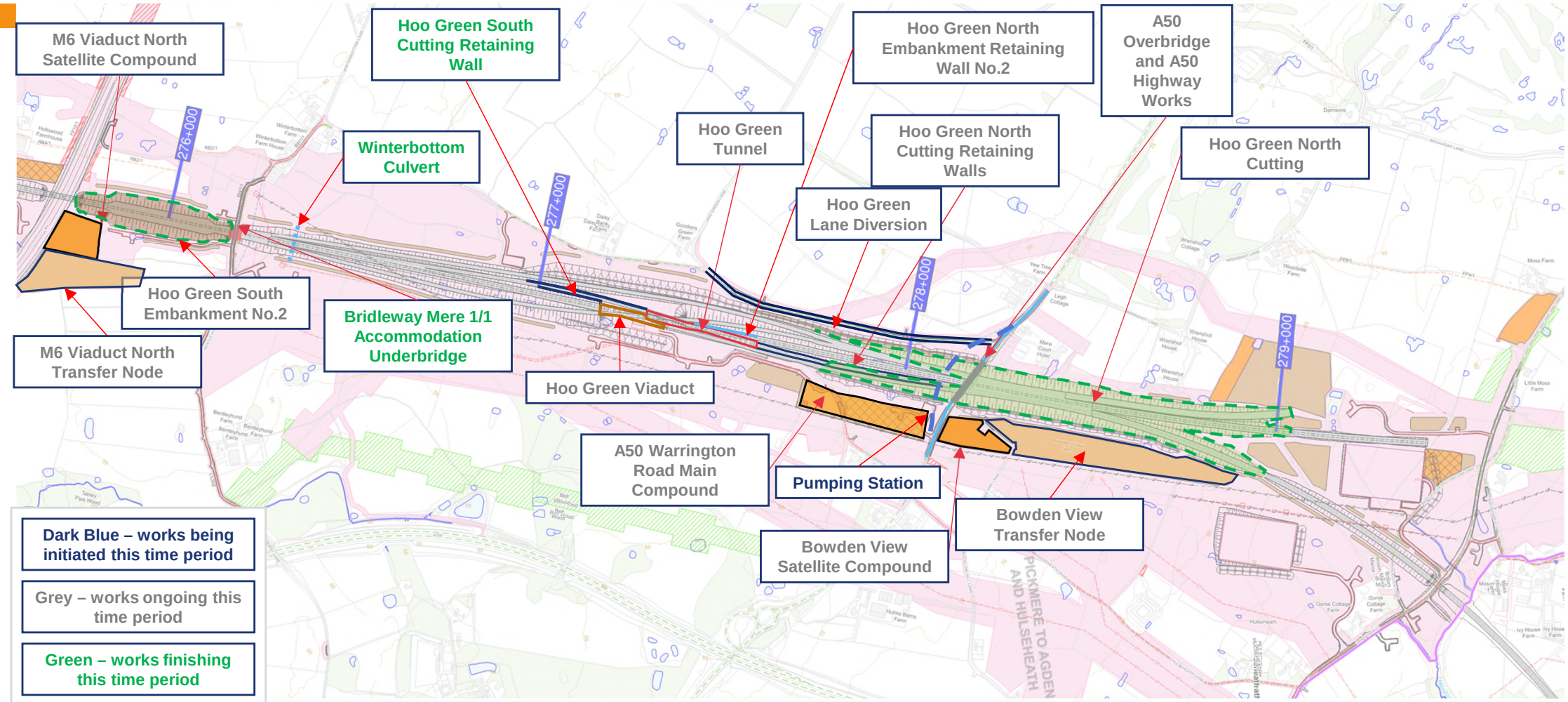
P506(5)

HS2-022

Hoo Green Construction Sequencing

Q3-Q4 2028

2027				2028				2029				2030				2031				2032				2033			
Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4
J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D



Dark Blue – works being initiated this time period

Grey – works ongoing this time period

Green – works finishing this time period

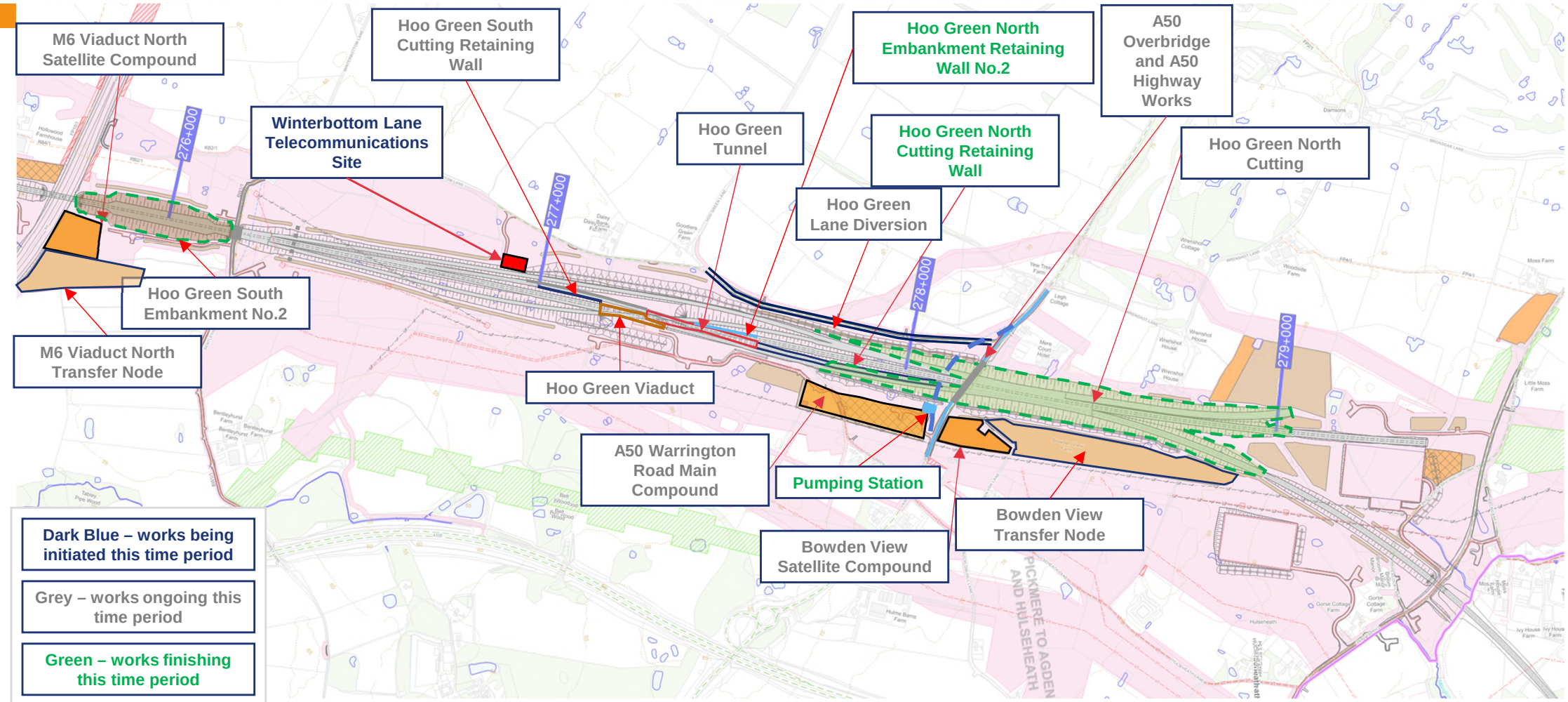
P506(6)

HS2-022

Hoo Green Construction Sequencing

Q1-Q2 2029

2027				2028				2029				2030				2031				2032				2033			
Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4
J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D



P506(7)

HS2-022

Hoo Green Construction Sequencing

Q3-Q4 2029

2027											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

2028											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

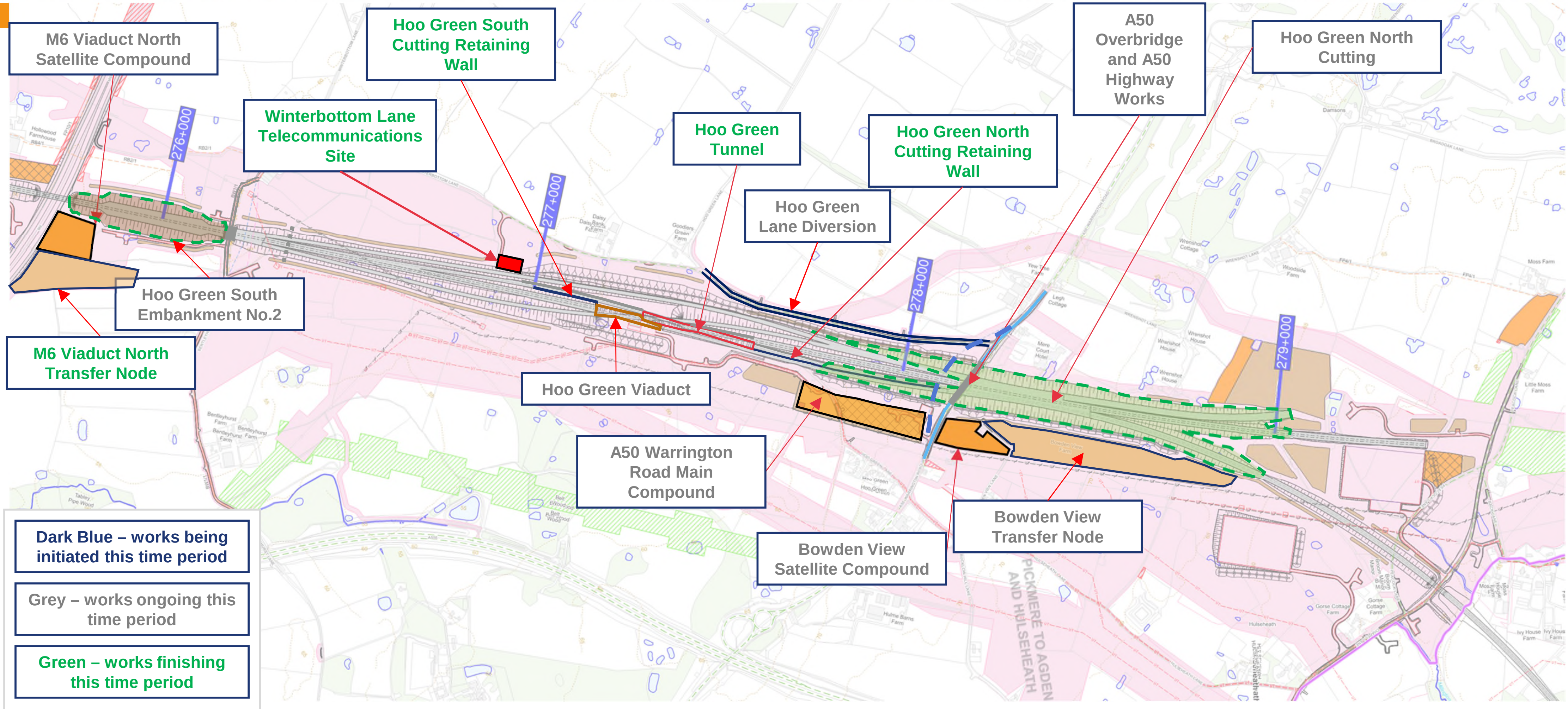
2029											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

2030											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

2031											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

2032											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

2033											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D



P506(8)

Hoo Green Construction Sequencing

Q1-Q2 2030

2027											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

2028											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

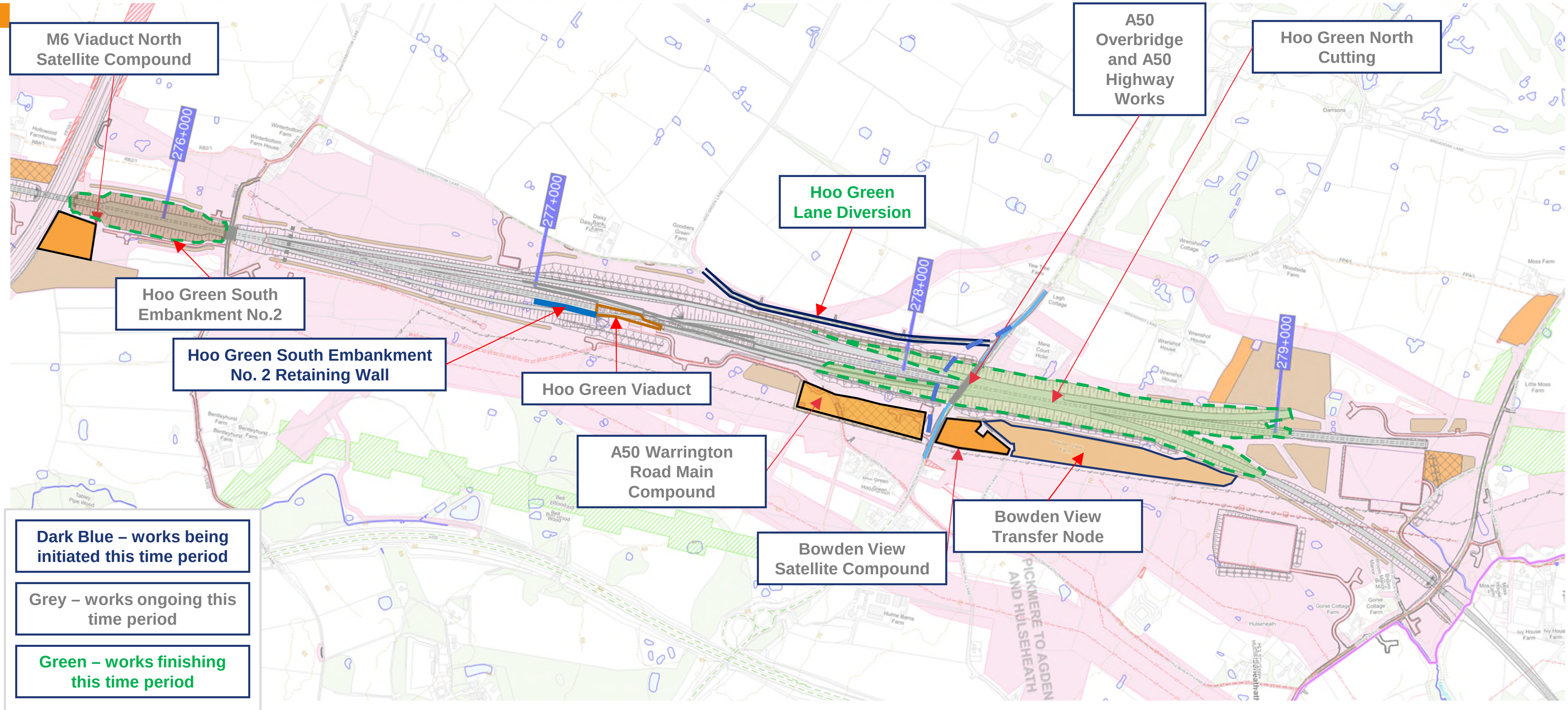
2029											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

2030											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

2031											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

2032											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

2033											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

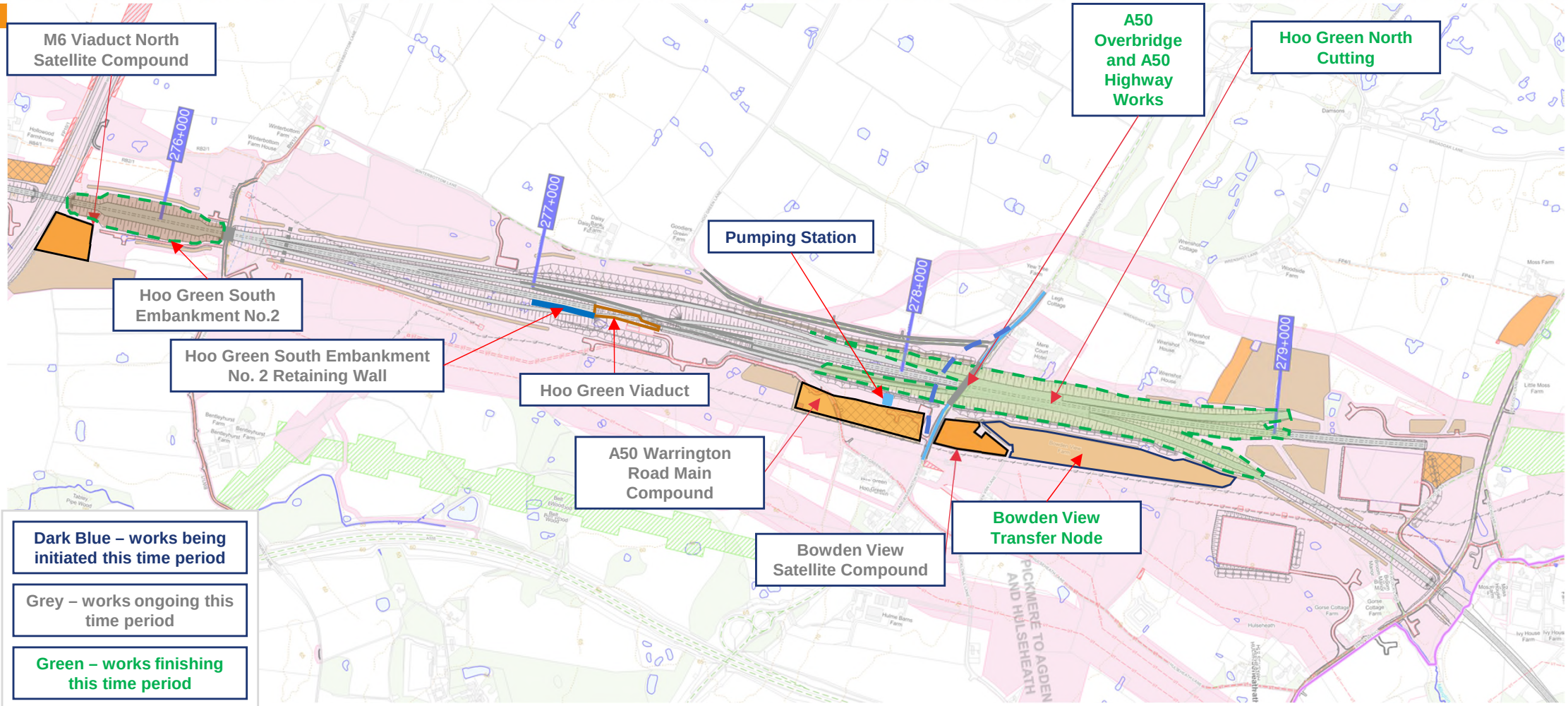


P506(9)

Hoo Green Construction Sequencing

Q3-Q4 2030

2027				2028				2029				2030				2031				2032				2033			
Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4
J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D



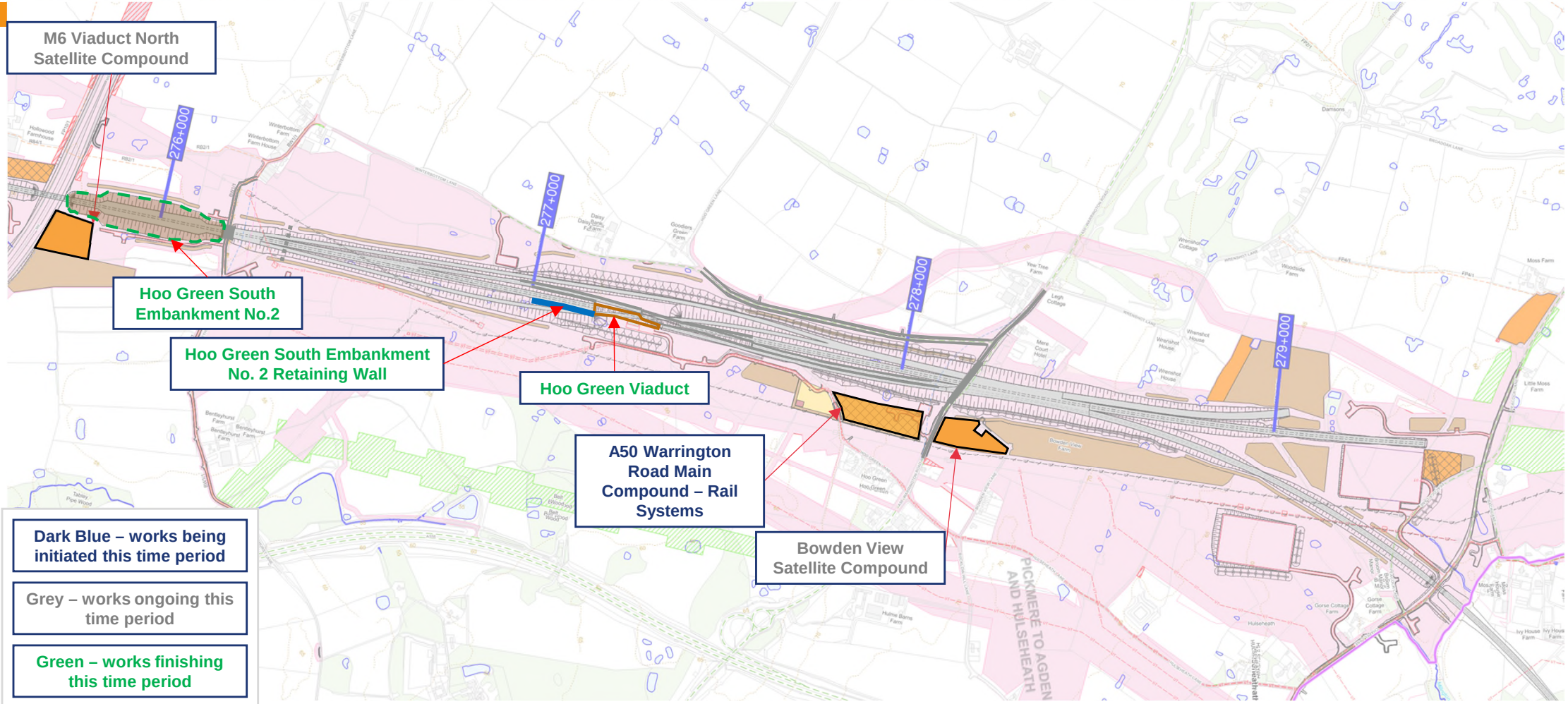
P506(10)

HS2-022

Hoo Green Construction Sequencing

Q1-Q2 2031

2027				2028				2029				2030				2031				2032				2033			
Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4
J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D

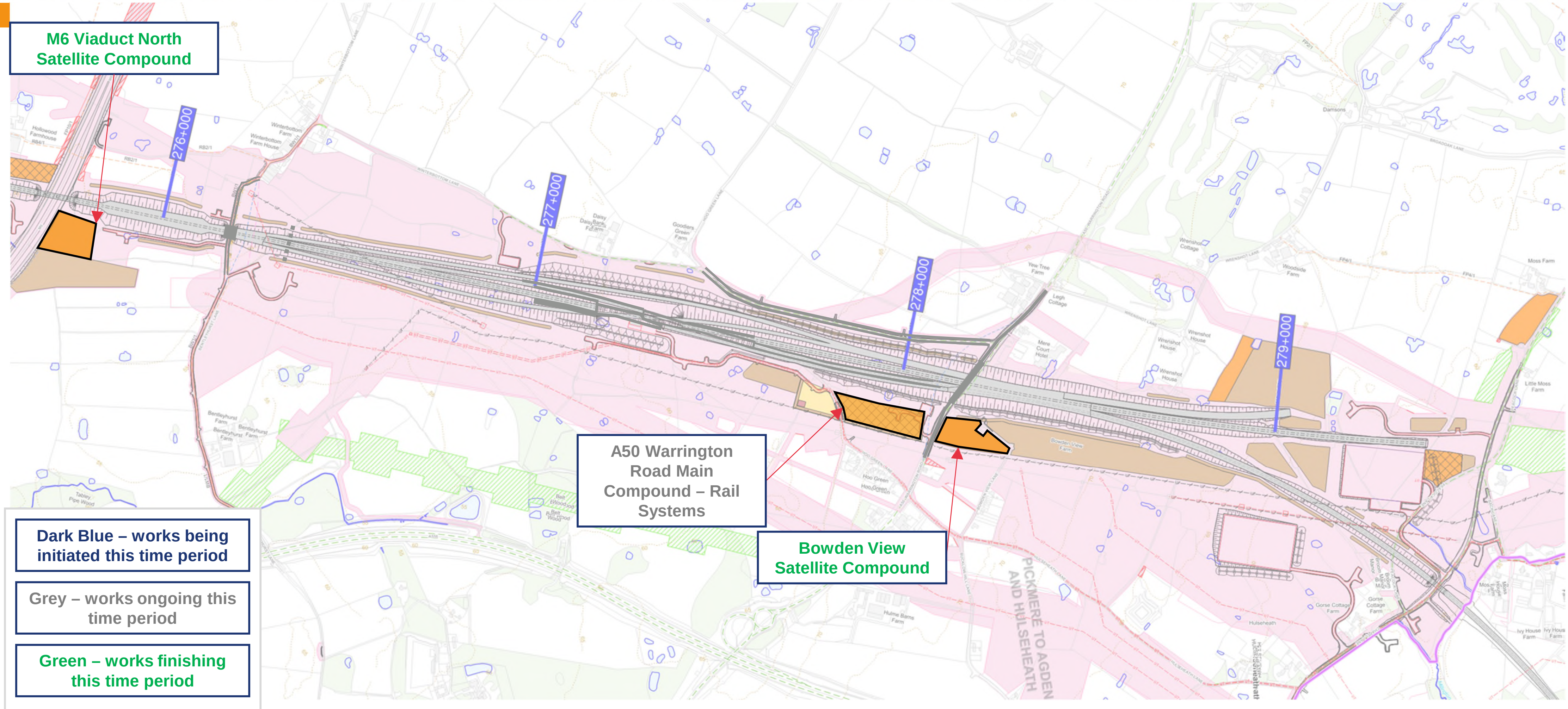


P506(11)

Hoo Green Construction Sequencing

Q3-Q4 2031

2027												2028												2029												2030												2031												2032												2033											
Qtr 1			Qtr 2			Qtr 3			Qtr 4			Qtr 1			Qtr 2			Qtr 3			Qtr 4			Qtr 1			Qtr 2			Qtr 3			Qtr 4			Qtr 1			Qtr 2			Qtr 3			Qtr 4			Qtr 1			Qtr 2			Qtr 3			Qtr 4			Qtr 1			Qtr 2			Qtr 3			Qtr 4			Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D

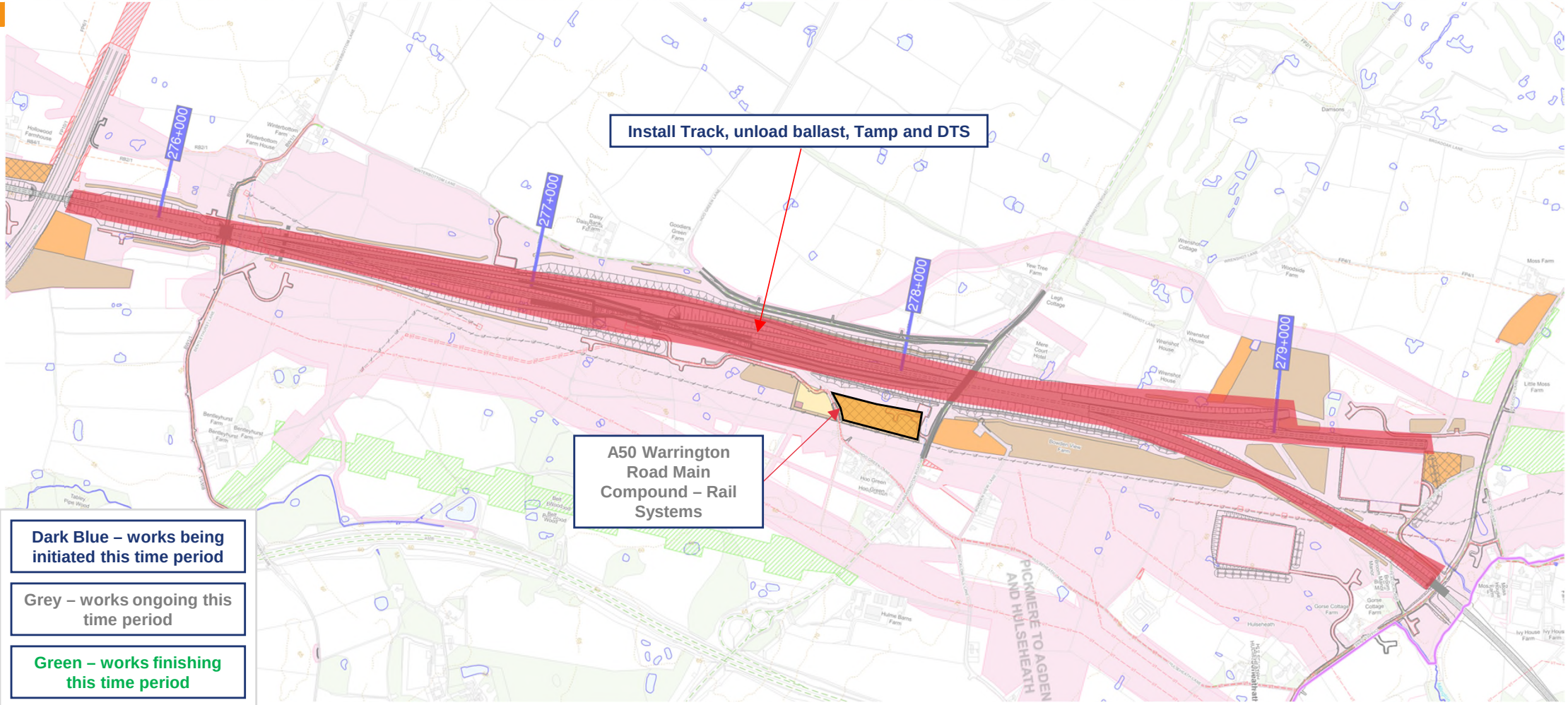


P506(12)

Hoo Green Construction Sequencing

Q1-Q2 2032

2027				2028				2029				2030				2031				2032				2033			
Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4
J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D



Dark Blue – works being initiated this time period

Grey – works ongoing this time period

Green – works finishing this time period

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HS2-022

Hoo Green Construction Sequencing

Q3-Q4 2032

2027											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

2028											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

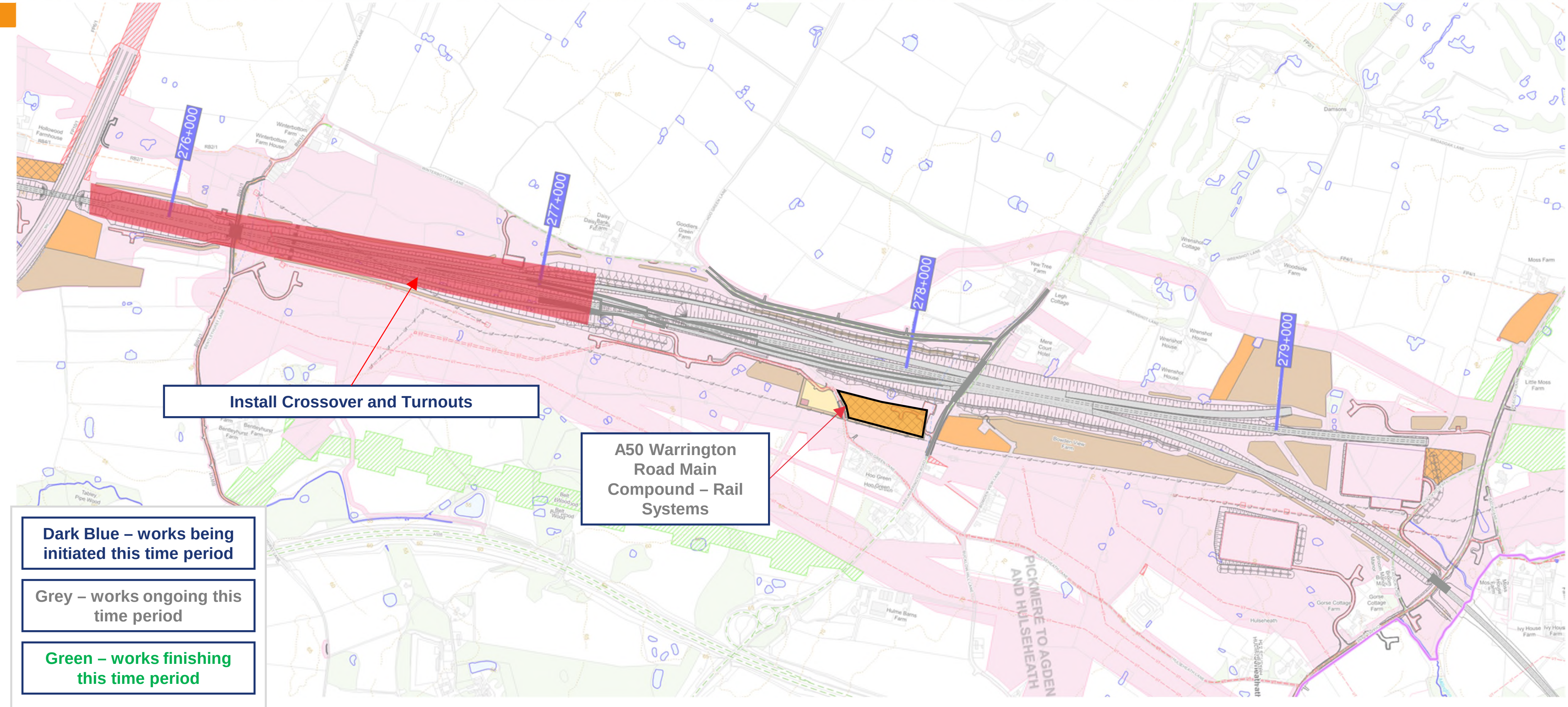
2029											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

2030											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

2031											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

2032											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

2033											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D



P506(14)

Hoo Green Construction Sequencing

Q1-Q2 2033

2027											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

2028											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

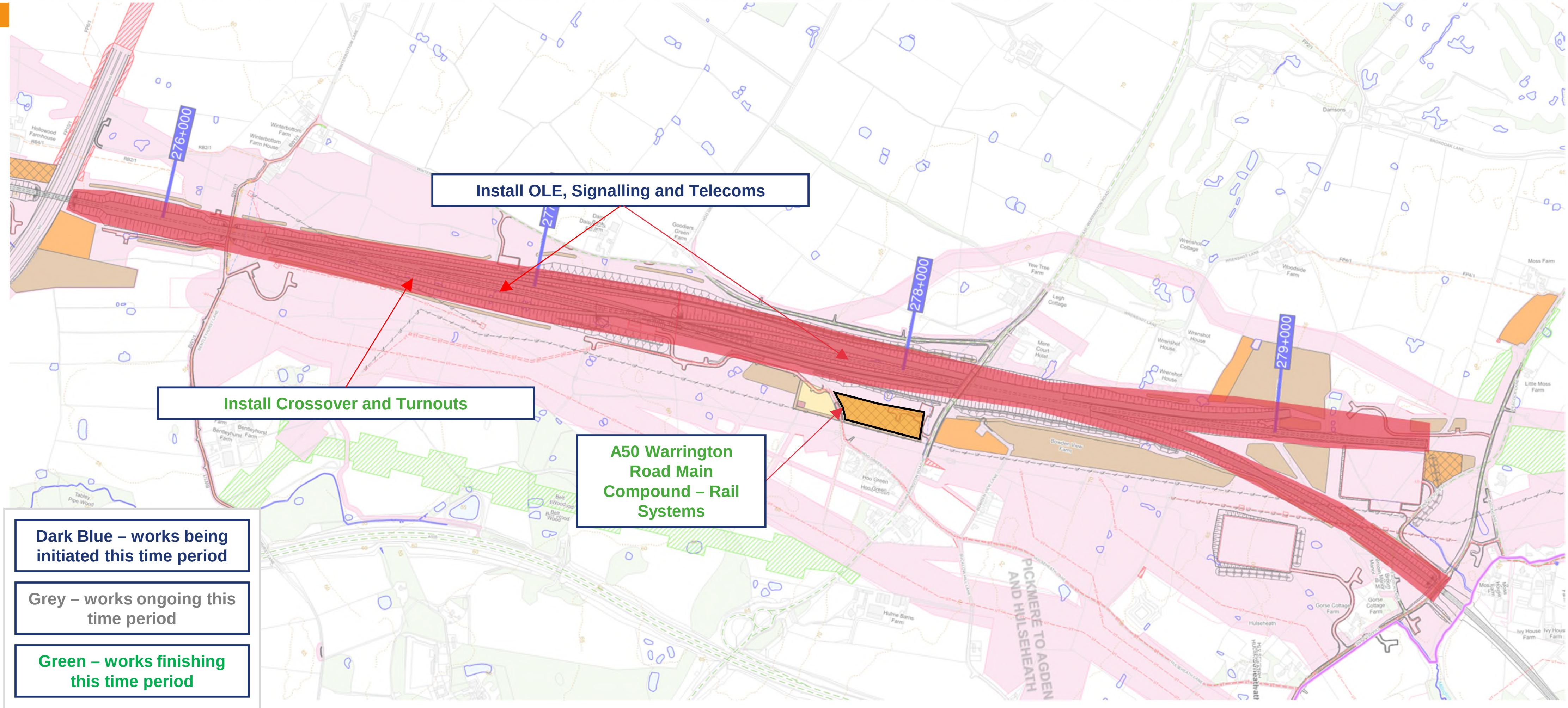
2029											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

2030											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

2031											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

2032											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D

2033											
Qtr 1			Qtr 2			Qtr 3			Qtr 4		
J	F	M	A	M	J	J	A	S	O	N	D



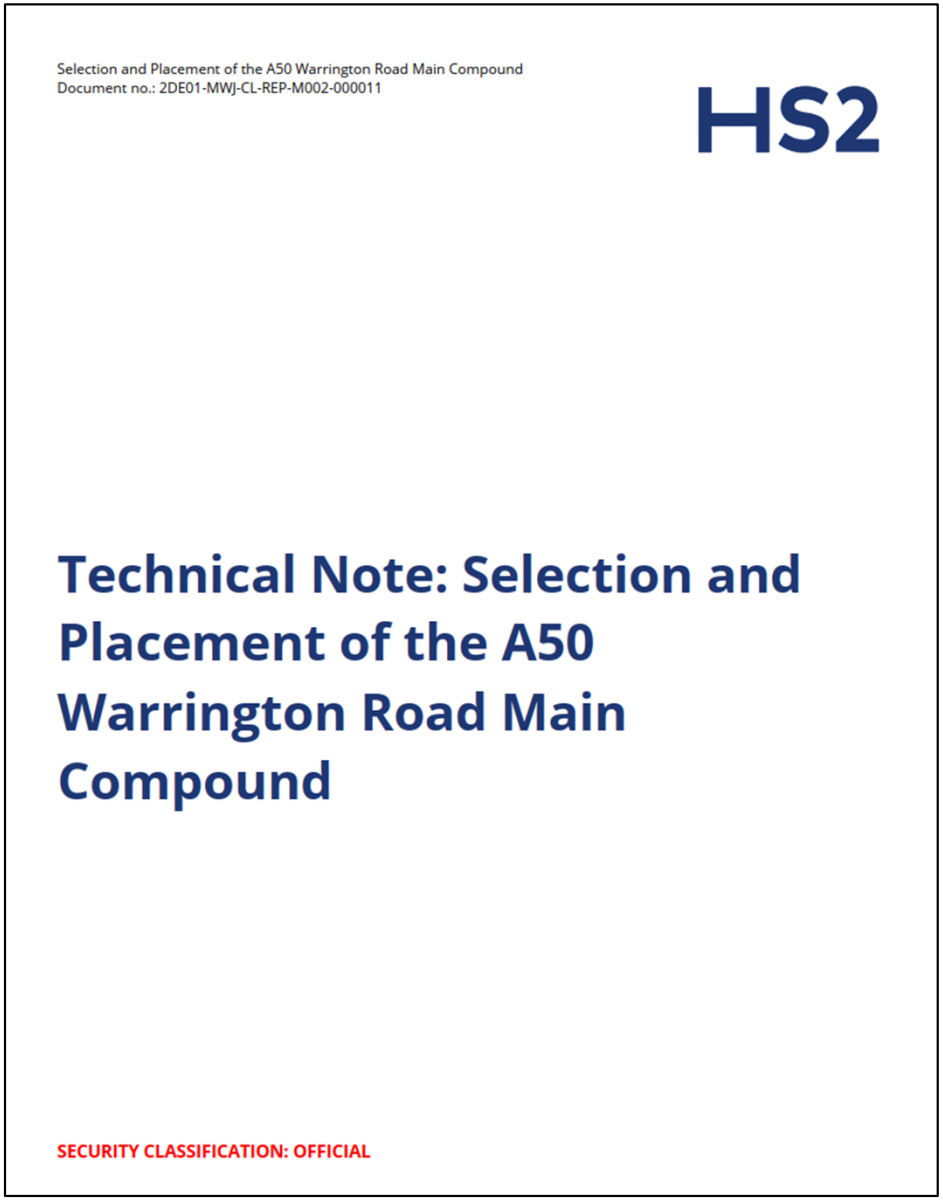
P506(15)

A50 Warrington Road main compound

Introduction

At the request of petitioners, the Promoter commissioned a technical note, titled 'Selection and Placement of the A50 Warrington Road Main Compound' (document number 2DE01-MWJ-CL-REP-M002-000011), which explored the comparatives of three alternative locations of the proposed main compound.

This technical note was issued to the petitioner as an appendix to the Promoters Response Document on 18 May 2023.


Selection and Placement of the A50 Warrington Road Main Compound
Document no.: 2DE01-MWJ-CL-REP-M002-000011

HS2

Technical Note: Selection and Placement of the A50 Warrington Road Main Compound

SECURITY CLASSIFICATION: OFFICIAL

A50 Warrington Road main compound

Construction Compounds: Types and Functions

Two types of construction compounds:

1. Main construction compounds; and
2. Satellite construction compounds.

Similarities:

- Support construction activities;
- Provide offices, welfare facilities, workshops, stores, car parking;
- Provide storage/laydown areas for materials and equipment; and
- Can provide pre-cast yards and temporary worker accommodation.

Differences:

- Main Compounds:
  - Strategic hubs for project management activities (engineering, planning, construction delivery);
  - Accommodate more office-based construction personnel;
  - Typically have a larger footprint due to supporting more staff and management facilities; and
  - Requires more strategic positioning in relation to major works, highway network and surrounding satellite compounds due to use as a management hub.

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A50 Warrington Road main compound

Compound selection factors

Operational Factors:

- Proximity to proposed works;
- Proximity to satellite compounds;
- Access to construction works & satellite compounds with minimal use of public roads;
- Proximity to major road networks;
- Access for local workforce and transport links;
- Adequate space and suitability of existing topography;
- Proximity to existing utilities; and
- Ease of site security establishment & maintenance.

Environmental and Engagement Factors:

- Current site use and potential impacts of change;
- Impacts on nearby communities (traffic, air, noise, visual);
- Impacts to local community and recreational facilities;
- Impacts on air quality management areas;
- Presence of nature conservation sites;
- Presence of priority habitats;
- Impacts on historic environment designations;
- Watercourses, water resources, flood risk, groundwater protection zones;
- Agricultural land grade, land fill sites; and
- Locations of allocated sites, or planning applications.

A50 Warrington Road main compound

Routewide overview of main compounds

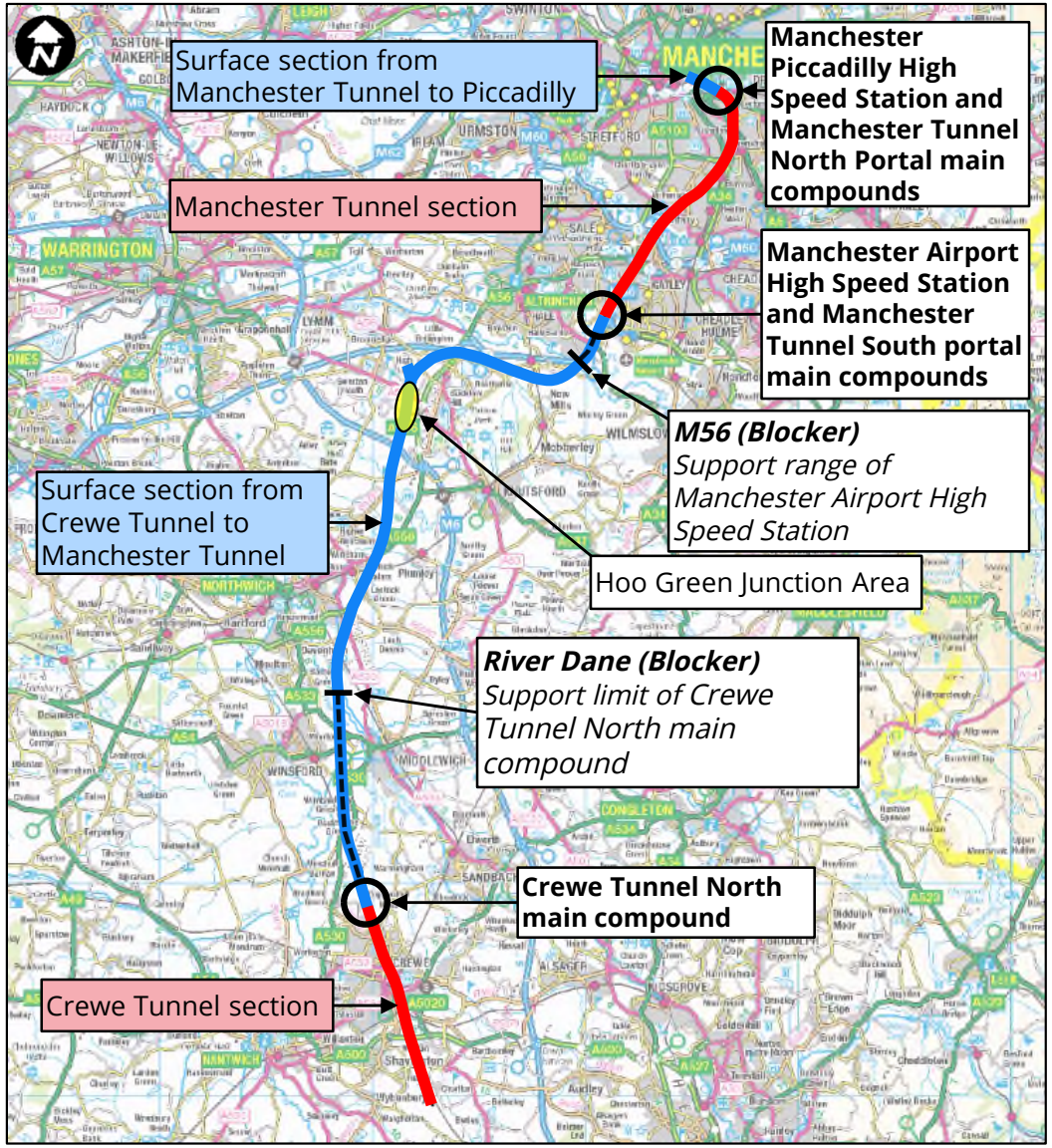
Preferred location for main compounds considered collectively on a routewide basis.

Location of significant works necessitates main compounds at:

- Crewe Tunnel (south of Hoo Green);
- Manchester Airport High Speed station (north of Hoo Green);
- Manchester Tunnel (north of Hoo Green);
- Manchester Piccadilly High Speed Station (north of Hoo Green).

Above positions leave a central section of route between the supporting limits of Crewe Tunnel North and Manchester Airport High Speed Station main compounds that requires main compound support.

- Hoo Green Junction area falls within this section.



P507(4)

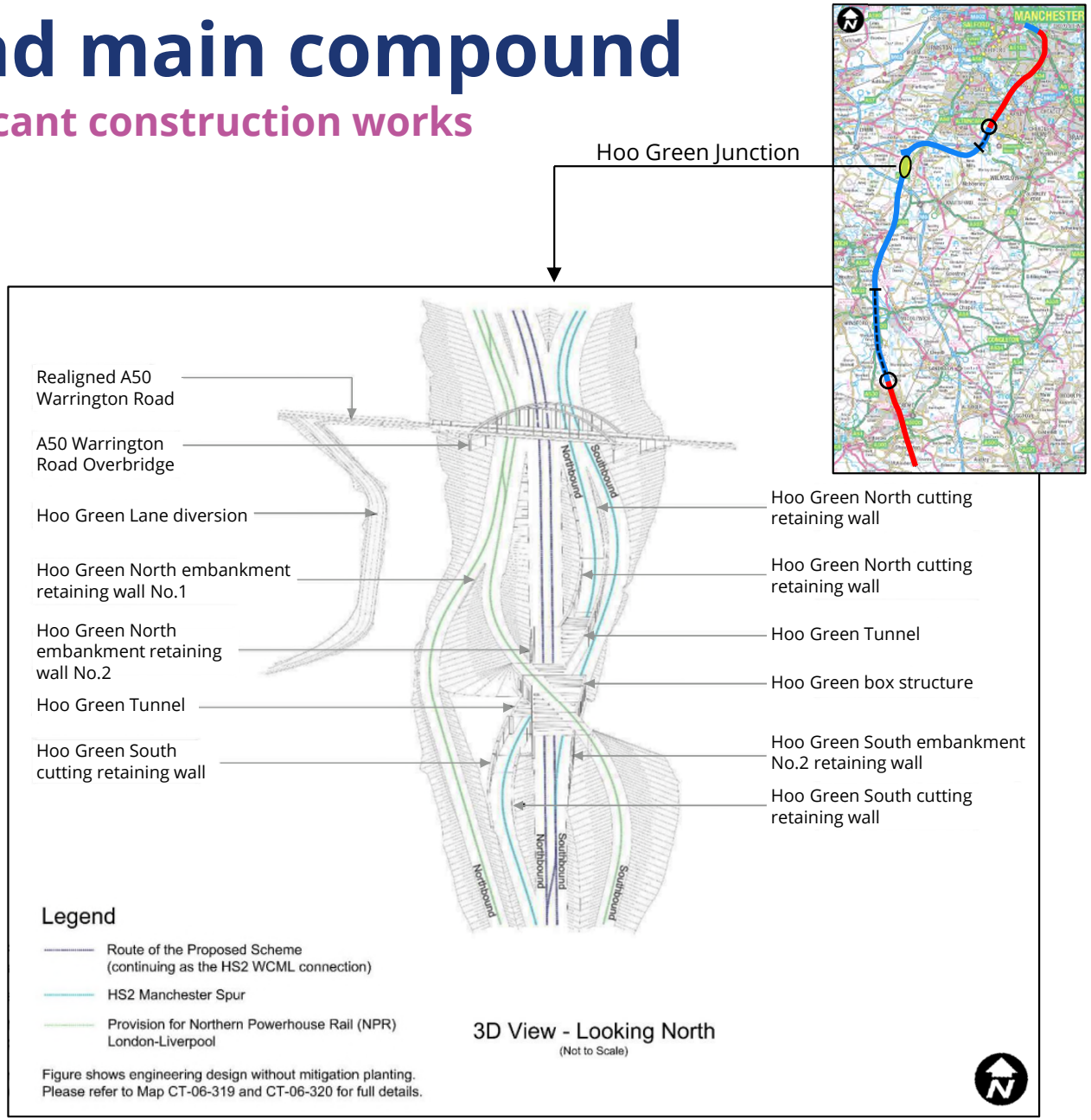
A50 Warrington Road main compound

Overview of Hoo Green area – Significant construction works

Hoo Green Junction area contains significant and complex works, including:

- Complex track layout for WCML connection, Manchester spur and HS2-NPR junction provision;
- Box and tunnel structures to facilitate track cross-over;
- Major earthworks, including cuttings, embankments and retaining walls; and
- Highway works, including the realignment of Hoo Green Lane and the construction of A50 Warrington Road overbridge.

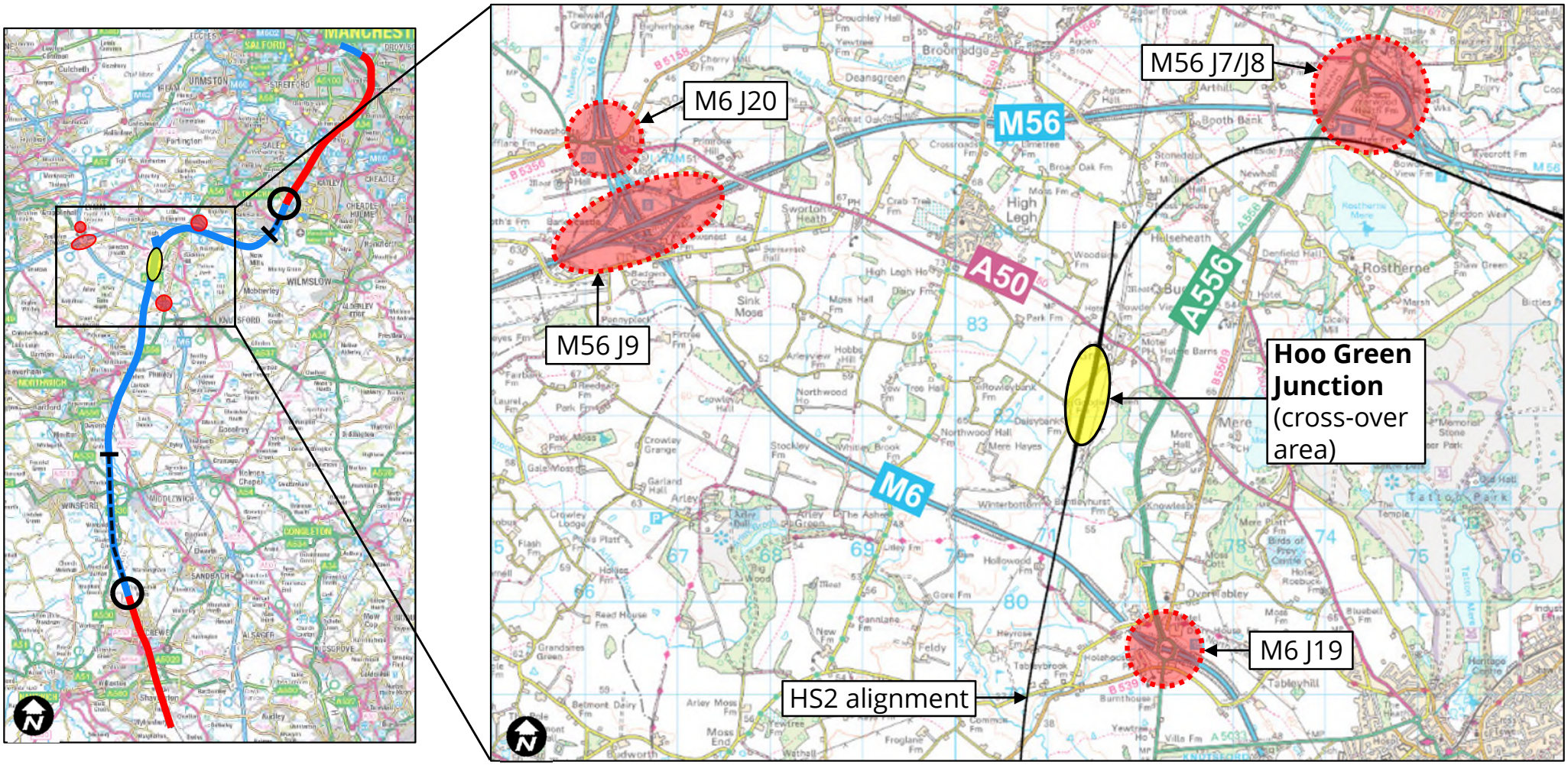
Significant construction compound required nearby to support these works.



A50 Warrington Road main compound

Overview of Hoo Green area – Road connectivity

Hoo Green area is close to the A50 and A556, providing good access to key motorway junctions that surround the area.



P507(6)

A50 Warrington Road main compound

Overview of Hoo Green area – Suitability for main compound & workers' accommodation

Ideal location for the main compound to serve open line of route section:

- Located within the central section of route between Crewe and Manchester Tunnels which requires main compound support;
- Contains significant and complex works (Hoo Green Junction) requiring a major compound adjacent to it; would further benefit from having the management team nearby;
- Construction in the Hoo Green Junction area will continue throughout most of the construction phase, so placing a main compound in the area won't prolong the construction presence, which may not be the case in other areas;
- Strong connectivity to major road network (M6 J19, M56 J7, M6 J20, A50, A556); and
- Situated relatively central to the satellite compounds that require supporting.

Ideal location for workers' accommodation:

- Concentration of workers and HGV drivers involved with the Hoo Green Junction works already in the area; accommodation in the area will keep workforce close to their work sites; and
- Central location to satellite compounds and strong road connections make it easily accessible, reducing excessive travel and improving productivity.

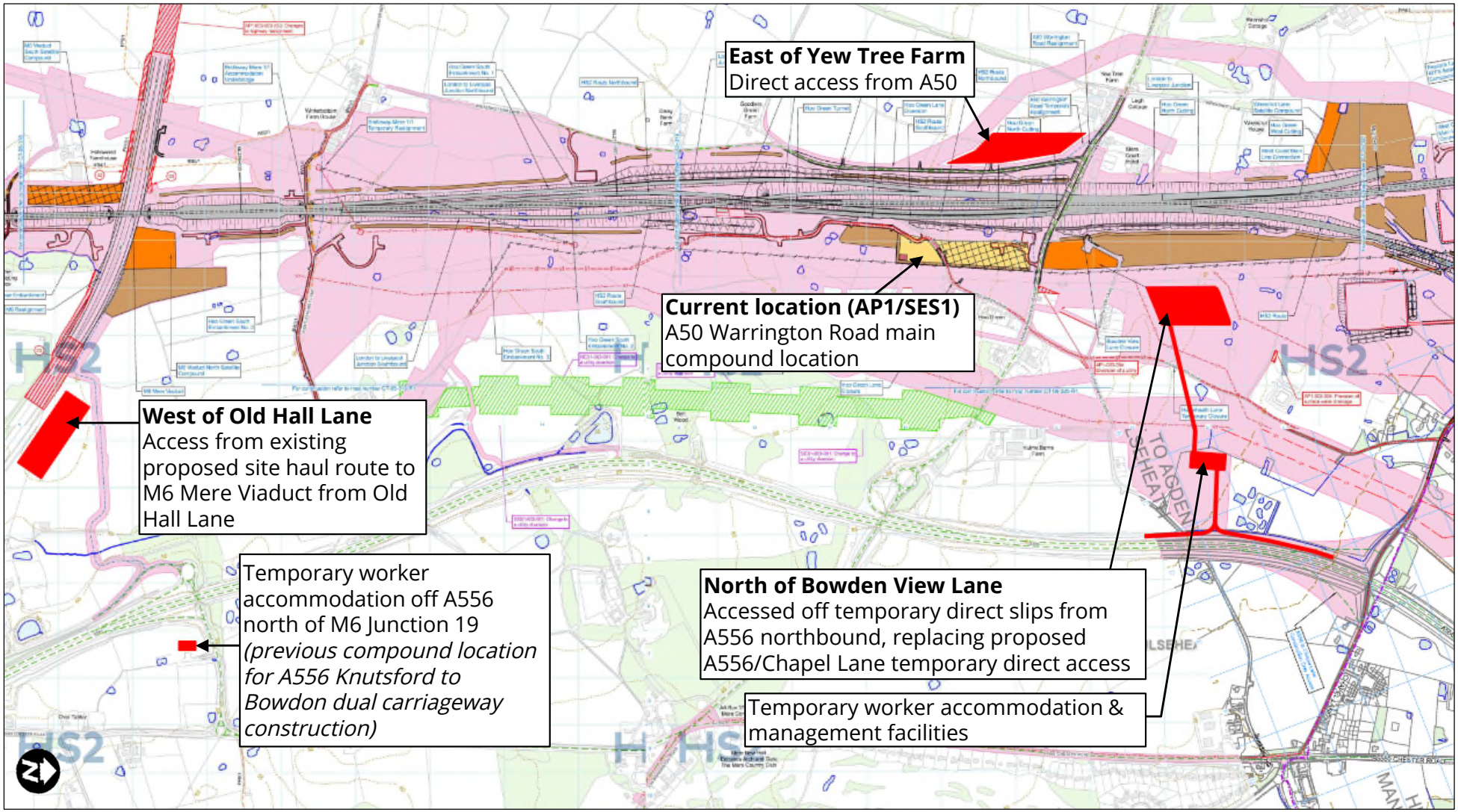
A50 Warrington Road main compound

Key functions

Aspect	Access
Duration	• Civil Engineering Works: 2027 - 2031 (4 years, 3 months) • Railway System Works: 2031 - 2034 (1 year, 3 months) • Temporary Worker Accommodation: 155 workers (3 years, 9 months)
Key support roles	• 10 civil engineering satellite compounds and 2 railway systems compounds (in MA02) • 10 civil engineering satellite compounds and 3 railway systems compounds (in MA03) • 12 civil engineering satellite compounds and 2 railway systems compounds (in MA06)
Key design elements managed	• Hoo Green tunnel and box structure • Hoo Green Junction earthworks, including embankments, cuttings and retaining walls • Permanent diversion of Hoo Green Lane • A50 Warrington Road overbridge
Utility works associated with compound-managed works	• Diversion of 900mm National Grid gas pipeline • Diversion of Scottish Power 132kV overhead power line

A50 Warrington Road main compound

Three Alternative Locations Considered



A50 Warrington Road main compound

Alternative Locations

All sites have the following in similar:

- Central positioning to satellite compounds;
- Good access to local highway network;
- Adequate land to physically establish the compound (although may require additional land acquisition);
- Low site security risk due to rural location; and
- No influential environmental concerns.

Subsequent slides highlight the key differentiators of each location.

A50 Warrington Road main compound

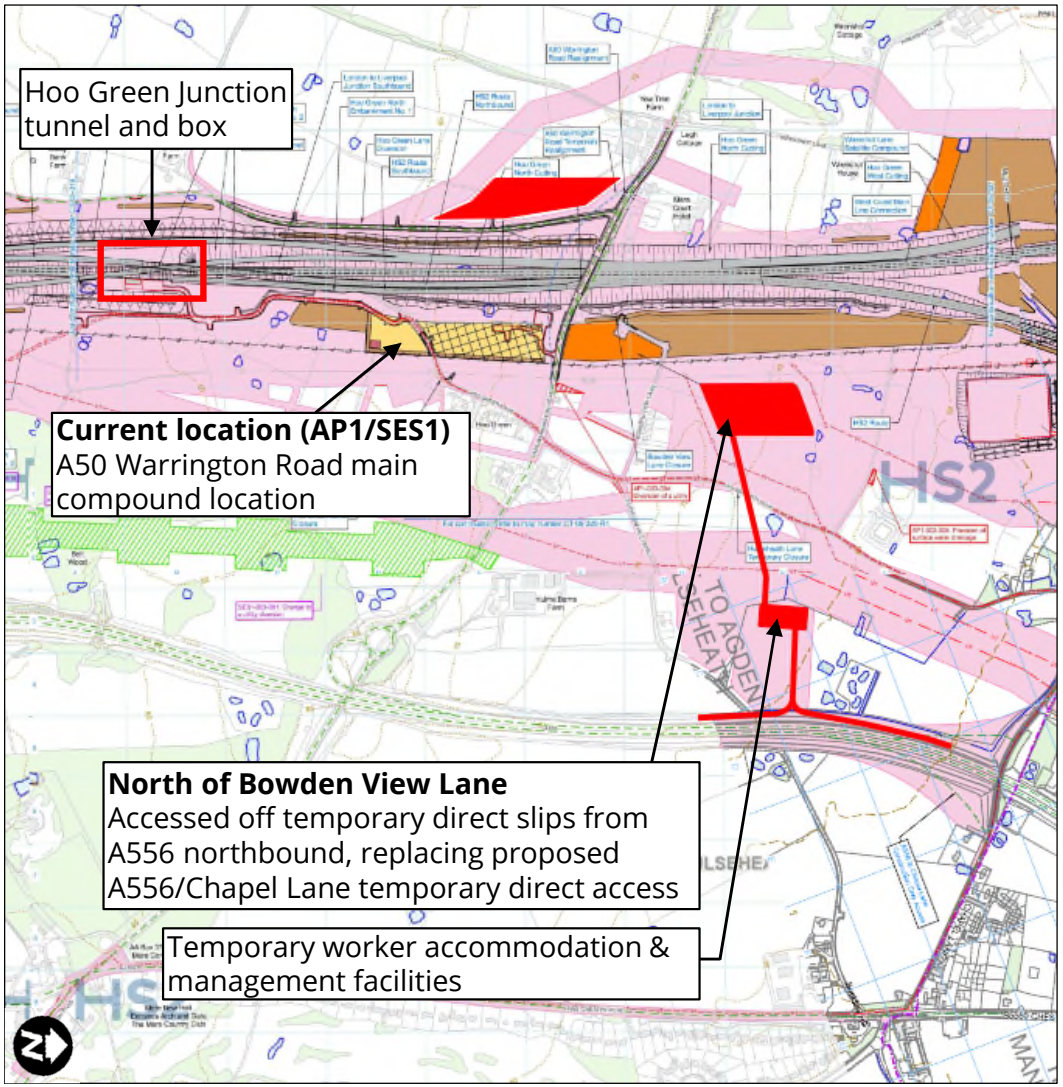
North of Bowden View Lane

Split into two sections:

- Satellite compound: Supports Hoo Green construction activities, located west near the HS2 alignment.
- Management facilities: Includes worker, office and welfare accommodations, located east near the A556.

Establishing the compound involves:

- constructing 0.5km of site haul route to connect the two sections and connect into temporary direct slips off the A556.
- utilising the agricultural land immediately east of the A556 throughout the full civils construction phase, rather than returning it after completion of utility works.
- introducing construction inefficiency due to the separation of management facilities and worker accommodation from the Hoo Green works and satellite compound.

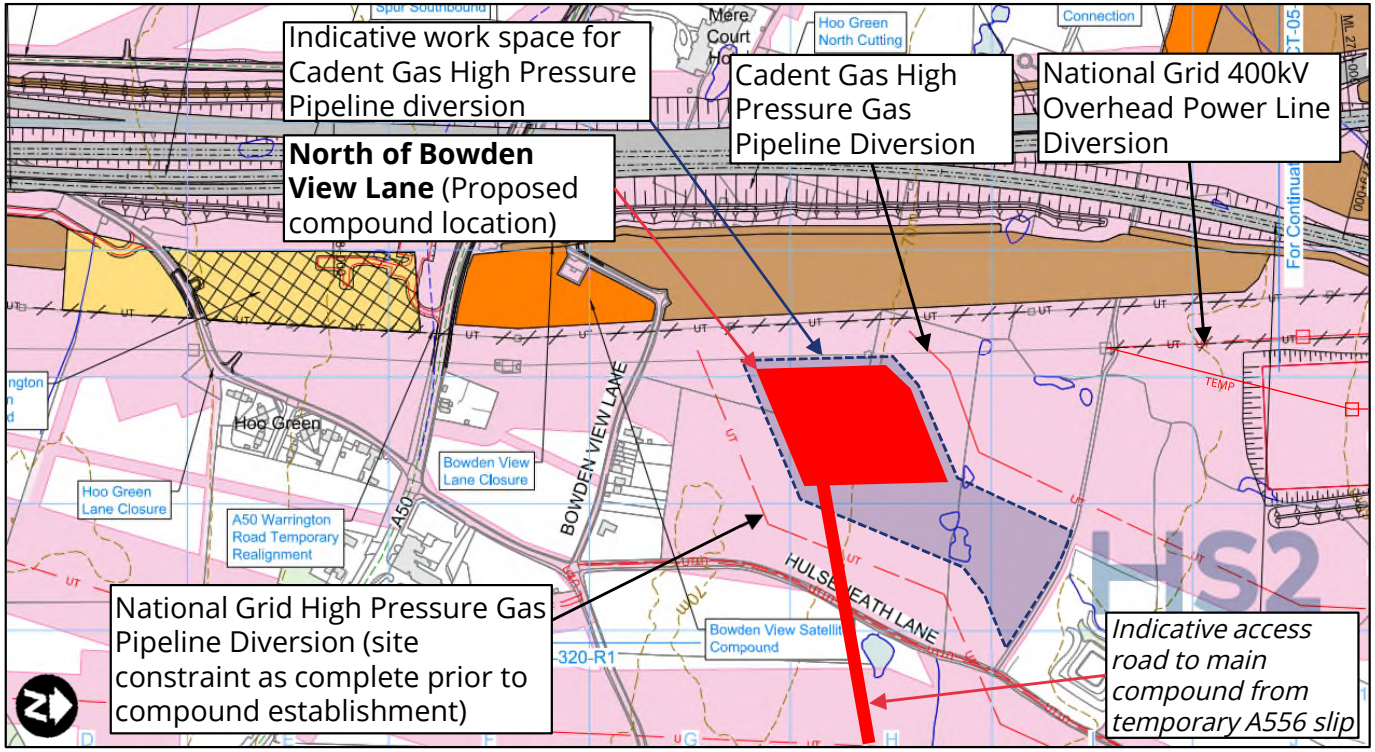


A50 Warrington Road main compound

North of Bowden View Lane

Location unviable from an operational perspective – extends construction programme by two years.

- Land required for construction compound unavailable for first two years (Q2 2027 to Q4 2029) due to major utility diversion works to non-contestable utilities (Cadent Gas high pressure gas pipeline and National Grid 400kV overhead line): and
- Due to extent of working space required for major utilities, no viable alternative location near proposed location the compound could be relocated to; must wait until major utility works complete.

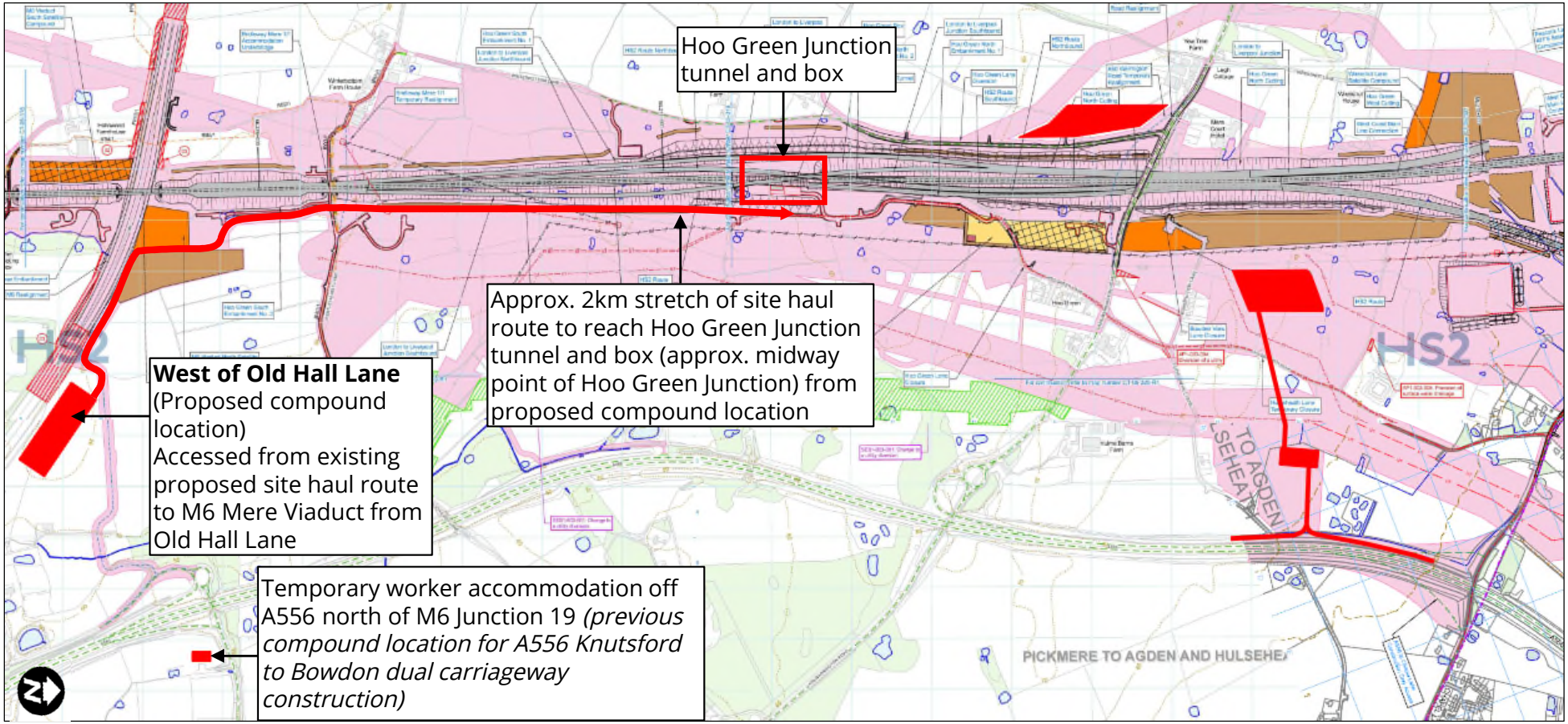


A50 Warrington Road main compound

West of Old Hall Lane

Location unviable from an operational perspective – fails to meet proximity criteria due to being approximately 2km from the main construction activities.

- Excessive distance hinders construction efficiency and supervision, also requires frequent transportation of workforce and materials.



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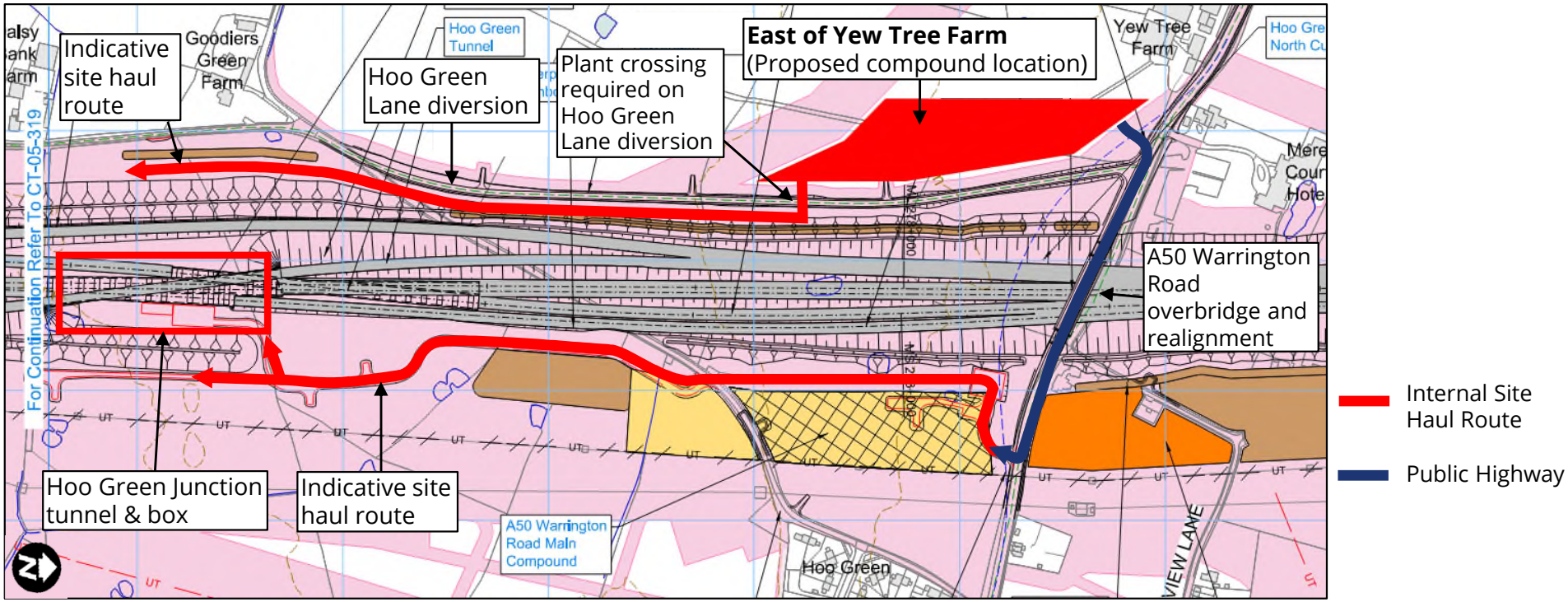
A50 Warrington Road main compound

East of Yew Tree Farm

Introduces construction inefficiencies:

- Access to Hoo Green Junction works hindered by presence of Hoo Green Lane diversion;
- Necessitates plant crossing on Hoo Green Lane diversion for most of the construction phrase;
- Increased use of the A50 Warrington Road, particularly the section subject to realignment works, for crossing the trace from west to east where more of the construction works are concentrated; and
- Additional temporary land acquisition needed from Yew Tree Farm.



A50 Warrington Road main compound

Alternative locations – Operational performance

Locational requirement	Current AP1/SES1 position	North of Bowden View Lane	West of Old Hall Lane	East of Yew Tree Farm
Proximity to the proposed works it is to manage	Optimal (550m).	Suboptimal (1.1km).	Unviable due to construction inefficiency (2km).	Optimal (700m).
Optimal location for managing satellite construction compounds	Optimal central position.	Optimal central position.	Optimal central position.	Optimal central position.
Access to the construction works and satellite compounds it is to support with minimal use of public roads	Direct access to Hoo Green Junction and good access to satellite compounds.	Obstructed access to Hoo Green Junction (due to separation by the A50). Good access to satellite compounds.	Direct access to Hoo Green Junction and good access to satellite compounds.	Obstructed access to Hoo Green Junction (due to Hoo Green Lane diversion) and increased use of the A50 section subjected to realignment works.
Proximity to major road network	Direct access to A50 and good proximity to A556.	Direct access to A556 (via temporary slips).	Close proximity to A556 and M6 Junction 19.	Direct access to A50 and good proximity to A556.
Ease of access for local workforce and proximity to transport links	Good highway connectivity and nearby transport links, but limited public transport in immediate vicinity of compound.	Good highway connectivity and nearby transport links, but limited public transport in immediate vicinity of compound.	Good highway connectivity and nearby transport links, but limited public transport in immediate vicinity of compound.	Good highway connectivity and nearby transport links, but limited public transport in immediate vicinity of compound.
Adequate space and suitability of existing topography with minimal requirement for site preparation works	Adequate space and limited site-levelling works required.	Unviable – land not available for first two years compound is required due to ongoing major utility works, causing two-year extension to the construction programme.	Adequate space and limited site-levelling works required.	Adequate space, but restricted layout due to surrounding constraints. Additional site-levelling expected in southern section due to topography.
Proximity to existing utilities for ease of establishing temporary services	Water and telecom available, on-site provisions for power and foul water.	Water and telecom available, on-site provisions for power and foul water.	All utilities from on-site provisions.	Water and telecom available, on-site provisions for power and foul water.
Ease of establishing and maintaining site security	Considered low risk due to rural location.	Considered low risk due to rural location.	Considered low risk due to rural location.	Considered low risk due to rural location.

Key:

- Red = fails to meet the operational requirement, rendering the location unviable;
- Amber = poses minor constraint to meeting the operational requirement that is manageable;
- Green = does not pose any material constraints to the operational criteria.

A50 Warrington Road main compound

Alternative locations – Environmental and engagement performance

Locational requirement	Current AP1/SES1 position	North of Bowden View Lane	West of Old Hall Lane	East of Yew Tree Farm
Consider existing site use and potential significant impact or change	Farmland.	Farmland.	Farmland.	Farmland.
Potential impacts on communities (local residents, facilities & PRoWs)	There are no local facilities or PRoW identified within the site, however, it is close to the residential area of Hoo Green Lane and Oakwood Road.	There are no local facilities or PRoW identified within the site. The site lies in proximity to residential housing on Bowden View Lane.	There are no local facilities identified within the site.	There are no local facilities or PRoW identified within the site. The site lies in proximity to residential property at Yew Tree Farm and Mere Court Hotel.
Potential impacts on ecology (nature conservation sites)	There are no designated nature conservation sites within this site.	There are no designated nature conservation sites within this site.	There are no designated nature conservation sites within this site.	There are no designated nature conservation sites within this site.
Potential impacts on ecology (priority habitats)	There are no priority habitats within this site.	There are no priority habitats within this site.	There are no priority habitats within this site.	There are no priority habitats within this site.
Potential impacts on historic environment designations	There are no historic environment designations within this site.	There are no historic environment designations within this site.	There are no historic environment designations within this site.	There are no historic environment designations within this site.
Potential impacts on water resources, flood risk & groundwater protection zones (GPZ)	A minor watercourse lies within the site. The site falls outside Flood Zones 2 and 3 and GPZ.	The site falls outside Flood Zones 2 and 3 and GPZ.	The site falls outside Flood Zones 2 and 3 and GPZ.	The site falls outside Flood Zones 2 and 3 and GPZ.
Potential impacts on land quality (agricultural land grade, presence of landfills)	The site is on existing farmland with no landfill operational or historical landfill recorded.	The site is on existing farmland with no landfill or contamination recorded on operational or historical landfill recorded.	The site is on existing farmland with no landfill or contamination recorded on operational or historical landfill recorded.	The site is on existing farmland with no landfill or contamination recorded on operational or historical landfill recorded.
Potential engagement impacts (local receptors/planning applications)	Proximity to residential housing on Hoo Green Lane and Oakwood Road.	Proximity to residential housing on Bowden View Lane.	No known issues. However, no stakeholder engagement has been undertaken at this Location.	Land take and operational disruption are key issues raised by owner of Yew Tree Farm.

Key:

- Red = fails to meet the operational requirement, rendering the location unviable;
- Amber = poses minor constraint to meeting the operational requirement that is manageable;
- Green = does not pose any material constraints to the operational criteria.

A50 Warrington Road main compound

Alternative locations – Summary

Preferred location for the A50 Warrington Road main compound: AP1/SES1 position.

Key benefits: Offers direct and unhindered access to the Hoo Green Junction works, and is directly adjacent to it, maximising construction efficiency. Avoids numerous disadvantages experienced by alternative locations.

Three alternative locations considered and dismissed:

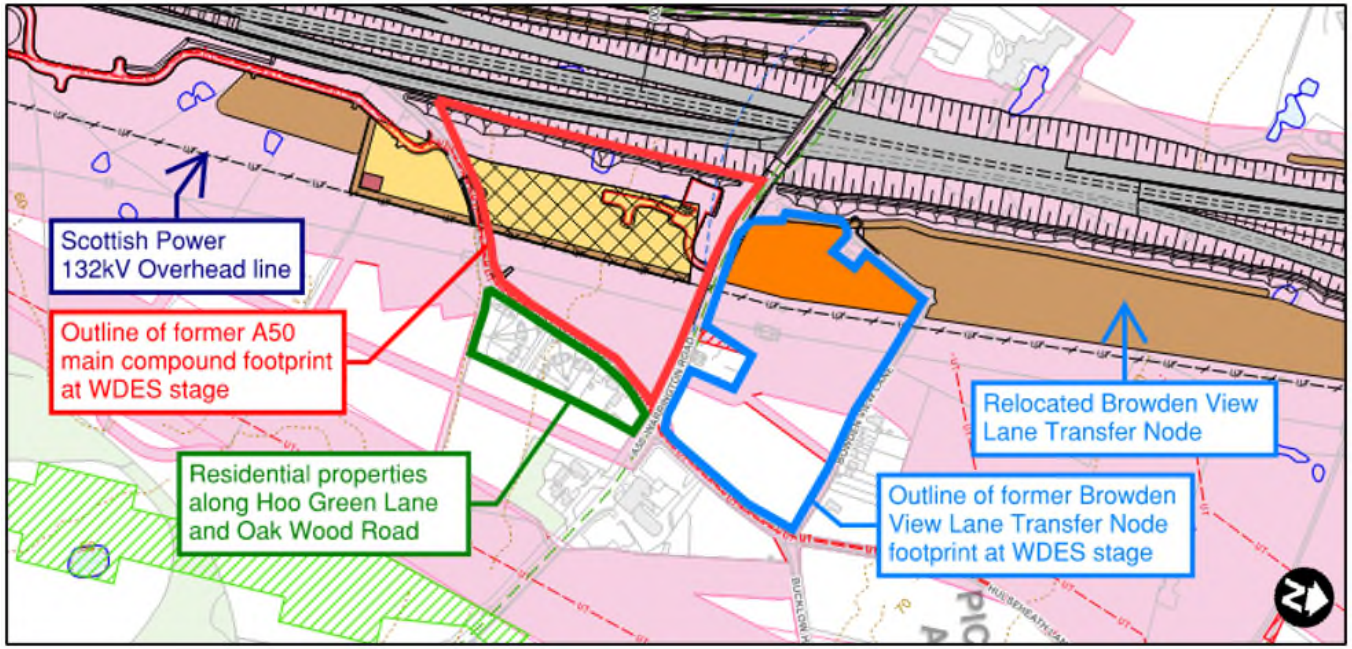
- North of Bowden View Lane: Potentially delays construction by 2 years due to utility work clashes, prolonged land occupation and suboptimal proximity to Hoo Green Junction area;
- West of Old Hall Lane: Excessive distance from Hoo Green Junction and A50 works; and
- East of Yew Tree Farm: Requires more land, increases traffic disruption, limited access to works.

Environmental impacts: Comparable across all sites, mitigated by Code of Construction Practice measures.

Conclusion: Hybrid Bill/AP1/SES1 is the most efficient and feasible location. Alternative locations are clearly inferior for operational reasons.

A50 Warrington Road main compound

Previous Design Development



Description	Access
Compound Relocation	A50 Warrington Road compound shifted westward for greater distance from residential areas
Transfer Node Relocation	Bowden transfer node moved northwest, further away from Hoo Green
Additional Screening	Temporary material stockpiles introduced around compound boundaries
Additional Haul Routes	Added second construction traffic access route west of Old Hall Lane, north of the M6, to reduce demand on the A50

A50 Warrington Road main compound

Code of Construction Practice and additional measures

Potential impacts of main compound further mitigated by Code of Construction Practice (CoCP), such as:

- Detailed site-specific measures developed in Local Environmental Management Plans (LEMP);
- Provision of secure hoarding for noise attenuation, screening and security. Designed with consideration of existing landscape character;
- Using low intrusive noise alarms and avoiding loudspeakers/loudhailers on-site;
- Controlling lighting/illumination to minimise visual intrusion; and
- Site accommodation location to avoid overlooking residential properties.

Additional measures – strategic compound layout:

- use compound buildings to screen construction noise from Hoo Green Junction and A50 Warrington Road overbridge works.
- Locate low-noise generating facilities, i.e. car parks, closest to eastern perimeter;
- Locate workers' accommodation at the southern end to maintain residents' privacy; and
- Maintain topsoil bunding along eastern perimeter throughout use of the main compound.

A50 Warrington Road main compound

Assurances

Offered: 18th May 2023

Subject: Creation of primary access to A50 main compound off the A50 as soon as reasonably possible and construction traffic along Hoo Green Lane.

Assurance(s):

1. In the implementation of the Proposed Scheme, the Promoter will require the nominated undertaker to construct an access to the A50 Main Compound off the A50 such that the Compound can be accessed via the A50, as soon as reasonably practicable following the Promoter taking entry onto the land required for the construction of the A50 Main Compound.

2. Subject to paragraph 3 of this Assurance, and provided that the A50 Main Compound can be accessed from the A50 further to paragraph 1 of this Assurance, the Promoter will require the nominated undertaker to cease use of the access to that Compound off Hoo Green Lane.

3. The nominated undertaker will retain the ability for construction vehicles to cross Hoo Green Lane between the points marked A and B on the Plan.

A50 Warrington Road main compound

Assurances

Offered: 16th June 2023

Subject: Restriction on the use of Hoo Green Lane by HS2 large goods vehicles for construction.

Assurance(s):

3.1 The Promoter will require the nominated undertaker to restrict HS2 Large Goods Vehicles from using Hoo Green Lane during the Construction Period, save where :-

3.1.1 the use of Hoo Green Lane is required by the nominated undertaker to construct the site specific works;

3.1.2 in circumstances where the nominated undertaker is required to use Hoo Green Lane by the relevant local planning authority under powers conferred on it by paragraph 6 of Schedule 17 to the Bill; or

3.1.3 in the case of emergency or if the nominated undertaker is directed to do so by the police or emergency services.

3.2 After the Stop up Date, the Promoter will require the nominated undertake to cease use of Hoo Green Lane by HS2 Large Goods Vehicles for construction purposes.

3.3 Nothing in paragraph 3.1 or paragraph 3.2 shall apply to restrict any required vehicular access over Hoo Green Lane that is required by the nominated undertaker for future periodic maintenance purposes of works constructed in connection with the Proposed Scheme.

A50 Warrington Road main compound

Assurances

Offered: 16th June 2023

Subject: Access at Hoo Green Lane

Assurance(s):

4. The Promoter will require the nominated undertaker, when carrying out the works along or within Hoo Green Lane as part of the Proposed Scheme to maintain vehicular and pedestrian access to the Properties so far as is reasonably practicable in accordance with the requirements of the CoCP and the Information Paper D:10.

A50 Warrington Road main compound

Assurances

Offered: 16th June 2023

Subject: Restriction on worker and office accommodation building heights within the A50 main compound.

Assurance(s):

1.1 In accordance with the requirements of Schedule 17 to the Bill and the COCP, the Construction Camps within the A50 Main Compound will be approved by Cheshire East, and in securing such approval the Promoter will require the nominated undertaker to recommend to Cheshire East that the height of the external elevation of the Construction Camps is limited to two storeys.

1.2 The Promoter will require the nominated undertaker to ensure where reasonably practicable (and without prejudice to the safe, economic and efficient operation of the A50 main Compound), that the external elevation of offices within the A50 Main Compound is limited to two storeys.

A50 Warrington Road main compound

Assurances

Offered: 16th June 2023

Subject: Provision of visual screening along southern and eastern boundary of A50 Main Compound.

Assurance(s):

2.1 The Promoter will subject to the conditions in paragraph 2.4 and in accordance with the principles set out in paragraph 2.2 and 2.3, require the nominated undertaker to create reasonable and proportionate landscape screening along the southern and eastern boundaries of the A50 Main Compound as indicatively shown by the blue line on the Plan, to mitigate the visual impact on the Properties of the A50 Main Compound ("the Screening Works").

2.2 The Screening Works will be subject to approval by the Secretary of State or Cheshire East in accordance with Schedule 17 of the Bill, and shall be maintained throughout the Relevant Construction Period.

2.3 The Promoter will require the nominated undertaker to engage with the Petitioners in the design of the Screening Works, particularly regarding:

2.3.1 the physical features of the Screenings Works;

2.3.2 the minimum height of the Screening Works; and

2.3.3 ensuring that the Screening Works are fit for purpose

and will have reasonable regard to representations made by the Residents, taking into account the conditions in paragraph 2.4.

2.4 The conditions referred to in paragraph 2.1 and 2.3 are that:-

2.4.1 the Screening Works can be provided within the existing powers of the Bill and within the Act limits without the need for any additional land from that identified on the Deposited Plans;

2.4.2 the provision of the Screening Works will not create any new or different environmental effects than those assessed in the Environmental Statement; and

2.4.3 the provision of the Screening Works will not prejudice the safe, timely and economic delivery of the Proposed Scheme.

A50 Warrington Road main compound

Assurances

Offered: 25th April 2023

Subject: Hedgerow preservation along Hoo Green Lane and pumping station screening

Assurance(s):

1. Subject to the conditions contained in paragraph 3 of this assurance, the Promoter will require the nominated undertaker to use reasonable endeavours to provide hedgerow planting as part of site restoration works, along the operational boundary of the new pumping station site, in the area shown indicatively marked in red and labelled 'Proposed Hedgerow A' on the plan attached to this assurance.

2. The Promoter will require the nominated undertaker to use reasonable endeavours:

   2.1 to retain the existing hedgerow planting along the western edge of Hoo Green Lane in the area shown indicatively marked in red and labelled 'Proposed Hedgerow B' on the plan attached to this assurance in good condition during the construction of works authorised by the Bill; and

   2.2 where such retention is not reasonably practicable, and subject to the conditions referred to in paragraph 3 of this assurance, to provide replacement hedgerow planting as part of site restoration works, along the western edge of Hoo Green Lane in the area shown indicatively marked in red and labelled 'Proposed Hedgerow B' on the plan attached to this assurance.

3. The conditions referred to in paragraphs 1 and 2.2 are:

   3.1 The nominated undertaker securing in relation to the hedgerow planting:

   3.1.1 the agreement of the landowner if required;

   3.1.2 the approval of the planting as part of a site restoration scheme under the Bill and/or a mitigation scheme under schedule 17(9) to the Bill; and

   3.1.3 any other necessary consents.

   3.2 The hedgerow planting not giving rise to any new or different significant environmental effects from those assessed in the Environmental Statement.

   3.3 The nominated undertaker being satisfied that the hedgerow planting can be provided without prejudicing the safe, timely and economic delivery of the Proposed Scheme.

A50 Warrington Road main compound

Assurances

Offered: 16th June 2023 (to Cheshire East Council)

Subject: Special Management Zone

Assurance(s):

2.1 In accordance with the Code of Construction Practice, the Promoter will require the nominated undertaker to ensure that appropriately experienced community engagement personnel are appointed to manage stakeholder and community relationships during the development of the Proposed Scheme within the areas of Mere Parish Council and High Legh Parish Council ("**the Designated Areas**").

2.2 The community engagement team will include:-

2.2.1 a single point of contact for local authorities within the Designated Areas;

2.2.2 named individual points of contact for affected property owners within the Designated Areas; and

2.2.3 a senior manager accountable for the effective implementation of the Code of Construction Practice within the Designated Areas.

2.3 The broad duties of the individuals specified in Paragraph 2.2 will include, but will not be limited to:-

2.3.1 being the first point of contact for communities and local authorities along the line of route of the Proposed Scheme in the Designated Areas;

2.3.2 managing relationships with local communities, businesses, local authorities and other stakeholders within the Designated Areas;

2.3.3 raising issues from the community in the Designated Areas within HS2 Ltd for escalation, resolution or clarification;

2.3.4 monitoring the progress of each item raised and keeping stakeholders within the Designated Areas informed of progress;

2.3.5 ensuring the HS2 Community Engagement Framework is appropriately implemented within the Designated Areas;

2.3.6 attending regular meetings with the lead contractors, local authorities, local communities and other stakeholders within the Designated Areas to discuss construction issues and the forthcoming programme of works for the Proposed Scheme within the Designated Areas;

2.3.7 advising on the appropriate support mechanisms to be provided by the nominated undertaker which will be available to local businesses, property owners and voluntary and community organisations within the Designated Areas that may be affected by the construction of works for the Proposed Scheme; and

2.3.8 liaison with Mere and High Legh Parish Council.

A50 Warrington Road main compound

Assurances

Offered: 16th June 2023 (to Cheshire East Council)

Subject: Creation of a new public right of way

Assurance(s):

3.1 Subject to the fulfilment of all of the conditions referred to in paragraph 3.2 below, during the detailed design of the Proposed Scheme the Promoter will require the nominated undertaker to create a public right of way commencing at point A and continuing to point B shown edged in purple on the Plan ("New PROW Route") where it will join Mere Bridleway 1/1 following construction of the Proposed Scheme.

3.2 The conditions referred to in paragraph 3.1 are:

3.2.1 the nominated undertaker obtains any required consents and approvals for the New PROW Route including any approvals required under Schedule 5 (Highways) of the Bill;

3.2.2 the New PROW Route can be constructed within the limits of the Bill;

3.2.3 the New PROW Route can be constructed without giving rise to any new or different significant effects from those assessed in the Environmental Statement; and

3.2.4 the construction of the New PROW Route does not prejudice the safe, timely and economic delivery of the Proposed Scheme.

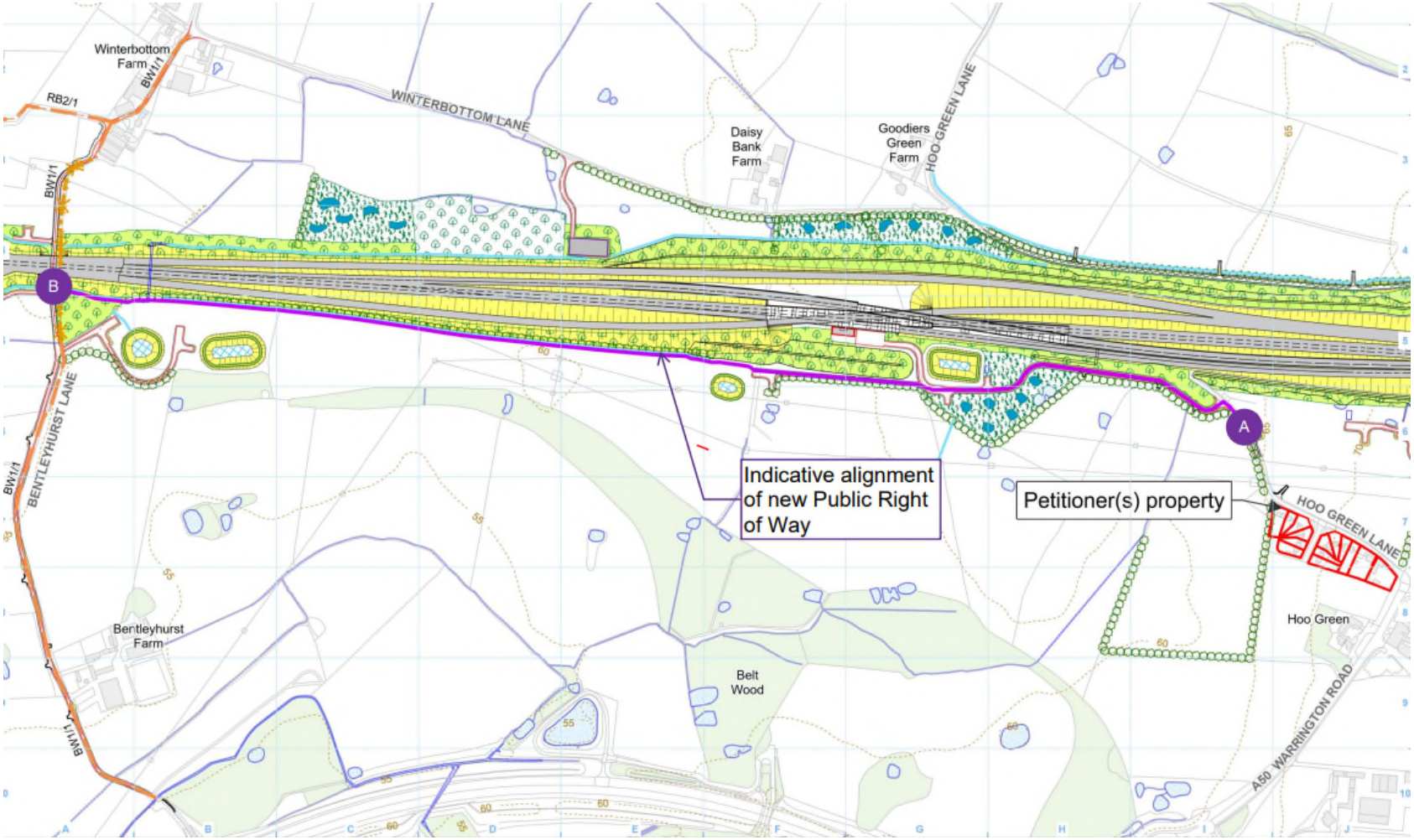
A50 Warrington Road main compound

Assurances

Offered: 16th June 2023 (to Cheshire East Council)

Subject: Creation of a new public right of way

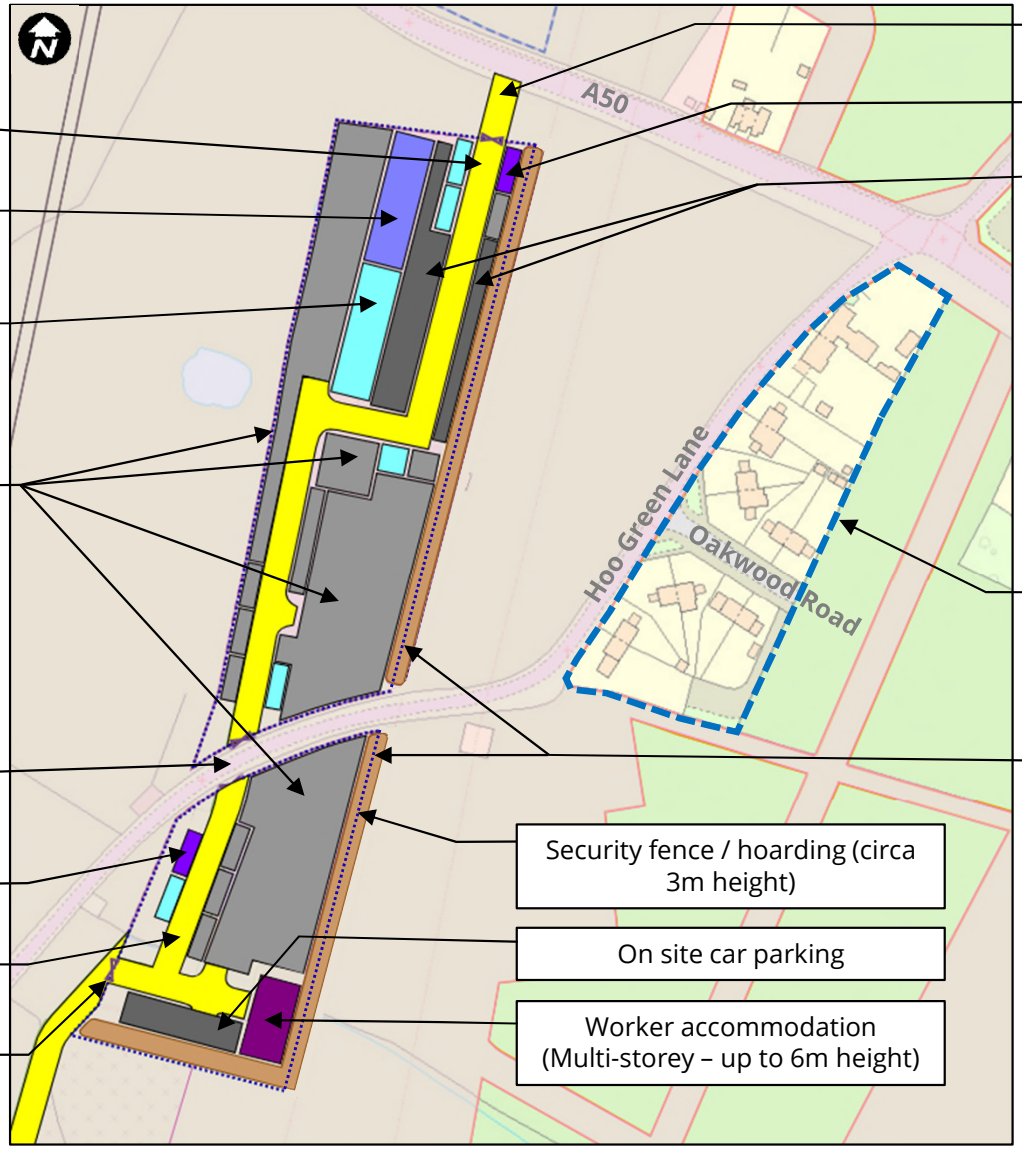
Plan:



P507(28)

A50 Warrington Road main compound

Indicative Layout – AP1/SES1 layout with 6m height restriction on accommodation buildings



- On site access road
- Office accommodation (Multi-storey – up to 6m height)
- Welfare Facility (Multi-storey – up to 6m height)
- 1. Storage facilities for equipment and materials; 2. Work areas for prefabrication; and 3. Temporary buildings (workshops and storage). (Typically below 3m, up to 9m for workshops and 18m static plant e.g. silos).
- Early access to the local highway then plant crossing only
- Site access security
- On site access road
- Access to the on site haul route along the trace
- Access to the local highway
- Site access security
- On site car parking
- Residential properties along Hoo Green Lane and Oakwood Road
- Material stockpiles (typically 3m to 4m height, up to 6m) Long term storage
- Security fence / hoarding (circa 3m height)
- On site car parking
- Worker accommodation (Multi-storey – up to 6m height)

A50 Warrington Road main compound

Tall plant/machinery – Concrete batching plants

Need for concrete batching plants

Although the A50 Warrington Road main compound is not specifically identified as having a main batching plant, it is anticipated that the contractor will have batching plants and pre-casting facilities at various compounds along the route to facilitate construction of the Proposed Scheme. The specific locations of these facilities are to be determined at detailed design stage in consultation with the main works civil contractor.

As a precautionary measure, the Environmental Statement has evaluated the possibility of establishing these facilities at the A50 Warrington Road main compound, which the Promoter expects to be likely, given the presence of significant structures near the main compound.

Anticipated use

Should a batching plant be established at the A50 Warrington Road main compound, it is anticipated it will be solely used for the concrete pouring activities for the works managed by this compound only:

- A50 Warrington Road overbridge;
- Hoo Green tunnel;
- Hoo Green box structure; and
- Retaining walls along the Hoo Green embankments and cuttings.

To support the above, the batching plant would be needed for 4 years, from Q2 2027 to Q2 3031.

A50 Warrington Road main compound

Tall plant/machinery – Concrete batching plants

Height

Approximately 12 to 18m tall.

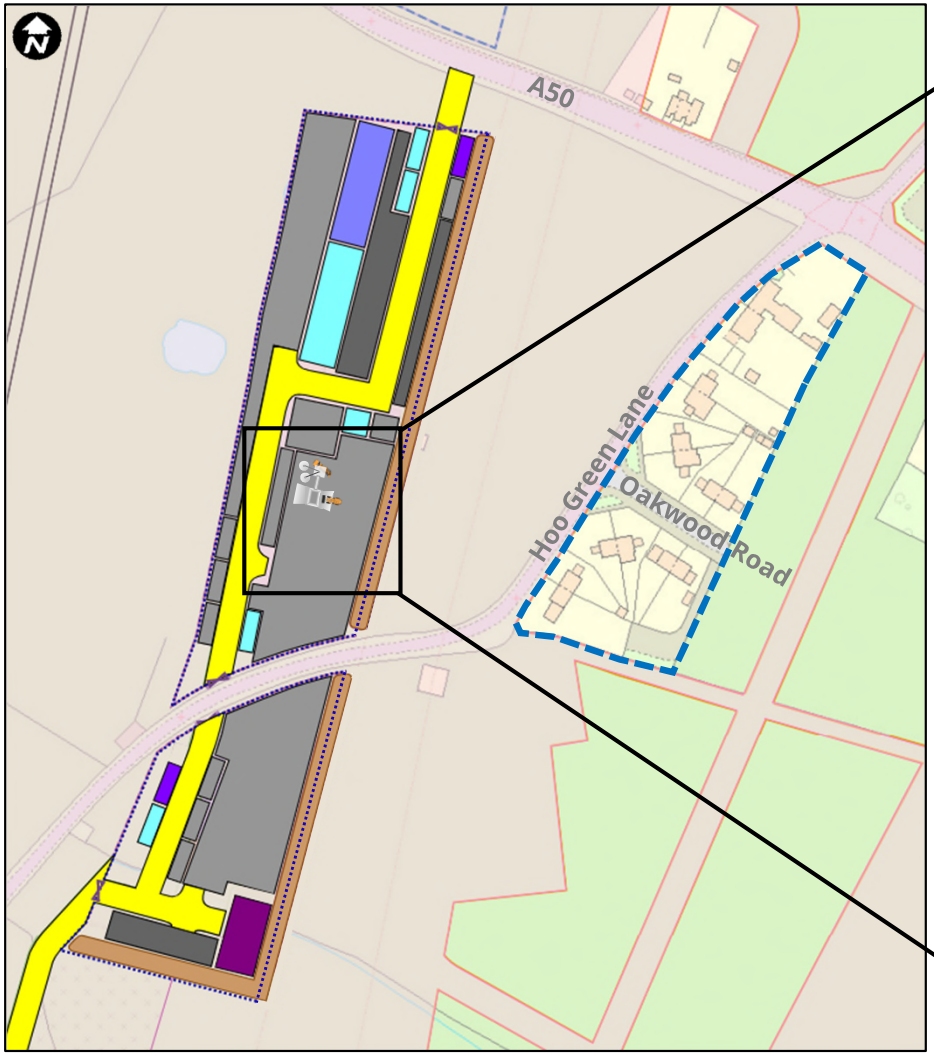
Actual height and configuration will be largely dependent on the contractor's equipment stock and suppliers.

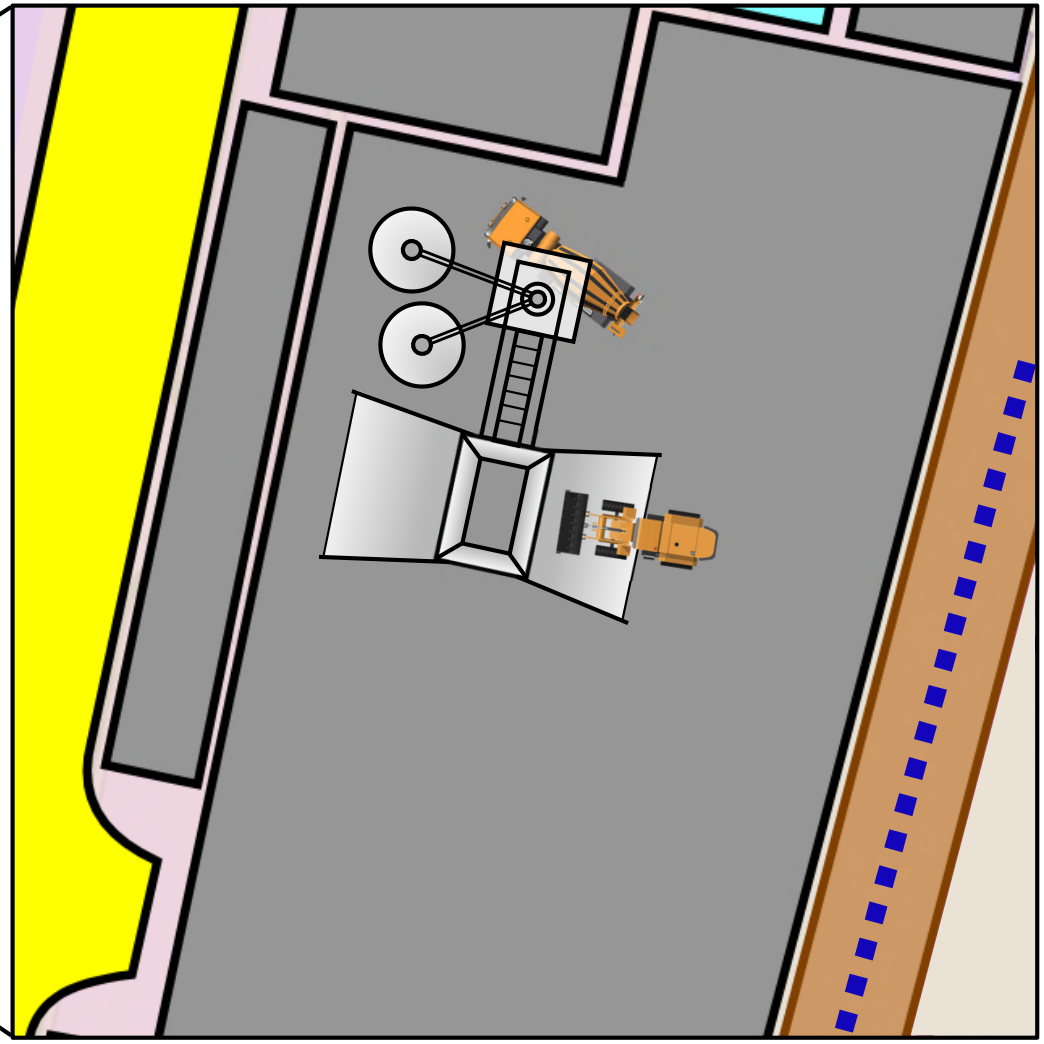
Will be sized appropriately for the needs of the A50 main compound works, and those works alone.

A50 Warrington Road main compound

Tall plant/machinery – Concrete batching plants

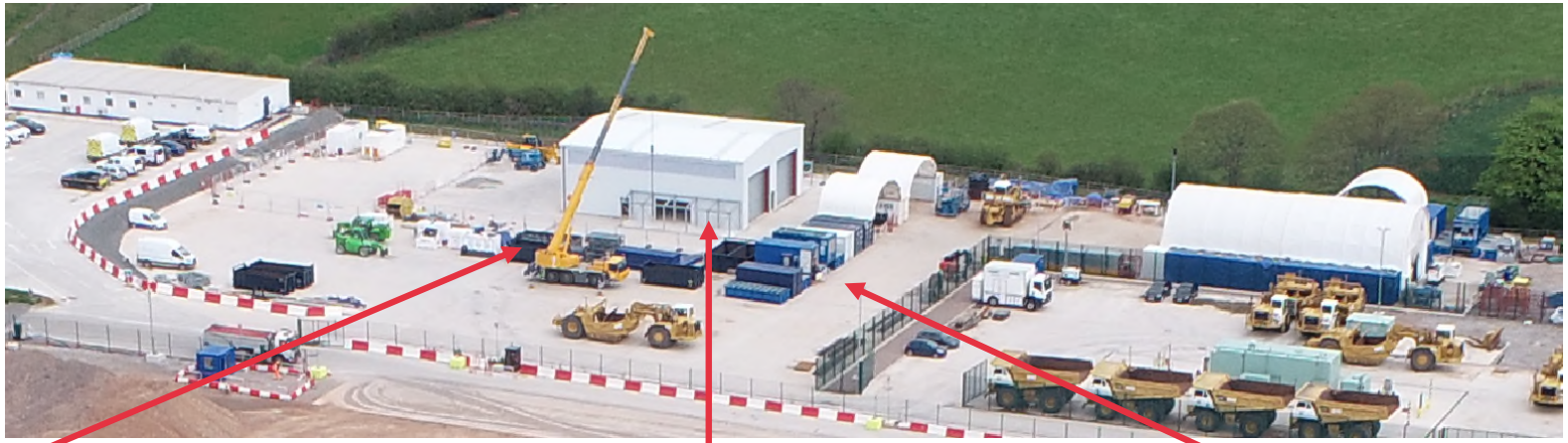
Indicative Location





A50 Warrington Road main compound

Tall plant/machinery – Other plant/equipment



Mobile Crane

Height: Variable – up to 35m boom.

Duration: Primarily compound set-up stage. Periodically during compound use for unloading equipment/material.

Possible Locations:

Workshop/Stores

Height: Up to 9m height.

Duration: Full compound duration.

Indicative Location:

Containers

Height: Up to 6m height.

Duration: Full compound duration.

Possible Locations:

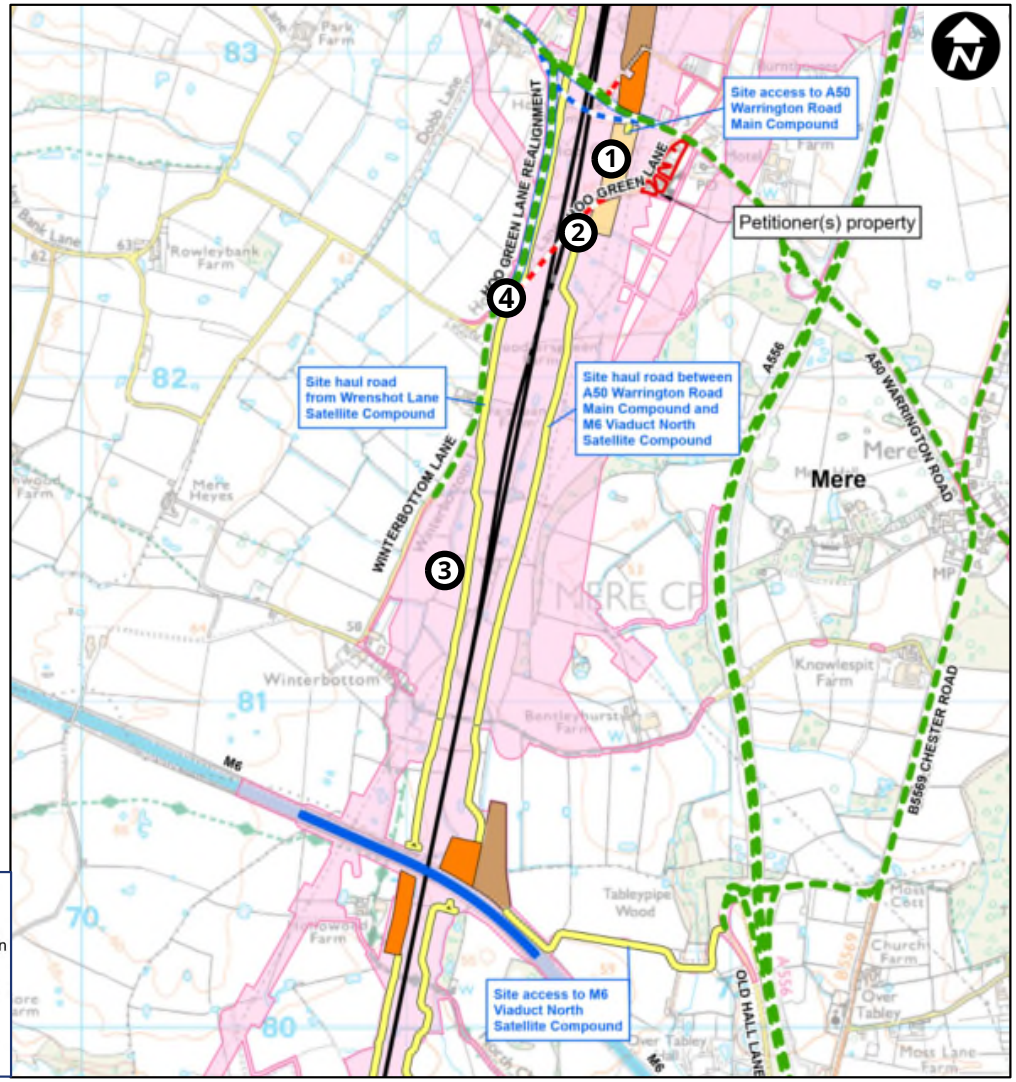
Impact of HS2 construction activities on Hoo Green Lane

Overview

There are a number of construction activities taking place in the vicinity of Hoo Green Lane during construction of the Proposed Scheme.

The key construction works are:

1. A50 Warrington Road main compound site setup
2. Scottish Power 132kV utility diversion works
3. National Grid 400kV overhead line utility works
4. Southern tie-in of Hoo Green Lane realignment



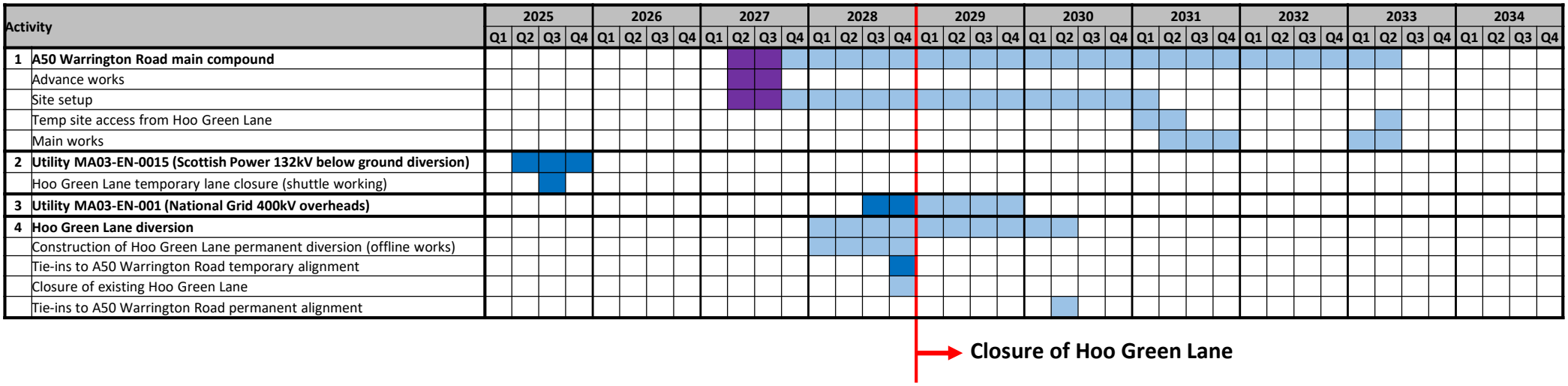
Legend

- Indicative extent of Petitioner(s) land interests
- HS2 construction traffic route
- Haul route
- Permanent highway realignment/diversion
- Permanent highway diversion/realignment used as a HS2 construction traffic route
- Highway closure
- HS2 Phase 2b route alignment (in tunnel)
- HS2 Phase 2b route alignment (on surface)
- Main construction compound
- Satellite construction compound
- Temporary material stockpile
- Land potentially required during construction

Impact of HS2 construction activities on Hoo Green Lane

Indicative construction programme

The diagram below shows the proposed phasing and duration of these works based on the representative construction programme set out in the SES1 and AP1 ES:



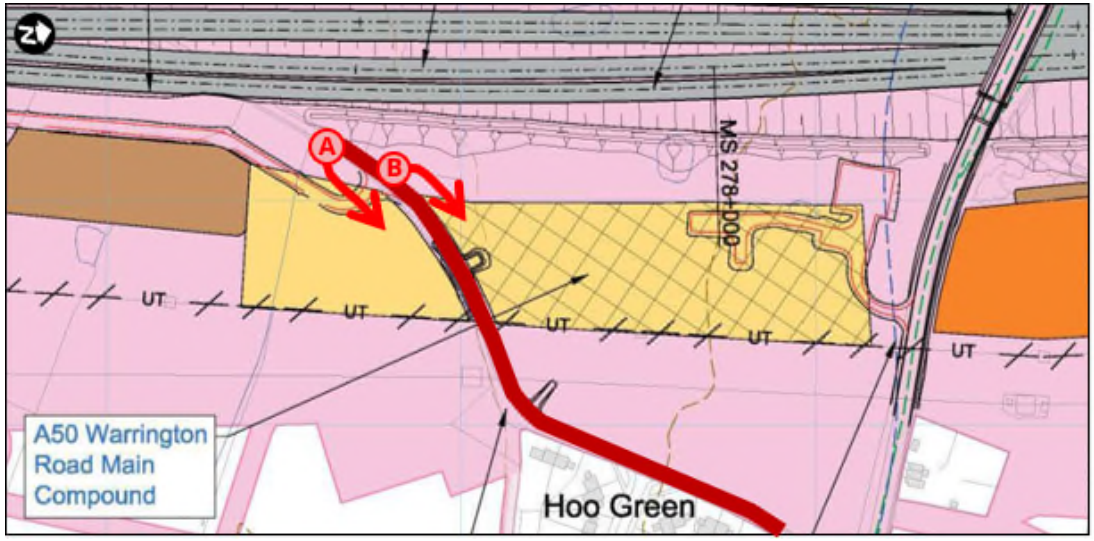
Key:

- Programme activities which require use of Hoo Green Lane during site-setup of main compound.
- Programme activities which require use of Hoo Green Lane.
- Other activities **not** requiring the use of Hoo Green Lane.

Impact of HS2 construction activities on Hoo Green Lane

A50 Warrington Road main compound set-up

- Initial access for A50 Warrington Road main compound setup will be via Hoo Green Lane for approximately 6 months (Q2-Q3 2027).
  - During this time, Hoo Green Lane is expected to experience a peak daily two-way flow of 20 HGVs, equating to one HGV every 30 minutes in a 10-hour workday.
  - During that initial period, access to the compound from Hoo Green Lane will be via the existing gated points shown (see A & B).
- Establishing the construction traffic crossing point on Hoo Green Lane to connect both parts of the compound will require single lane closures using temporary 2-way signals on Hoo Green Lane for approximately 2 weeks.
- A construction access off the A50 to the main compound will be constructed and become the primary access from 2027 Q4 onwards. Thereafter, access to the main compound will be directly from the A50 Warrington Road, removing the need for access from Hoo Green Lane.

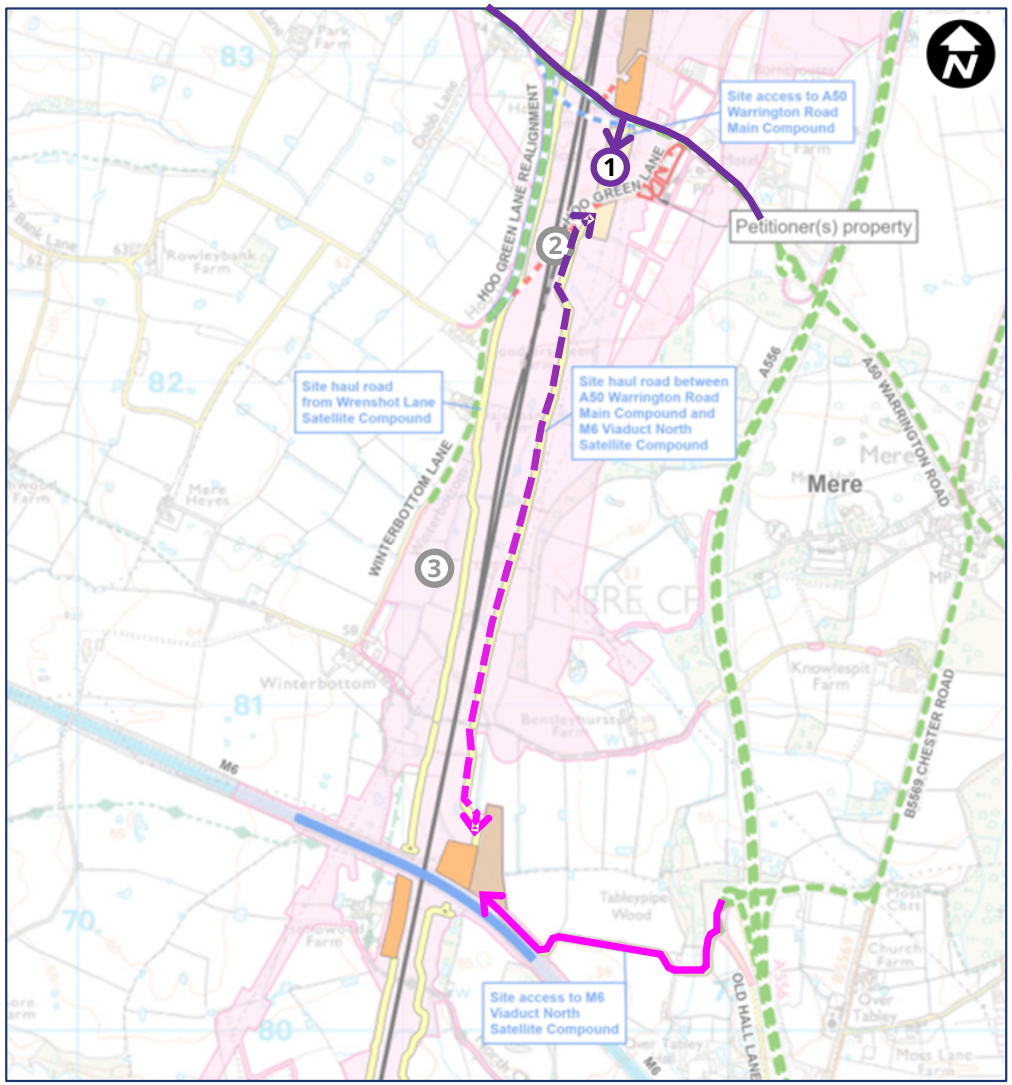


P509(3)

Impact of HS2 construction activities on Hoo Green Lane

(1) A50 Warrington Road main compound (after setup)

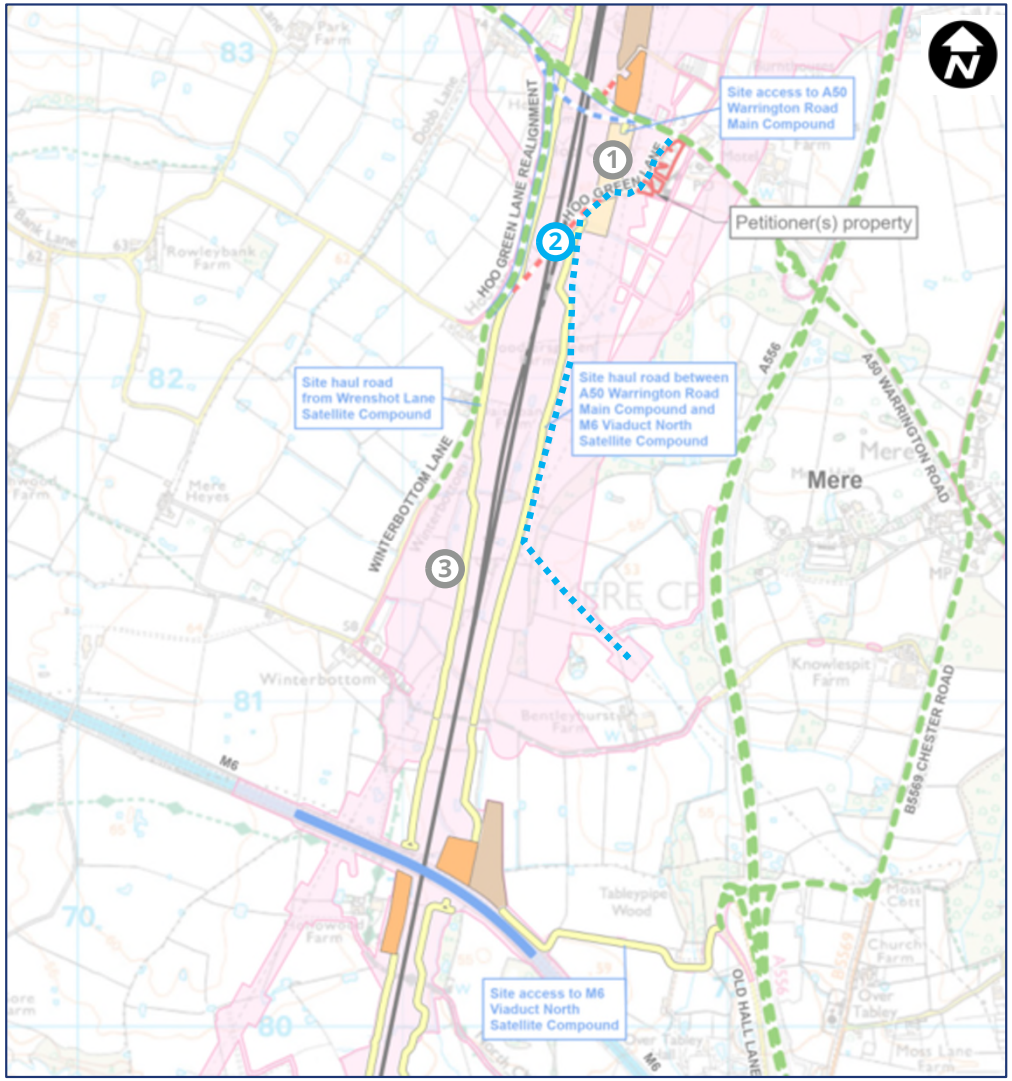
- After setup, the A50 Warrington Road main compound will be accessed directly from the A50. No main compound traffic will use Hoo Green Lane.
- The M6 Viaduct North satellite compound will be accessed from Old Hall Lane via a site haul road.
- Construction vehicles will travel between the two compounds via a site haul road that runs along side the route of the HS2 rail line.



Impact of HS2 construction activities on Hoo Green Lane

(2) Scottish Power 132kV undergrounding utility works

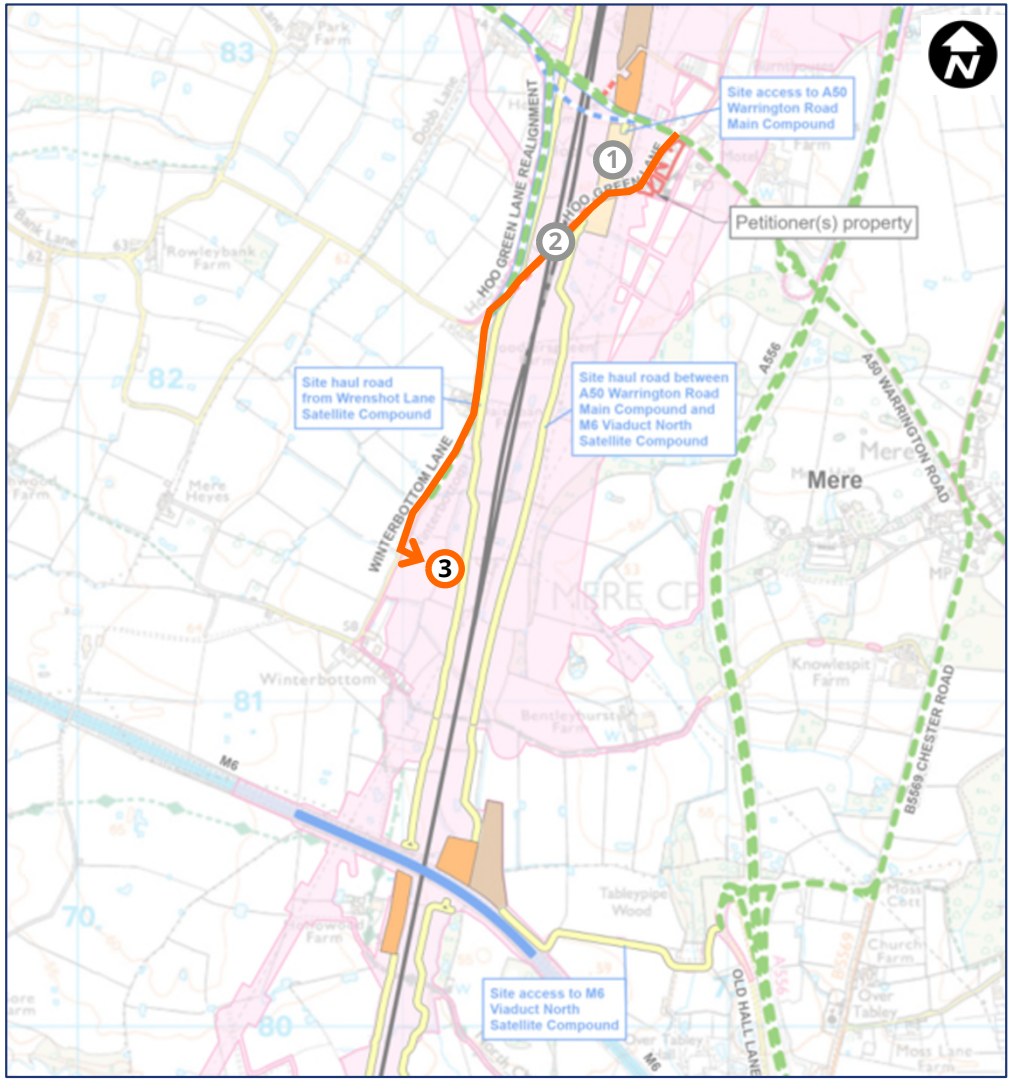
- The Scottish Power 132kV overhead line is required to be undergrounded through the carriageway of Hoo Green Lane as part of the wider diversionary works on this asset.
- These works are expected to start in 2025 Q2 and last for approximately 9 months.
- During this period there will be lane closures on Hoo Green Lane, which will require shuttle working under temporary traffic control.
- These utilities works are expected to generate fewer than 20 HGV movements per day (two-way flow).



Impact of HS2 construction activities on Hoo Green Lane

(3) National Grid 400kV overhead line utility works

- Access to the National Grid 400kV overhead line utility works will be from the A50 Warrington Road via Hoo Green Lane and Winterbottom Lane.
- These works are expected to start in 2028 Q3 and last for approximately 18 months.
- During the first 6 months of these works, access would be via Hoo Green Lane.
- Following the opening of the Hoo Green Lane realignment and the closure of Hoo Green Lane in 2028 Q4, vehicles accessing these works would not pass the petitioners' properties.
- These works are expected to generate fewer than 20 HGV movements per day (two-way flow).

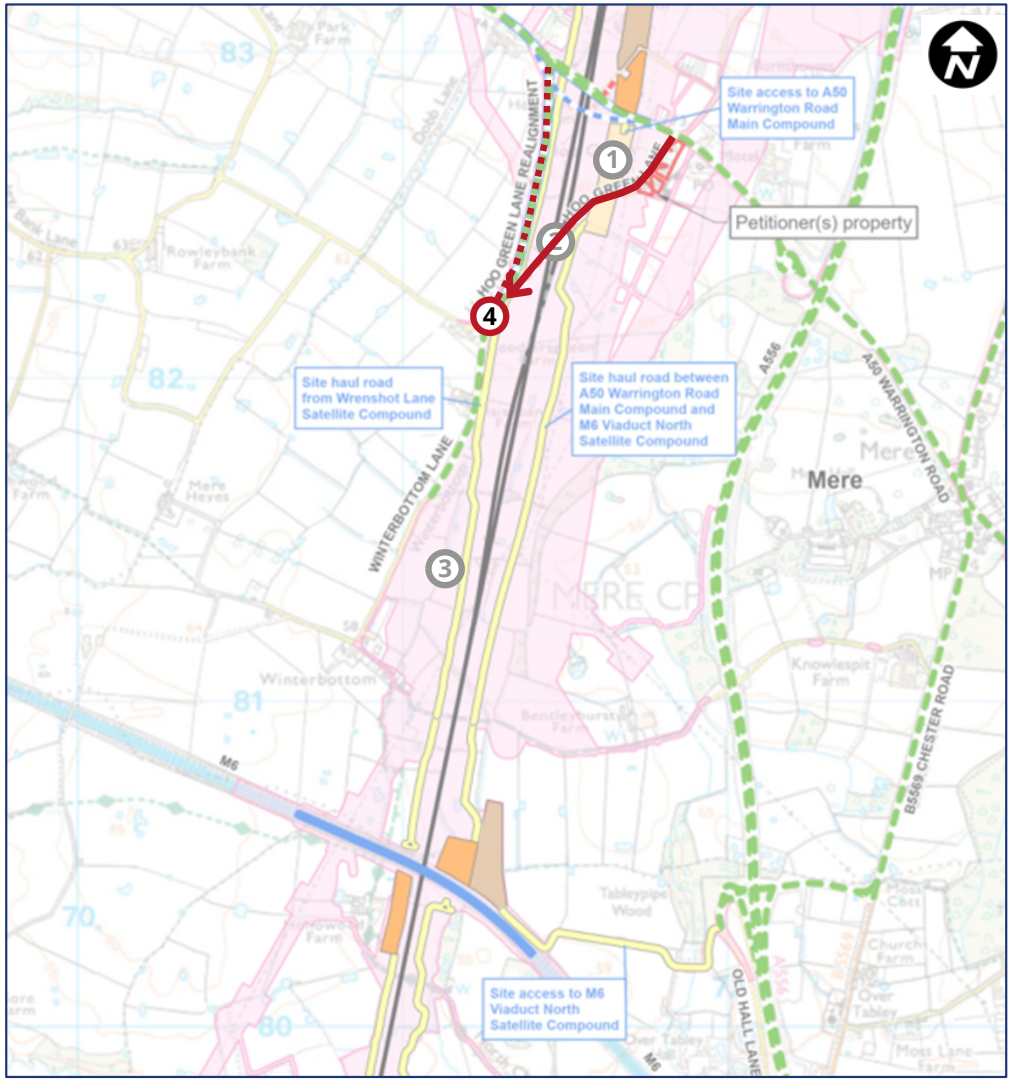


P509(6)

Impact of HS2 construction activities on Hoo Green Lane

(4) Southern tie-in of Hoo Green Lane diversion

- Construction of the Hoo Green Lane diversion will be accessed from the A50 Warrington Road.
- These works are expected to be carried out between 2028 Q1 and 2028 Q4.
- The southern end of the Hoo Green Lane diversion will be tied into the existing Hoo Green Lane alignment at the junction with Winterbottom Lane in 2028 Q4.
- During the tie-in period, Hoo Green Lane is expected to be used by a peak daily flow of 20 HGVs per day (two-way).
- On completion of the tie-in works, the section of Hoo Green Lane between Winterbottom Lane and the A50 Warrington Road main compound will be permanently closed.



P509(7)

Maintenance Access

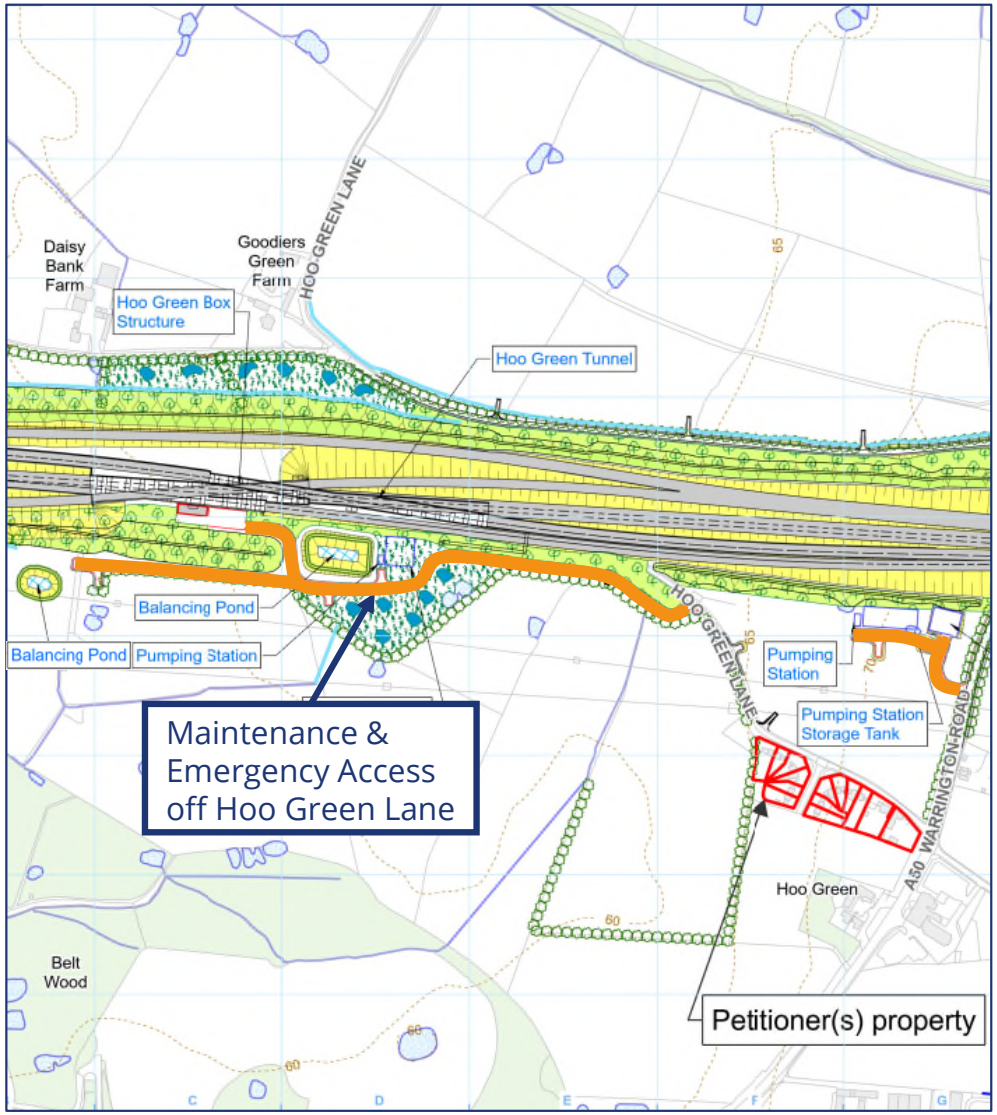
Overview

A permanent access is required for maintenance and emergency purposes. This would serve assets including Hoo Green box structure, Hoo Green tunnel, a pumping station and associated storage tank, and two balancing ponds.

Required usage is likely to be:

- The pumping station is likely to require inspections four times per year. This is likely to be in a Long Wheel Base van. The associated storage tank is likely to require inspection and removal of sludge/silt once per year and would require the use of a sludge tanker.
- The two balancing ponds are likely to require inspections and removal of sludge/silt every one - two years and would require the use of a sludge tanker and an excavator.
- Hoo Green Box Structure & Tunnel are likely to require a tactile inspection once every 6 years which would include the use of a Mobile Elevating Work Platform which would likely be brought in by a low loader.
- Occasional inspection and maintenance of environmental mitigation

Inspection & maintenance to rail and overhead line is anticipated to be carried out by On Track Machines (OTMs) so would not require the use of Hoo Green Lane.



P510(1)

Maintenance Access

Petitioner's Alternative

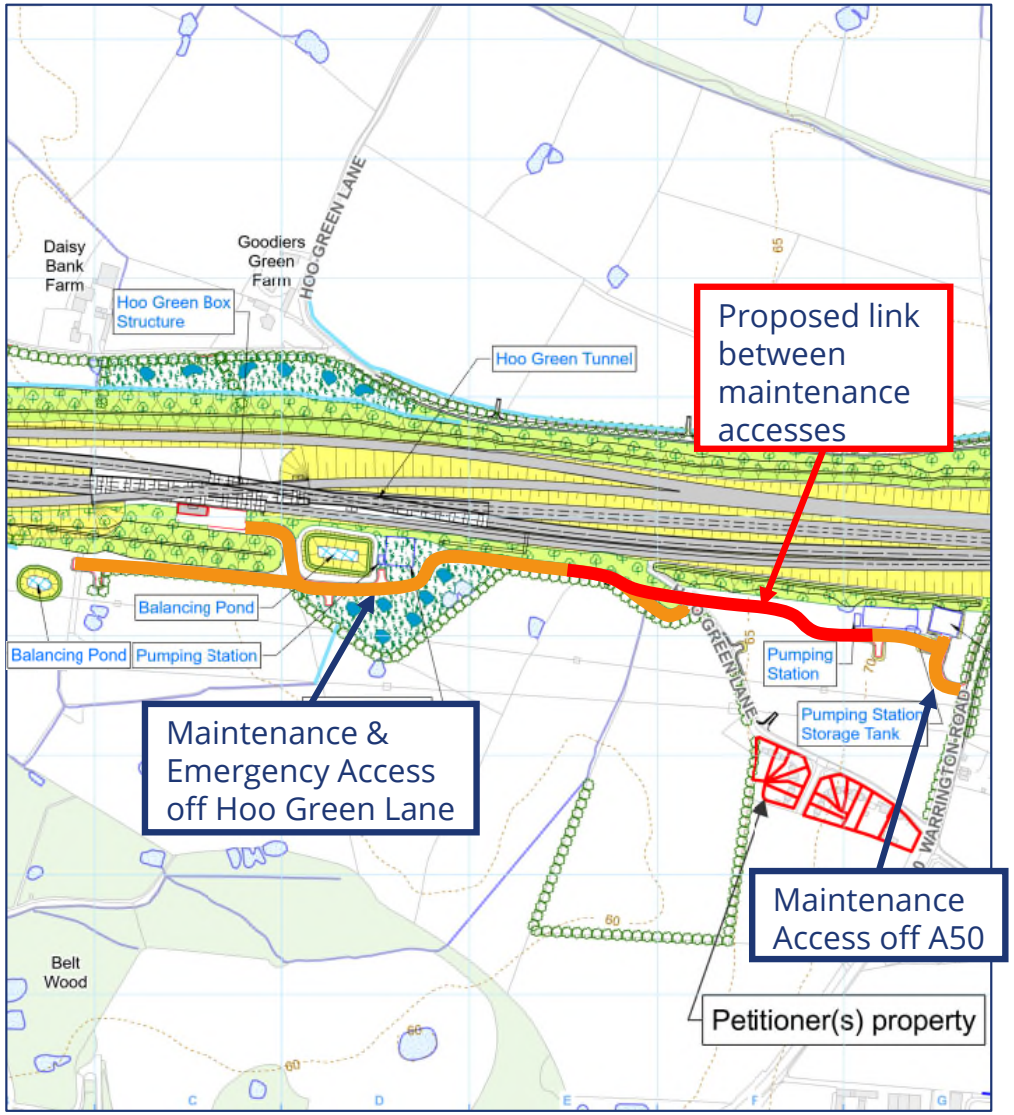
The petitioner has requested that the proposed maintenance access via Hoo Green Lane should instead be provided by extending the maintenance access proposed which comes directly off the A50 to serve the northerly pumping station.

This alternative arrangement would reduce the amount of land which potentially become available to offer back to the landowner (Marjorie May Mason Will Trust) following completion of construction of the railway.

The promoter has discussed the petitioner's alternative access proposal with Marjorie May Mason Will Trust. The Trust object to this alternative proposal on the basis that it is unnecessary and unjustified.

This alternative proposal would also have an additional cost impact of c. £310k due to the additional length of maintenance road required to be constructed.

For these reasons the promoter does not propose to accept the petitioners proposed change.



Pedestrian Crossing of the A50 Warrington Road

Analysis

In their hybrid Bill petition (HS2-022), the Hoo Green Residents Group have requested that a new pedestrian crossing facility is provided across the A50 Warrington Road to the east of Hoo Green Lane, near the Kilton Inn.

The $ADPV^2$ calculation assesses the level of conflict between pedestrian (P) and vehicles (V), taking into account the number of Accidents (A) over the last three years and the difficulty (D) level of crossing the road, which is influenced by road width, traffic speeds and the number of lanes being crossed.

An $ADPV^2$ assessment has been undertaken to determine the threshold at which a pedestrian crossing would be justified on the A50 Warrington Road to the east of Hoo Green Lane (at the Kilton Inn). This concluded that 13 or more pedestrians per hour would need to cross the A50 in this location to justify provision of an uncontrolled crossing, and a greater number to justify a controlled crossing. On that basis, neither form of crossing is justified.

This assessment has been shared with Cheshire East Council as the Local Highways Authority and they are supportive of the conclusions drawn by HS2.

Public transport serving Hoo Green

Review of local bus services

Hoo Green is currently served by the 47 bus service between Warrington and Knutsford. This service is operated by Warrington's Own Buses. It runs twice per day in each direction from Mondays to Fridays.

Buses pick up and drop off passengers in Hoo Green at bus stops on the A50 to the west of the Kilton Inn. There are currently no bus stop flags, shelters or road markings.

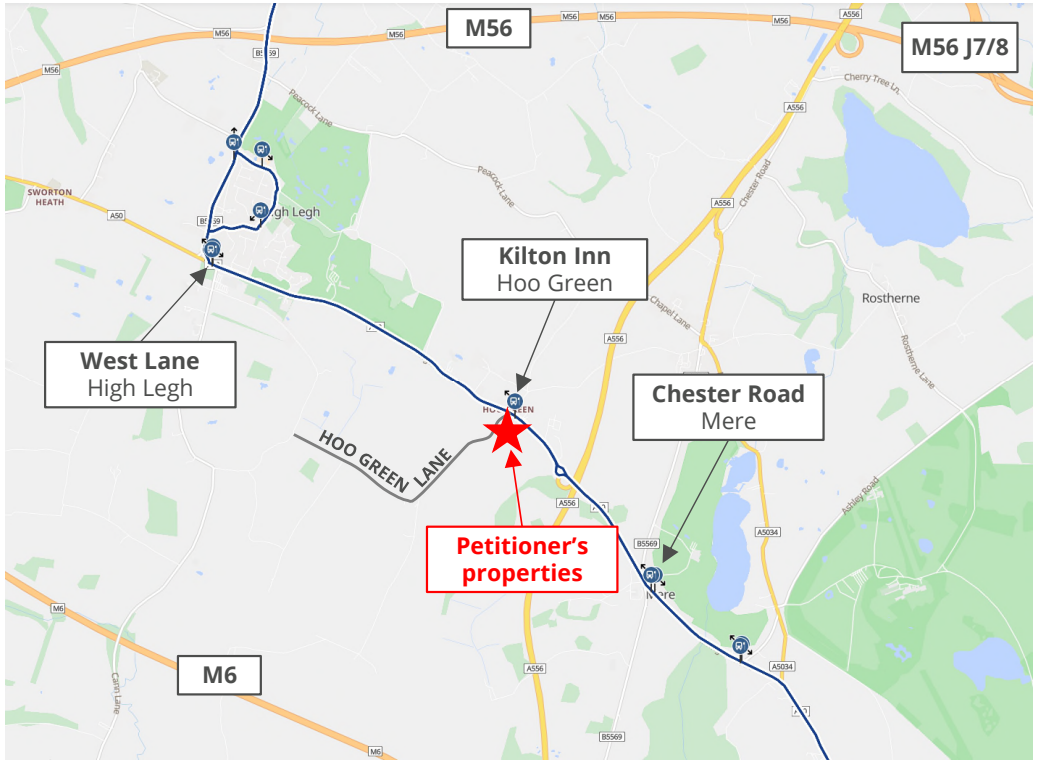
Further bus stops are located on the A50 to the west in High Legh (West Lane) and to the east in Mere (Chester Road).

The 289 bus service previously ran between Mere and High Legh via Chapel Lane/Peacock Lane, but did not directly serve Hoo Green. This service was withdrawn in July 2016 when the operator, GHA Coaches, went into administration.

The request for additional bus services by the petitioner has been discussed with Cheshire East Council and they have confirmed they are supportive of the HS2 position that it is not within HS2's remit to provide or support additional bus services.

HS2 will be required to develop a workforce travel plan as part of the CoCP which accounts for workforce movements.

Route Map & Bus Stop Locations



Eastbound Timetable

	47	47	47
Knutsford, Bus Station	09:40	-	14:35
Queen Street	09:40	-	14:35
Sugar Pit Lane	09:41	-	14:36
Green Lane	09:43	-	14:38
Mere, Clamhunger Lane	09:45	-	14:40
Chester Road	09:45	-	14:40
Kilton Inn	09:47	-	14:42
West Lane	09:50	-	14:45
Wrenshot Lane	09:51	-	14:46

Westbound Timetable

	47	47	47
West Lane	09:21	-	14:18
Chester Road	09:26	-	14:23
Mere, Clamhunger Lane	09:27	-	14:24
Green Lane	09:28	-	14:25
Sugar Pit Lane	09:30	-	14:27
Queen Street	09:31	-	14:28
Church Hill	09:31	-	14:28
St John's Avenue	09:32	-	14:29
Knutsford, Bus Station	09:33	-	14:30

OPERATION

Winterbottom Farm
BW1/1
RB2/1
WINTERBOTTOM LANE
Daisy Bank Farm
Goodiers Green Farm
HOO GREEN LANE
BW1/1
BENTLEYHURST LANE
BW1/1
BW1/1
Bentleyhurst Farm
Belt Wood
Petitioner(s) property
HOO GREEN LANE
Hoo Green
A50 WARRINGTON ROAD

Legend

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

Petitioner: Hoo Green Residents Group

Petition number: HS2-022

HS2

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House of Commons

Petition template

1. Petitioner information

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

The Hoo Green Residents Group; Includes: -

Mr and Mrs V Gee, 1 Hoo Green Lane, Mere, WA16 0QE

Mr and Mrs Arnott, 3 Hoo Green Lane, Mere, WA16 0QE

Mr and Mrs J O'Reilly, 5 Hoo Green Lane, Mere, WA16 0QE

Vacant, 7 Hoo Green Lane, Mere, WA16 0QE

Mr and Mrs C Hough, 9 Hoo Green Lane, Mere, WA16 0QE

Mr and Mrs P Quantrill, 11 Hoo Green Lane, Mere, WA16 0QE

Mr and Mrs M Small, 1 Oakwood Road, Mere, WA16 0QF

Mrs S Eaton, 2 Oakwood Road, Mere, WA16 0QF

Mr Paul Spruce, 3 Oakwood Road, Mere, WA16 0QF

Mr and Mrs G Marshall, 4 Oakwood Road, Mere, WA16 0QF (Petition Author)

Mrs S Cowley, 5 Oakwood Road, Mere, WA16 0QF

Mr and Mrs M Edwardson, 6 Oakwood Road, Mere, WA16 0QF

Mr and Mrs P Roddy 7 Oakwood Road, Mere, WA16 0QF

Mr and Mrs M Edwardson, 8 Oakwood Road, Mere, WA16 0QF

Hoo Green and neighbouring High Legh is in the area which is substantially affected by proposed plans for HS2/NPR routes incorporating lines from Liverpool to Manchester, Warrington intersection with HS2 South to London, HS2 North, known as the Golborne Spur and the West Coast Main Line, and also the branch to Manchester Airport and Manchester known as the Hulseheath Spur.

Our Objections are primarily directed at the decision by HS2 to locate a Main Site Compound adjacent to the above properties.

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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…”.

The Hoo Green Residents Group (HGRG) represent the homeowners and tenants living in the community of Hoo Green in the parish of Mere, Cheshire East. We are located next to substantial construction activity, and prolonged and distressing health and safety impacts because of HS2’s abhorrent decision to locate a main site compound immediately adjacent to our homes; the compound will exist for a period of at least 7 years.

The Hoo Green Residents Group exist primarily to fight for the relocation of the proposed main site compound (Referred to as “A50 Main Compound”). The core team has held face to face meetings with HS2 representatives and engineers since Summer 2018 presenting our case and discussing more feasible options for the location of the main site compound; the groups proposals for a different site compound location would have virtually no impact on communities or households.

HS2 have opposed all suggestions, despite their acknowledgement of the physical health, mental health, and overall safety worries of the community.

2. 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.Primary Objection:

Location of the A50 Main Site Compound

This community totally object to the decision made by HS2 to propose the location of this large compound in such close proximity to our homes; the impact will be substantial and prolonged. The scope of operation of the main compound includes:

- Management of civil engineering works commencing in 2027, followed by railway system works, completion expected late 2033.
- provide five temporary material stockpiles
- provide main compound support to 14 civil engineering satellite compounds and three railway systems compounds
- be accessed initially via Hoo Green Lane and a new access road from the A50 Knutsford Road
- provide temporary worker accommodation for 155 workers including welfare facilities

There is substantial construction work withing 300 metres of our community (e.g.: A50 Overbridge and A50 Realignment), however these works are scheduled to take under 3 years and could be managed by a much smaller satellite compound.

HGRG objections are well founded and justified; it has been very upsetting and dis-heartening that HS2 have not considered our previous appeals and our well-considered alternative locations for this main compound. If the A50 Main Site compound is located where proposed, our community is facing a devastating future to our quality of life and our physical and mental wellbeing. Our fears and worries include:

Physical and Mental Wellbeing:

The size and project duration of this site will impact individuals in our community at a physical and mental wellbeing level, and this impact has not been understood by HS2 so far. This is appalling, insensitive and unacceptable behaviour on their part. There is a REAL fear about physical and mental health; the inevitable stress of living within 150 metres of the site:

1.The peak years of site operation will increase traffic congestion significantly, and associated increases in noise levels, dust volume, light pollution, to unacceptable levels as we are so close to the proposed site compound. Hoo Green is presently a small, peaceful, and quiet green belt community.

2. Daily traffic congestion of site traffic will lead to stressful time management for daily routine travel to and from the community.

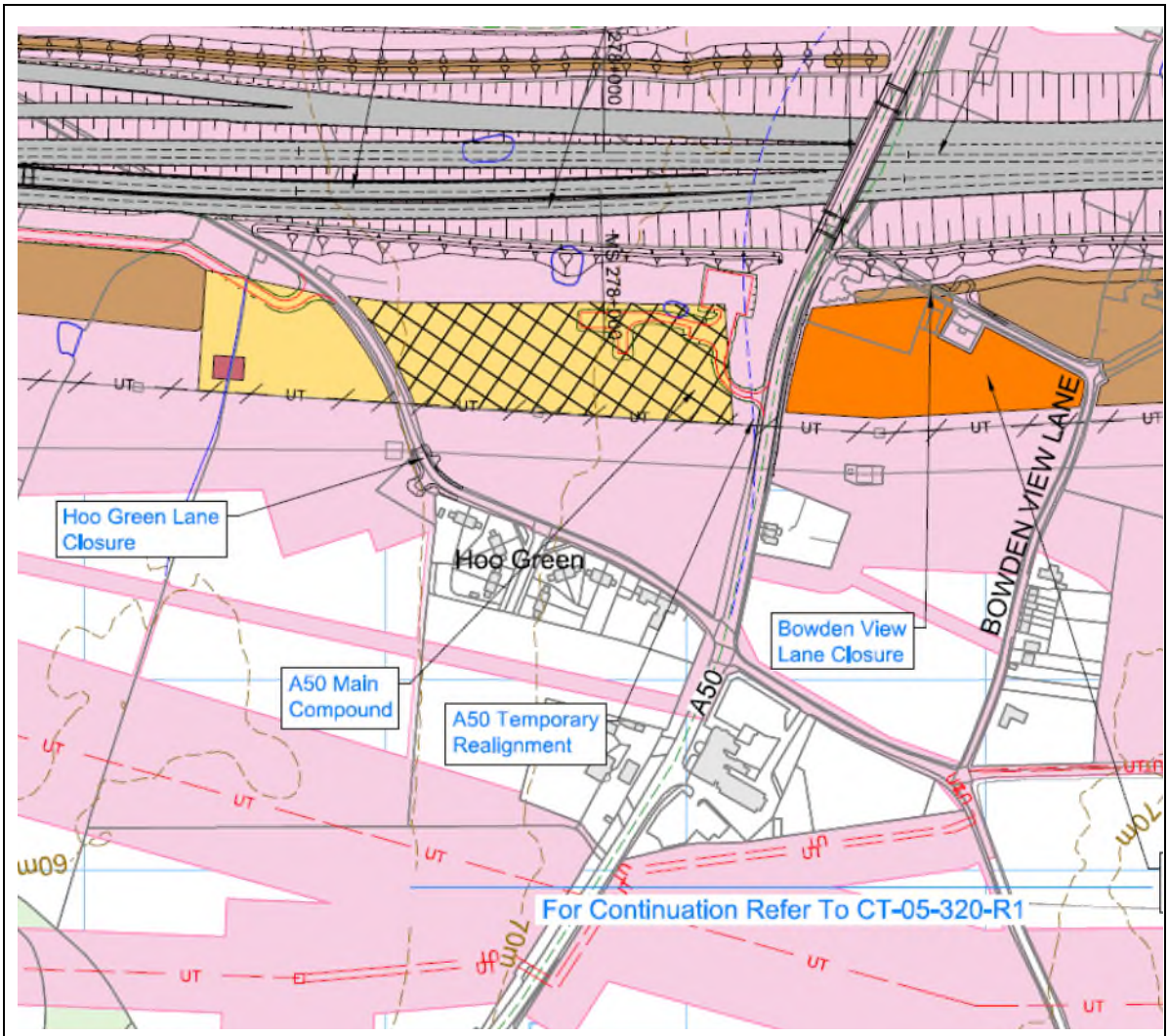
3.Massive increase in local road use of large plant and machinery – greatly increased accident risk in particular the risk to children and pets being ran over is significantly increased.

4. Property value and sale appeal massively reduced during a 7-year timeline (please note that residents worry greatly about the HS2 engagement process for house purchase schemes, as anecdotal local evidence indicates HS2 are “terribly stressful and uncaring” to deal with; this anecdotal evidence also indicates that HS2 property and estates representatives offer devalued property pricing when measured against realistic local market property prices)

5.There are several residents in our community with recognised mental health conditions, each of whom faced increased risk to mental wellbeing. The proposed location of the site compound and its mental health impacts will present increased strain on vulnerable individuals

Physical Wellbeing and Safety - Increased Risk:

1.Such a large and long-term site presence will present daily pressure s and risks to health and safety: we live on a quiet lane (Hoo Green Lane) and HS2 propose access via this lane as well as access “eventually” to the site from the A50. This means a high increase in traffic volume on a quiet lane and increased accident risks to walkers, cyclists, as well as increased stress from congestion.



(*The image shows the proximity of the site compound to Hoo Green residents; yellow and hatched out area is the main site compound; orange is satellite compound; pink areas are defined as "land potentially required during construction." Respondents to this petition reside in the housing marked "Hoo Green" in the centre of the image*.)

2. Road closures. It is noted how many roads closure/works notifications are issued for Phase 1 which is significant. This will significantly impact access of residents and stress.

3. Loss of wildlife - habitat loss, bat loss due to light and noise pollution.

4. Loss of access to the countryside for mental health/exercise.

5. Littering/possible anti-social behaviour from >155 HS2 staff.

6. Impact to services - what is the impact on water, sewers, and Internet?

7. Increased costs to residents from more driving (due to road closures and travel to countryside for daily dog walking/exercise). Constant impact of site dust and mud on roads next to our community, meaning higher costs for repeated window cleaning, car cleaning, and poor road conditions leading to car degradation.

8. Most importantly, impact to those at home every day. Significant proportions of households work from home or are retired and therefore have very limited respite from

the constant noise, light, fumes and dust pollution which will be carried out at a minimum of 6 days a week for >7 years. This is physical stress as well as significant mental stress which is proven to shorten lifespan.

This Community are united in their opposition to this callous, uncaring and irresponsible decision by HS2 to locate this site compound next to our homes. We appeal to the review committee to please rule that HS2 will select another location for this compound that will have zero impact on any home or community.

2. Second Objection

Hoo Green Area and High Legh Design Concerns

The High Legh Junction: We object to the inclusion of this junction as in fact there is no reason to have it. The High Legh Junction comprises the coming together of the Crewe to Manchester line, the Golborne Spur and the provision of NPR London to Warrington lines, all in both directions. Northern Powerhouse Rail (NPR) has no design available at this time and questionable funding; it is ridiculous that HS2 build provisional capacity at a time when NPR has not designed their preferred Rail System!

There are two NPR passive junctions in the design. One, at the High Legh Junction, to provide for a link to any future line from London to Warrington/Liverpool, and return. The other at nearby Rostherne, to allow provision of any future link between Warrington and Manchester direction. We strongly request that both these passive junctions are removed from the design and are not built. As stated above this is HS2 design based on “possible” future needs and is unnecessary construction expenditure.

NPR in this area has not been designed, mapped, agreed or consulted upon by any of the many thousands of residents that would be affected.

The Golborne Spur is now not supported by the Government. It will most likely now be removed. However, it is the intention of HS2 Ltd to retain a spur / passive junction in the design, including to build it if time allows up to Peacock Lane before other options are explored and approved. We strongly request the removal of this provision and spur and until such times as the Golborne Spur is / or not resurrected.

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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 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 section 3 'Objections to the Bill' if you prefer. Please number each paragraph.

1.Primary Objection – Urgent Relocation of A50 Main Site Compound

PLEASE INSTRUCT HS2 TO LOCATE THE A50 MAIN SITE COMPOUND TO AN AREA THAT HAS NO IMPACT ON A COMMUNITY

The community recognises the requirement for concentrated construction works in the immediate vicinity of Hoo Green, however the impact duration is under 3 years for significant construction activity on the rail infrastructure and A50 Overbridge. However, we appeal to the committee to please instruct HS2 to relocate the main site compound to an area that has not prolonged (> 7 years) impact to any homes and communities. This IS achievable, as our group has proposed well considered options and presented these to HS2 in the past.

If the committee requires information of alternative main site compound locations presented to HS2, please contact the author for further file information.

2. Second Objection – Unnecessary Additional Passive Provision

HS2 have over designed the capacity for future rail interconnectivity, basing assumptions on Northern Powerhouse Rail (NPR) routes, and Manchester Airport requirements for a rail terminal. The present design now has substantially more considerable impact in this locality when compared to HS2's design in 2018.

At this point in time NPR / Transport for the North have not moved forward with their design for NPR to a stage of planning and local consultation; this process may take many years, and if HS2 spend time and money creating passive junctions in my area, these works could be unused / redundant in the future. Boris Johnson cancelled NPR plans; Liz Truss has stated a revival if elected PM – The Integrated Rail Plan still needs further ratification, and this questions the wisdom of HS2 building potentially unnecessary passive connectivity.

Because of the uncertainty of design and funding for NPR and the present understanding that there is no definitive budget holder for the creation of a rail terminal at Manchester Airport, we propose a halt to the Phase 2B project Crewe / Manchester Line until a fully ratified design, approved budget and public consultation is forthcoming from NPR; if this request is unacceptable, we urge the cancellation of unnecessary passive provision.

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May 2023

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

HOUSE OF COMMONS SELECT COMMITTEE

Petition No. HS2-022: Hoo Green Residents Group

Promoter's Response Document

R144(1)

INTRODUCTION

This Promoter's Response Document (PRD) forms the Promoter's response to Petition No. HS2-P2B-022, from Hoo Green Residents Group.

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

The Petitioners live on Hoo Green Lane, Mere, WA16 0QE and on Oakwood Road, Mere, WA16 0QF. The Hoo Green Residents Group includes:

- Mr and Mrs V Gee, 1 Hoo Green Lane, Mere, WA16 0QE
- Mr and Mrs Arnott, 3 Hoo Green Lane, Mere, WA16 0QE
- Mr and Mrs J O'Reilly, 5 Hoo Green Lane, Mere, WA16 0QE
- Vacant, 7 Hoo Green Lane, Mere, WA16 0QE
- Mr and Mrs C Hough, 9 Hoo Green Lane, Mere, WA16 0QE
- Mr and Mrs P Quantrill, 11 Hoo Green Lane, Mere, WA16 0QE
- Mr and Mrs M Small, 1 Oakwood Road, Mere, WA16 0QF
- Mrs S Eaton, 2 Oakwood Road, Mere, WA16 0QF
- Mr Paul Spruce, 3 Oakwood Road, Mere, WA16 0QF
- Mr and Mrs G Marshall, 4 Oakwood Road, Mere, WA16 0QF (Petition Author)
- Mrs S Cowley, 5 Oakwood Road, Mere, WA16 0QF
- Mr and Mrs M Edwardson, 6 Oakwood Road, Mere, WA16 0QF
- Mr and Mrs P Roddy 7 Oakwood Road, Mere, WA16 0QF
- Mr and Mrs M Edwardson, 8 Oakwood Road, Mere, WA16 0QF

Of these petitioners named as part of the Hoo Green Residents Group, the following have submitted a separate petition in respect of their land interests:

- Mr and Mrs J O'Reilly, 5 Hoo Green Lane, Mere, WA16 0QE [(Petition number HS2-P2B-028)
  Mr and Mrs C Hough, 9 Hoo Green Lane, Mere, WA16 0QE [Petition number HS2-P2B-026

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PETITION NO. HS2-P2B-022

HOO GREEN RESIDENTS GROUP

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29	2.11-2.19	Physical Wellbeing and Safety
39	2.20-2.25, 3.5-3.8	Cancelling of Phase 2b or Removal of passive NPR provision

ATTACHMENTS

Title	
Annex A	HS2 Phase 2b Technical Note: Selection and Placement of the A50 Warrington Road Main Compound
Annex B	Hoo Green Residents Group House of Commons Assurance Letter (A50 Compound access) - May 2023
Annex C	Hoo Green Residents Group House of Commons Assurance Letter (hedgerow screening) - April 2023

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HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF:	Hoo Green Residents Group
PETITION NO:	HS2-P2B-022
PARAGRAPH NO:	1.1-1.3, 2.1-2.4, 3.1-3.4.
ISSUE RAISED:	Relocation of A50 Warrington Road Main Compound

PETITION PARAGRAPH:

1.1. The Hoo Green Residents Group (HGRG) represent the homeowners and tenants living in the community of Hoo Green in the parish of Mere, Cheshire East. We are located next to substantial construction activity, and prolonged and distressing health and safety impacts because of HS2's abhorrent decision to locate a main site compound immediately adjacent to our homes; the compound will exist for a period of at least 7 years.

1.2. The Hoo Green Residents Group exist primarily to fight for the relocation of the proposed main site compound (Referred to as "A50 Main Compound"). The core team has held face to face meetings with HS2 representatives and engineers since Summer 2018 presenting our case and discussing more feasible options for the location of the main site compound; the groups proposals for a different site compound location would have virtually no impact on communities or households.

1.3. HS2 have opposed all suggestions, despite their acknowledgement of the physical health, mental health, and overall safety worries of the community.

2.1. Location of the A50 Main Site Compound

2.2. This community totally object to the decision made by HS2 to propose the location of this large compound in such close proximity to our homes; the impact will be substantial and prolonged. The scope of operation of the main compound includes:

- Management of civil engineering works commencing in 2027, followed by railway system works, completion expected late 2033.

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- provide five temporary material stockpiles
- provide main compound support to 14 civil engineering satellite compounds and three railway systems compounds
- be accessed initially via Hoo Green Lane and a new access road from the A50 Knutsford Road
- provide temporary worker accommodation for 155 workers including welfare facilities.

2.3. There is substantial construction work withing 300 metres of our community (e.g.: A50 Overbridge and A50 Realignment), however these works are scheduled to take under 3 years and could be managed by a much smaller satellite compound.

2.4. HGRG objections are well founded and justified; it has been very upsetting and dis-heartening that HS2 have not considered our previous appeals and our well-considered alternative locations for this main compound. If the A50 Main Site compound is located where proposed, our community is facing a devastating future to our quality of life and our physical and mental wellbeing. Our fears include:

3.1. Urgent Relocation of A50 Main Site Compound

3.2. PLEASE INSTRUCT HS2 TO LOCATE THE A50 MAIN SITE COMPOUND TO AN AREA THAT HAS NO IMPACT ON A COMMUNITY

3.3. The community recognises the requirement for concentrated construction works in the immediate vicinity of Hoo Green, however the impact duration is under 3 years for significant construction activity on the rail infrastructure and A50 Overbridge. However, we appeal to the committee to please instruct HS2 to relocate the main site compound to an area that has not prolonged (> 7 years) impact to any homes and communities. This IS achievable, as our group has proposed well considered options and presented these to HS2 in the past.

3.4. If the committee requires information of alternative main site compound locations presented to HS2, please contact the author for further file information.

PROMOTER'S RESPONSE:

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1. For ease of reference in responding to your petition, we have numbered the petition paragraphs in this Promoter's Response Document

A50 Warrington Road main compound

2. As paragraph 2.3.78 of the MA03 Area Report, Volume 2, of the main Environmental Statement (main ES) sets out, the A50 Warrington Road main compound would be used to manage civil engineering works and rail systems works. The main compound would:

- be used to manage civil engineering works for a period of four years and three months commencing in 2027, followed by railway system works for a period of nine months commencing in 2031, and then for a period of six months commencing in 2033;
- provide five temporary material stockpiles immediately to the east and west of the route of the Proposed Scheme;
- be accessed initially via Hoo Green Lane and subsequently a new access road from the A50 Knutsford Road, and a site haul route from the south; and
- provide temporary worker accommodation for 155 workers including welfare facilities and parking for three years and nine months; and
- provide main compound support to 14 civil engineering satellite compounds and three railway systems compounds in the Pickmere to Agden and Hulseheath area.

3. The main compound would also provide main compound support to 10 civil engineering satellite compounds in the Wimboldsley to Lostock Gralam area, and 12 civil engineering satellite compounds in the Hulseheath to Manchester Airport area.

Removal of the HS2 West Coast Main Line connection (Golborne Link)

4. The Golborne Link, part of the HS2 Crewe – Manchester Proposed Scheme, is a proposed 13 mile connection that would branch off the main HS2 line towards Manchester near Knutsford, Cheshire, to re-join the West Coast Main Line (WCML) near Golborne, just south of Wigan.

5. On 6 June 2022 Government set out its intention to remove the Golborne Link from the High Speed Rail (Crewe-Manchester) Bill in a Written Ministerial Statement laid in Parliament.

6. As a result of this announcement, the Government removed the Golborne link from the High-Speed Rail (Crewe – Manchester) Bill after Second Reading and will no longer be seeking the powers to construct the link as part of this scheme. This change was promoted as part of Supplementary Environmental Statement 1 (SES1) and Additional Provision 1 (AP1), which was deposited on 6 July 2022.

7. The amendment to the Crewe-Manchester Bill is set out in paragraph 2.2.24 to 2.2.26, of the MA03 Area Report, Volume 2, of the SES1 and AP1 ES, which states that the

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construction of a 2.3km section of the HS2 WCML connection, including line of route elements, will be removed as part of the Proposed Scheme.

8. As a result of the AP1 revised scheme, the construction works will be reduced and therefore the following civil engineering compounds in this area will not be provided:

- Agden Lane satellite compound;
- M56 west satellite compound;
- Agden Brow satellite compound; and
- A56 Lymm Road satellite compound.

9. The construction works that would have been managed from these compounds will not be undertaken as part of the AP1 revised scheme as described in the MA03 Area Report, Volume 2, of the SES1 and AP1 ES and so the A50 Warrington Road main compound will also no longer be providing main compound support to the same compounds.

10. As a result of the AP1 revised scheme, the A50 Warrington Road main compound would provide main compound support to 32 civil engineering satellite compounds, instead of the 36 civil engineering satellite compounds.

Construction works to be managed from the A50 Warrington Road Main Compound

11. The Promoter wishes to highlight that the A50 Warrington Road Main compound would be used to manage construction of a number of other elements in addition to A50 Warrington Road overbridge such as:

- Hoo Green box structure;
- Hoo Green tunnel;
- Hoo Green South embankment No.2 retaining wall;
- Hoo Green South cutting retaining wall;
- Hoo Green North embankment retaining wall No.2;
- Hoo Green North cutting retaining wall;
- permanent diversion of Hoo Green Lane; and
- permanent realignment of the A50 Warrington Road.

12. The elements listed above are significant and complex civil engineering structures, the works for which would be managed from this compound for a period of four years and three months, followed by railway system works for a period of nine months, and then for a period of six months. The proposed location of the main compound is immediately adjacent to these major structures and would allow direct access for the nominated undertakers management and workforce.

13. Following engagement with local residents in 2018 on the Working Draft Environmental Statement, the A50 Warrington Road main compound has been redesigned to move the eastern boundary further west to allow for further separation

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of the compound from the residential properties on Hoo Green Lane and Oakwood Road.

14. Since the submission of the Bill and following engagement with the Petitioner, temporary material stockpiles/earthworks have been introduced to the southern and eastern boundary of the A50 Warrington Road main compound, as illustrated in CT-05-320 within the MA03 Map Book, Volume 2, of the SES1 and AP1 ES. The intention is that these earthworks act as a visual screen to residents along Hoo Green Lane during construction.

Alternative compound locations

15. The Promoter has considered three alternative locations for the A50 Warrington Road main compound adjacent to the works following dialogue with the Petitioners. The consideration of these alternatives and the specific engineering, environment and engagement factors that shaped the decision to locate it in its current location are set out in the report within Appendix A of this document.

Wrenshot Lane and Bowden View satellite compounds

16. Wrenshot Lane satellite compound and Bowden View satellite compound have been included into the Proposed Scheme since the initial engagement with the Petitioners as part of the Working Draft Environmental Statement Consultation in 2018. These compounds would manage the temporary material stockpiles and transfer nodes north of the A50 Warrington Road, as well as several structures (described below), instead of these works being managed from the A50 Warrington Road main compound.

17. As paragraph 2.3.88 of the MA03 Area Report, Volume 2, of the main ES sets out, the Wrenshot Lane satellite compound will be used to manage civil engineering works. It will:

- provide four temporary material stockpiles immediately to the west and east of the route of the Proposed Scheme;
- provide a transfer node to the north of the compound; and
- be accessed from site haul routes.

18. The compound will be used to manage the construction of High Legh cutting, which will take three years and three months to complete.

19. As paragraph 2.3.93 of the MA03 Area Report, Volume 2, of the main ES sets out, the Bowden View satellite compound would be used to manage civil engineering works. It would:

- provide three temporary material stockpiles immediately to the east of the HS2 Manchester spur; and
- provide a transfer node to the north of the compound.

20. The compound would be used to manage the construction of:

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- Hulseheath South embankment, which will take one year and nine months to complete;
- Hulseheath North embankment, which will take one year and nine months to complete; and
- Hoo Green West cutting, which will take four years to complete.

21. This compound, along with A50 Warrington Road main compound, would be used to manage the construction of Hoo Green North cutting retaining wall, which would take four years to complete.

Construction compound location selection

22. As set out in HS2 Phase 2b Western Leg Information Paper D2: Construction compounds, construction compounds would be required at various locations along the route and will generally be sited alongside or adjacent to the relevant proposed works.

23. Main construction compounds will act as strategic hubs for core project management activities (i.e. engineering, planning and construction delivery) and for office based construction personnel. They will include offices, storage for materials (such as aggregates, structural steel, steel reinforcement) and laydown areas, and maintenance and parking facilities (for site plant, lorries and staff cars), together with the main welfare facilities for construction personnel. Workers' accommodation may be provided at some of these construction compounds and these are indicated in the ES in the Volume 2 Community Area Reports where they will be located. Where construction compounds will be used for construction worker accommodation, the arrangements will be subject to approval under Schedule 17 (Conditions of deemed planning permission) of the Bill.

24. As set out in section 4.2 of the Alternatives report, the Proposed Scheme has developed through a refinement process referred to as sifting. The sifting process for construction compounds consisted of a sequentially more detailed appraisal of options. This has been influenced by a number of factors, including:

- avoiding proximity to sensitive receptors;
- proximity to major road network;
- proximity to local A roads and rail/bus routes;
- easy accessibility for the local workforce;
- suitable existing topography with minimal requirement for site preparation works;
- proximity to existing utilities for ease of establishing temporary services;
- ease of establishing and maintaining security;
- adequate space;
- the location of floodplains; and
- the existing use of the site.

25. Other environmental effects have been considered, including:

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- The effects of changes to the noise levels, light, visual impact and air quality;
- the presence of all known Sites of Special Scientific Interest (SSSIs); and
- the location of aquifer, surface water courses and flood plains.

Construction workforce and social capital

26. As set out in paragraphs 8.4.17 to 22 of the MA03 Area Report, Volume 2, of the main of the ES, the term 'social capital' refers to the connections between individuals within communities, and the increased likelihood that arises through these networks for individuals to feel valued, to feel a sense of belonging, to have companionship and to support each other. The Office for National Statistics defines social capital as follows:

> "In general terms, social capital represents social connections and all the benefits they generate. Social capital is also associated with civic participation, civic-minded attitudes and values which are important for people to cooperate, such as tolerance or trust."

27. There is moderate evidence for a link between social capital and mental and physical health outcomes. A change in social capital has the potential to influence the mental health effects that are gained through social contact and support, social participation, reciprocity and trust. Adverse effects on health from changes in social capital could be experienced as a reduction in mental wellbeing or as physiological effects on the body's hormonal and immune systems, with increased susceptibility to mental and physical illness. A review of published research evidence linking social capital with health and wellbeing can be found in Volume 5: Appendix HA-002-00000.

28. The settlements in this area support small, well-established communities. The assessment has identified potential wellbeing effects within these communities associated with the temporary construction workforce, which will be substantial relative to the size of these communities. A50 Warrington Road main compound will be located directly west of Hoo Green for six years and three months and will provide temporary accommodation for around 155 workers for three years and nine months. During the day, the workforce will be present on construction sites and compounds throughout the area, including work sites and satellite compounds. The daily average number of workers at each site will typically be around 40 to 80, and the duration of the works at each site will range from approximately three years to six years and three months. The presence of construction workers is likely to be very noticeable, with construction vehicles using local roads to access compounds, and workers using facilities within local settlements, particularly Hoo Green.

29. The introduction of a temporary construction workforce into established communities has the potential to negatively alter people's perceptions of, and interactions with, their communities, modifying behaviour and the value they place on social capital. Such a reduction in social capital has the potential to adversely affect wellbeing, and may influence behaviours that are beneficial to wellbeing such as the use of community facilities.

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30. The draft CoCP includes a commitment to produce and implement a community engagement framework and provide appropriately experienced community relations personnel to implement the framework and provide a first point of contact. HS2 Ltd will engage with local authorities and community representatives to identify measures aimed at fostering and maintaining good relationships between the workforce and local communities. Any measures identified will be included within the community engagement framework as appropriate.

31. As paragraph 8.4.22 of the MA03 Area Report, Volume 2, of the ES states, the Promoter will engage with local authorities and community representatives to identify measures aimed at fostering and maintaining good relationships between the workforce and local communities. Any measures identified will be included within the community engagement framework as appropriate.

Code of Construction Practice

32. The nominated undertaker will require its contractors to apply, and to comply with, the requirements of the Code of Construction Practice (CoCP) and will ensure the use of best practicable means to minimise the effect of the construction site on the local environment.

33. The nominated undertaker and other contractors will comply with the Environmental Minimum Requirements (EMRs) which will set out commitments to mitigate the environmental impact of the Proposed Scheme, which will sit alongside the environmental controls contained in the Bill. Controls on the environmental impacts of construction works include:

- The control of environmental impacts of construction arrangements through planning conditions under Schedule 17 of the Bill. For construction arrangements relating to handling of re-useable spoil or topsoil; storage sites for construction materials, spoil or topsoil; works screening; artificial lighting; dust suppression and road mud control measures approval may be granted through a class approval from the Secretary of State. For construction arrangements relating to road transport and construction compounds, approval will be sought from the relevant qualifying authority who may refuse to grant approval or impose conditions subject to the grounds set out in paragraphs 4(6) and 6 of Schedule 17. HS2 Phase 2b Western Leg Information Paper B2: Main provisions of the planning regime, provides further detail; and
- The requirement to obtain consents from the relevant local authority for the proposed construction works, excluding non-intrusive surveys under Section 61 of the Control of Pollution Act 1974. Further information can be found in the draft CoCP.

34. The nominated undertaker and other contractors will also prepare and operate an Environmental Management System in accordance with BS EN ISO 14001 appropriate to the scale and nature of the construction works. These will form part of the Local Environment Management Plan (LEMP), which will be prepared in accordance with the

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CoCP. To improve liaison with the regulatory authorities a contact person will be identified for each construction compound.

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HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF:	Hoo Green Residents Group
PETITION NO:	HS2-P2B-022
PARAGRAPH NO:	2.5-2.10.
ISSUE RAISED:	Physical and Mental Wellbeing
PETITION PARAGRAPH:	2.5. Physical and Mental Wellbeing

2.6. The size and project duration of this site will impact individuals in our community at a physical and mental wellbeing level, and this impact has not been understood by HS2 so far. This is appalling, insensitive and unacceptable behaviour on their part. There is a REAL fear about physical and mental health; the inevitable stress of living within 150 metres of the site:

2.7. The peak years of site operation will increase traffic congestion significantly, and associated increases in noise levels, dust volume, light pollution, to unacceptable levels as we are so close to the proposed site compound. Hoo Green is presently a small, peaceful, and quiet green belt community.

2.8. Daily traffic congestion of site traffic will lead to stressful time management for daily routine travel to and from the community.

2.9. Massive increase in local road use of large plant and machinery – greatly increased accident risk in particular the risk to children and pets being ran over is significantly increased.

2.9. Property value and sale appeal massively reduced during a 7-year timeline (please note that residents worry greatly about the HS2 engagement process for house purchase schemes, as anecdotal local evidence indicates HS2 are "terribly stressful and uncaring" to deal with; this anecdotal evidence also indicates that HS2 property and estates representatives offer

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devalued property pricing when measured against realistic local market property prices)

2.10. There are several residents in our community with recognised mental health conditions, each of whom faced increased risk to mental wellbeing. The proposed location of the site compound and its mental health impacts will present increased strain on vulnerable individuals.

PROMOTER'S RESPONSE:

Construction noise

1. 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 Supplementary Environmental Statement 1 (SES1) and Additional Provision 1 Environmental Statement (AP1 ES). As the design progresses these proposals would continue to be reviewed to ensure that the Promoter's noise and vibration policy aims are met. These are set out in:

- HS2 Phase 2b Western Leg Information Paper E9: Control of Airborne Noise;
- HS2 Phase 2b Western Leg Information Paper E13: Control of Construction Noise and Vibration.

2. In the vicinity of the properties of the residents of Hoo Green Lane, represented by assessment location ID 613050 and ID 612663, the main ES and AP1 ES scheme do not identify any likely significant effects due to construction noise. Whilst the effects are unlikely to be significant on any property, the nominated undertaker would be required to take all reasonable steps to minimise adverse effects during detailed design.

3. The Promoter's policy on assessing and controlling the noise and vibration impacts represents its interpretation of the Government's Noise Policy Statement for England (NPSE). The Promoter's setting of values for effect levels 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 and are provided as draft route-wide assurances for the Proposed Scheme.

Air quality and dust

4. The nominated undertaker will require its contractors to control and limit dust, air pollution, odour and exhaust emission during the construction works as far as is reasonably practicable and in accordance with best practicable means (BPM). On the basis that BPM are applied to manage dust as set out in the draft Code of Construction Practice (CoCP), the conclusion of the Environmental Impact Assessment is that dust will

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not cause significant impacts at any locations. The assessment of the potential impacts has been made using the Institute of Air Quality Management's "Guidance on the assessment of dust from demolition and construction" (2014). The assessment for each Community Area is presented in Volume 2 of the Environmental Statements (ES).

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. Part III of the Environmental Protection Act 1990 makes provision for control of statutory nuisances arising from emissions of dust.

6. The provisions to control potential sources and emissions of dust are set out in Chapter 7 – Air Quality of the draft CoCP.

7. Measures to control dust in chapter 7 of the draft CoCP include:

- general provisions to manage dust;
- site management;
- limiting emissions from construction plant, vehicles and equipment;
- limiting pollution arising from the transportation, storage and handling of materials;
- surfacing and maintenance of haul routes to control dust emissions as far as reasonably practicable, taking into account the contractors intended level of traffic movements;
- limiting pollution from demolition activities;
- limiting pollution from excavations and earthworks activities;
- limiting dust pollution associated with grouting activities;
- limiting dust pollution associated with conveying, processing, crushing, cutting and grinding activities; and
- monitoring to assess the effectiveness of measures to prevent dust and air pollutant emissions.

8. The draft CoCP will evolve and is subject to refinement, amendment and expansion as necessary as the project design, assessment and Parliamentary processes develop. Engagement with stakeholders - especially through the planning forum, the national environment forum and local communities - will inform its future development.

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

Landscape and visual effects of the Hoo Green Box Structure

10. The landscape and visual effects of the of Hoo Green box structure, Hoo Green North cutting, Hoo Green Lane diversion and the A50 Warrington Road realignment and overbridge have been assessed in the ES and reported in section 11, Community Area MA03 Report. The following viewpoint has been used within the assessment as being representative of views potentially affected by the Proposed Scheme:

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- Viewpoint 316-02-003: view west from Hoo Green Lane

11. During construction, the following viewpoint is reported as experiencing major adverse effects due to views of the construction of Hoo Green box structure, Hoo Green North cutting, Hoo Green Lane diversion and the A50 Warrington Road realignment and overbridge:

- Viewpoint 316-02-003: view west from Hoo Green Lane

12. Since the submission of the Bill, as set out in the CT-05 map-320 within the map book for SES 1 and AP 1 ES for MA03, temporary material stockpiles/earthworks have been introduced to the southern and eastern boundary of the A50 Warrington Road main compound. The intention is that these earthworks are to act a visual screen to residents along Hoo Green Lane during construction.

13. The draft Code of Construction Practice (CoCP) includes measures to limit landscape and visual impacts during construction. These include protecting existing trees where possible, use of well-maintained fencing around construction areas and designing lighting to avoid intrusion on adjacent residential properties. This is explained further in HS2 Phase 2b Western Leg Information Paper D3: Code of Construction Practice.

14. The Proposed Scheme design includes the following areas of landscape mitigation in order to reduce the visual effects of the Hoo Green Box Structure on nearby viewpoints and to assist in integrating the railway infrastructure into the surrounding landscape:

- landscape earthworks, 6m in height, extending along the eastern side of Hoo Green box structure, and up to 4m in height, extending along the western side of Hoo Green box structure. These earthworks will provide visual screening for residents in Hoo Green; and
- landscape mitigation planting to the east of the Proposed Scheme to help integrate the Proposed Scheme into the surrounding landscape and screen views from residents of Hoo Green.

15. By year 30 of operation, the proposed mitigation planting would have matured and serve to screen views to reduce the level of effect to non-significant at the following viewpoint:

- Viewpoint 316-02-003: view west from Hoo Green Lane

Hedgerow assurance

16. Following discussions of issues raised in petitions submitted against the hybrid Bill, an assurance has been offered which would require the nominated undertaker to use reasonable endeavours to provide hedgerow planting as part of site restoration works, along the operational boundary of the new pumping station site on the eastern side of the Proposed Scheme and to the south of the A50 Warrington Road. The full text of this

assurance can be found in the Petition Assurance Letter located in Appendix C of this document.

Landscape – construction impacts

17. 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. The 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, solid hoarding in urban areas, use of artwork where appropriate, or use of vegetation on hoardings).

18. Standards of temporary living accommodation will be approved by the relevant local authority (under the planning regime established under Schedule 17 to the Bill), be subject to the same environmental control measures as are set out in the draft CoCP for other construction works, and would be positioned with consideration to known flood risk areas (e.g. surface water). The requirement for approval is explained in HS2 Phase 2b Western Leg Information Paper B2: The Main provisions of the planning regime.

19. Where possible the location of site accommodation would be chosen to avoid overlooking residential property, as described in paragraph 5.3.1 of the draft Code of Construction Practice.

Construction lighting

20. As set out in the Landscape and visual impact assessment and photomontages, Volume 5 MA03, the A50 Warrington Road main compound and Bowden view satellite compound lighting would increase the extent of lighting in a predominantly rural and unlit area.

21. The draft CoCP requires controls on lighting/ to minimise visual intrusion or any adverse effect on sensitive residential or ecology receptors. Site lighting will be provided at the minimum luminosity necessary and use low-energy-consumption fittings. Where appropriate, lighting to site boundaries would be provided and illumination will be sufficient to provide a safe route for the passing public. In particular, precautions will be taken to avoid shadows cast by the site hoarding on surrounding footpaths, roads and amenity areas. Where appropriate, lighting will be activated by motion sensors to prevent unnecessary usage. It will comply with the Institute of Lighting Professionals' Guidance notes for the reduction of obtrusive light and the provisions of BS 5489, Code of practice for the design of road lighting, where applicable.

22. Lighting would also be designed, positioned and directed so as not to unnecessarily intrude on adjacent buildings, ecological receptors, structures used by protected species and other land uses to prevent unnecessary disturbance, interference with local residents, railway operations, passing motorists, or the navigation lights for air or water traffic. This provision would apply particularly to sites where night working would be required. In addition, at construction sites where potentially significant impacts are

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identified, the lead contractor would develop and implement lighting controls as part of their EMS.

Engagement during construction

23. As paragraph 8.4.22 of Volume 2 Community Area Report for MA03 of the main ES states, the Promoter will engage with local authorities and community representatives to identify measures aimed at fostering and maintaining good relationships between the workforce and local communities. Any measures identified will be included within the community engagement framework as appropriate.

24. The Promoter has provided a general commitment in paragraphs 14.1.1 and 14.1.2. of the draft Code of Construction Practice (CoCP) that:

> "During construction works, the nominated undertaker will require that the impacts from construction traffic on the local community (including all local residents and businesses and their customers, visitors to the area, and users of the surrounding transport network) are minimised by its contractors where reasonably practicable.
>
> The nominated undertaker will require that public access is maintained, where reasonably practicable, and appropriate measures will be implemented to ensure the local community, economy and transport networks can continue to operate effectively. Where this is not reasonably practicable, alternative measures shall be identified to maintain continual public access, especially for pedestrians and cyclists, to routes in the vicinity of the construction sites. The impact of road based construction traffic will be reduced by implementing and monitoring clear controls on vehicle types, hours of site operation, parking and routes for large goods vehicles."

25. Contractors would be required to comply with the terms of the draft CoCP and appropriate action would be taken by the nominated undertaker as required to ensure compliance. This is explained further in HS2 Phase 2b Western Leg Information Paper D3: Code of Construction Practice.

Construction traffic

26. The Promoter acknowledges that the potential impacts of construction traffic are likely to be a particular concern for residents who live or work near the line of route. The draft CoCP has been prepared with the aim of ensuring that the significant adverse effects of impacts identified in the ES's are minimised, as far as reasonably practicable. The impacts of construction traffic are reported in Section 14 within the relevant Community Area Report, Volume 2, of the main ES. A detailed report on traffic and transport impacts within each community area is contained in the Transport Assessment, Volume 5, of the main ES.

27. Any changes or amendments to the potential impacts of construction traffic are reported in the Phase 2b Supplementary Environmental Statement 1 (SES1) and

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Additional Provision 1 (AP1) Volume 2 Community Area Reports and SES1 and AP1 Volume 5 Transport Assessment reports. The assessment in the Petitioner's area has been updated and reported in Section 7 of the MA03, Volume 2 report, in the SES1 and AP1 ES.

28. Construction Workforce Travel Plans would be required for construction sites (during construction) to assist in the management of traffic.

29. Further detail is provided in HS2 Phase 2b Western Leg Information Paper E3: Management of Traffic During Construction, HS2 Phase 2b Western Leg Information Paper E4: Highways and Traffic During Construction – Legislative Provisions, and HS2 Phase 2b Western Leg Information Paper D3: Code of Construction Practice.

Use of local roads

30. The Promoter recognises that the impact of construction traffic on local roads is likely to be a particular concern for residents who live or work near the line of route. The draft CoCP has been produced with the aim of ensuring that the likely significant, adverse effects of impacts reported in the ES are reduced, as far as reasonably practicable.

31. Where it is reasonably practical to do so, the nominated undertaker would create new site haul routes adjacent to the route to transport construction materials and equipment. Where removal by road is necessary, material will be transported along the Primary Road network and other A roads to reach motorways and trunk roads where reasonably practicable to minimise the use of local roads.

32. Where it is appropriate to do so, changes would be made to the existing road network to mitigate impacts of construction traffic. The Promoter has already considered the provision of direct access from construction compounds to the Strategic Road Network to minimise construction traffic on the Local Road Network. The Proposed Scheme allows for four direct connections from construction compounds to the Strategic Road Network.

33. These accesses are located off Old Hall Lane in MA03 (described in more detail below), off Chapel Lane in MA03, off the A556 in the vicinity of M56 Junction 8 in MA06, and off the Bowdon Roundabout by Yarwoodheath Farm in MA06.

34. As set out in Section 2.3.69 Volume 2: Community Area report for Pickmere to Agden and Hulseheath (MA03) of the main ES, the M6 Viaduct North satellite compound will be accessed from site haul routes connected to the A556 Chester Road via Old Hall Lane.

35. Provision of this direct access would reduce the use of the local road network by construction traffic from the A50 Warrington Road main compound.

36. Without the site haul routes and temporary direct accesses described above, construction traffic would generate a large increase in traffic volumes on the Local Road Network, including Hoo Green Lane.

37. The Proposed Scheme reduces the use of the Local Road Network by using the haul routes.

38. Section 14 of the draft Code of Construction Practice (CoCP) includes measures that aim to reduce the adverse impacts and effects on local communities and maintain public access. This includes the impacts of deliveries of construction materials and equipment.

39. The measures in the draft CoCP include controls on vehicle types, hours of site operation and routes for HGVs to reduce the impact of road-based construction traffic. In order to achieve this, general and site-specific traffic management measures would be implemented during the construction of the Proposed Scheme on or adjacent to public roads and Public Rights of Way (PRoW) affected by the Proposed Scheme.

40. The draft CoCP includes the requirement to develop local traffic management plans in consultation with the highway and traffic authorities and the emergency services. These will consider the local traffic management strategy including consideration of sensitive receptors.

A50 Warrington Road

41. The main HS2 construction route proposed through Hoo Green is the A50, which the Promoter considers to be an appropriate construction route given it is an A classification road.

42. The A50 Warrington Road would be re-aligned as a result of the Proposed Scheme. This would involve temporary realignment, tie-in works and the permanent realignment. This section has been named as the 'A50 Warrington Road realignment' in the ES documents and this naming is maintained in the paragraphs below.

43. The A50 Warrington Road and the Warrington Road realignment between Wrenshot Lane and Hoo Green Lane is designated as an HS2 construction route. Table 15-5 in the MA03 Transport Assessment Part 3, Volume 5, of the SES1 and AP1 ES summarises the peak daily construction traffic flows associated with the AP1 revised scheme. This indicates that the section of the A50 Warrington Road realignment between Wrenshot Lane and Hoo Green Lane would carry a peak daily two-way combined flow of 144 HGVs over an assumed 10-hour working day, which equates to an HGV every four minutes on average. The busy period is expected to be of 12 months duration. This has reduced from 526 HGV reported in Volume 5 of the main ES.

44. The assessment of this section of road has been updated for the AP1 revised scheme and is reported in Table 18 of the MA03 Area Report, Volume 2, of the SES1 and AP1. The previous major adverse effect on traffic-related severance due to changes in HGV numbers on the section of the A50 Warrington Road realignment between Wrenshot Lane and Hoo Green Lane during construction has been removed.

45. The changes to the traffic flows on this section of road during construction of the AP1 revised scheme are reported in Table 15-7, Table 15-8, Table 15-8.1 and Table 15-

8.2 in the MA03 Transport Assessment Part 3 Addendum, Volume 5, of the SES1 and AP1 ES.

46. This indicates that this section of road would carry 757 vehicles per hour in the AM peak hour and 1,136 vehicles per hour in the PM peak hour during the 2030 future baseline.

47. During construction of the AP1 revised scheme, traffic flows on the section of the A50 Warrington Road realignment between Wrenshot Lane and Hoo Green Lane are forecast to increase to a maximum of 903 vehicles per hour in the AM peak hour, an increase of 146 vehicles (19%) compared with the 2030 future baseline. In the PM peak hour, traffic flows would increase to a maximum of 1,214 vehicles per hour, an increase of 78 vehicles (7%) compared with the 2030 future baseline.

48. The Promoter considers that the A50 Warrington Road realignment would be able to accommodate this increase in traffic.

A50 Warrington Road main compound access

49. The A50 Warrington Road main compound would initially be accessed from Hoo Green Lane during the setup of the A50 Warrington Road main compound. During this period there would be a maximum of 20 HS2 construction HGV movements per day and a limited number of workforce trips. After that, access to the A50 main compound would be direct from the A50, so would not use Hoo Green Lane.

50. Following discussions of issues raised within the petition on this matter, an assurance has been offered which would require the nominated undertaker to construct an access off the A50 as soon as reasonably practicable following the Promoter taking entry onto the land required for the construction of the A50 Main Compound. The assurance that has been offered would also require the nominated undertaker to cease use of the access to that Compound off Hoo Green Lane, although the nominated undertaker would retain the ability for construction vehicles to cross Hoo Green Lane. The Petition Assurance Letter is included as Appendix B of this document.

Hoo Green Lane

51. A major significant effect on congestion at the junction of A50 Knutsford Road/Bucklow Hill Lane/Hoo Green Lane during construction was reported in Table 16 of the MA03 Volume 2 report of the SES1 and AP1 revised ES in traffic assessment scenarios 1 and 2 due to the increase in traffic on Hoo Green Lane. However, on further analysis it has been concluded that the increase in traffic forecast would not impact on congestion at the junction and needs to be recorded as a correction.

52. There would be a temporary lane closure on Hoo Green Lane using 2-way temporary traffic signal control ('shuttle working') during works to divert the Scottish Power 132kV below ground.

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53. Section 2.2.18 of the MA03 Area Report, Volume 2, of the main ES describes the diversion of a National Grid 400kV overhead power line for 774m to the north of M6 Mere viaduct. The diverted power line would be carried on four sets of steel towers to cross the Proposed Scheme and reconnect with the existing overhead lines to the east of Hoo Green South embankment No.3 (see the main ES, Volume 2, MA03 Map Book, map CT-06-319, cells E5 to H7). The permanent diversion would take 15 months to complete.

54. During the construction of the 400kV overhead power line diversion, construction vehicles would access the works via Winterbottom Lane and Hoo Green Lane to and from the A50.

55. Section 2.2.18 of the Volume 2: Community Area report for Pickmere to Agden and Hulseheath (MA03) of the main ES describes the realignment of Bridleway Mere 1/1, up to 9m south of its current alignment for 288m, crossing under the route of the Proposed Scheme through Bridleway Mere 1/1 accommodation underbridge, 7m in length, with a height clearance of 5m, to provide access for Knowlspit Farm, Bentleyhurst Farm and Winterbottom Farm, resulting in a negligible change in journey length (see Volume 2: MA03 Map Book, map CT-06-319, E5 to E7);

56. The Proposed Scheme includes the creation of a permanent HS2 maintenance access connecting the Bridleway Mere 1/1 accommodation underbridge to Winterbottom Lane to the west and Bentleyhurst Lane to the east (see Volume 2: MA03 Map Book, map CT-06-139, E4 to E10 and F3 to E4).

57. Construction of the Proposed Scheme maintenance access would likely take place during the highway works for the Bridleway Mere 1/1 accommodation underbridge. The highway works would likely take six months to complete. In general, construction vehicles would access Bridleway Mere 1/1 for the highway works from the onsite haul route, from the east. However, construction vehicles would use Winterbottom Lane, from the A50 via Hoo Green Lane to access and construct the tie-in to Winterbottom Lane at Winterbottom Farmhouse.

58. Section 2.2.18 of the Volume 2: Community Area report for Pickmere to Agden and Hulseheath (MA03) of the main ES describes the Winterbottom Lane telecommunications site, 49m by 24m in area, to the west of the route of the Proposed Scheme, including a railway tele-communications mast up to 20m in height, within an area of landscape mitigation planting. Access would be provided from a new access track from Winterbottom Lane (see Volume 2: MA03 Map Book, map CT-06-319, H5 to I5). The Proposed Scheme includes two passing places on Winterbottom Lane between the Telecommunications site access and Hoo Green Lane. The telecommunications site would take nine months to complete.

59. Construction of the Proposed Scheme access and the two passing bays would likely take place during the Winterbottom Lane telecommunications site civil works. The highway works would likely take six months to complete. In general, construction vehicles would access the highway works from the onsite haul route, from the east.

However, construction vehicles would use Winterbottom Lane, from the A50 via Hoo Green Lane to access and construct the tie-in to Winterbottom Lane and the two passing bays.

60. During any of the aforementioned works that require Hoo Green Lane to be used for construction traffic, it is anticipated it would carry a peak daily two-way combined flow of less than 20 HGVs over an assumed 10-hour working day, which equates to less than one HGV movement every 30 minutes. The Promoter considers that Hoo Green Lane would be able to accommodate this small increase in traffic.

61. The section of Hoo Green Lane south of the residents' properties would be permanently closed for through traffic. A cul-de-sac turning head would be formed south of these properties.

Property acquisition schemes

62. Where land or property is within the safeguarded area, eligible claimants would be able to serve a statutory blight notice. Safeguarding is an established part of the planning system, which as well as protecting the land needed to build and operate the Proposed Scheme from conflicting development, also triggers the 'Statutory Blight' process for owners of safeguarded land should they wish to sell.

63. Further details about Statutory Blight are included in the HS2 Phase 2b Western Leg Information Paper C4: Safeguarding and statutory blight.

64. Where the Secretary of State purchases a property under Statutory Blight, compensation would be calculated in accordance with the Compensation Code. The price payable for the property would be the unblighted market value. The Government would also pay the qualifying owner's reasonable moving and conveyancing costs, and any other reasonable costs that the qualifying owner incurs as a result of having to leave the property.

65. An overriding principle that underlies compulsory purchase compensation is 'equivalence'. Compensation payable for the compulsory acquisition of an interest in land is based on the principle that the owner should be paid neither less nor more than their loss. An exception to this principle is the payment of loss payments, which are an additional payment intended to compensate for the claimant's distress and inconvenience of being required to sell and or relocate from the property at a time not of their choosing. The HS2 Phase 2b Western Leg Information Paper C8: Compensation code for compulsory purchase provides details about how compensation is assessed under the compensation code.

66. The Promoter has introduced an Express Purchase scheme, which relaxes some of the qualifying criteria under the statutory framework for Blight for certain types of properties. The Promoter has also introduced the Streamlined Residential Blight scheme, which is available to claimants with an accepted Statutory Blight or Express Purchase case. This scheme intended to reduce timescales and minimise disruption in

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reaching an agreement on compensation when compared with the existing Statutory Blight and Express Purchase scheme.

67. Further guidance about Statutory Blight and Express Purchase is provided in the Property Schemes document Statutory Blight and Express Purchase applications, which is available here:

> https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1007635/CS1253_Statutory_blight_and_Express_Purchase_guidance_and_FAQs_June_2021.pdf

68. Details about the Streamlined Residential Blight scheme are available in the Property Schemes document Selling your home using the Streamlined Residential Blight scheme, which can be accessed here:

> https://assets.hs2.org.uk/wp-content/uploads/2022/03/CS1694_1022-SRB-Claimant-Guidance-booklet_A4-WEB.pdf

Discretionary schemes

69. In addition to Statutory Blight, the Promoter has introduced a package of non-statutory schemes to address generalised blight resulting from the promotion of the Proposed Scheme. These measures include the following schemes:

- Rural Support Zone – Eligible homeowners within the Rural Support Zone have the choice to either sell their property to the Government for its unblighted open market value under the Voluntary Purchase scheme or to claim a lump sum payment under the Cash Offer scheme.
- Need to Sell Scheme – The Need to Sell 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 price, as a result of the announcement of the Proposed Scheme.
- Rent Back Scheme – Where the Secretary of State for Transport accepts an application made under Voluntary Purchase or Need to Sell schemes, the vendor may ask to rent the property back. This is a voluntary scheme that allows applicants to continue to live in their homes having sold their property to the Government.
- Homeowner Payment scheme – This scheme, which would be launched after Royal Assent of the Bill, offers eligible property owners living in rural areas a cash payment of £8,000, £16,000 or £24,000 depending on how close they live to the line of route.
- Special Circumstances or Atypical Properties – The Government recognises that there may be some residents and businesses located near the HS2 route who have special circumstances and need assistance despite not meeting the strict eligibility requirements of these property schemes. This assistance could include the Government buying their property, making a payment, or providing some other form of support that they would not normally offer. These cases

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which involve 'atypical' or special circumstances, would be considered on an individual basis.

70. Further details about the package of non-statutory schemes available can be found in the HS2 Phase 2b Western Leg Information Paper C5: Property schemes for non-statutory purchases.

71. Additional guidance is available in the Discretionary property schemes document Guide to HS2 Property Schemes, Phase 2b, which can be accessed here:

https://assets.hs2.org.uk/wp-content/uploads/2021/10/CS1204_Phase2b_1022_v4-WEB.pdf

HS2 Minister Review

72. The Promoter acknowledges that in the past, there has been a perception that land acquisition for HS2 did not take sufficient account of the needs of landowners, and this is something that it has sought to learn lessons from and to change, through reforms and improvements to its land strategy and the way it engages with affected stakeholders and communities.

73. In 2020, the HS2 Minister (at the time) conducted and published a review of the land acquisition and compensation programme. The 2020 Review made a number of recommendations for improvement, centring around the themes of courteous, respectful and clear communications; more flexible compensation policies; a people-centred land and property strategy, and interactive and efficient application processing.

74. Since the review, the Promoter has worked hard to implement many of the recommendations that were made, including introducing a new claimant portal called 'Track My Property Case', which in addition to providing greater transparency about the processing of claims, gives the opportunity for claimants to provide feedback on their experience. Other improvements have included an enhanced programme of staff customer service training, the launch of two new streamlined compensation schemes, refining and improving accessibility to information regarding the various schemes available, and revisions to the suite of Alternative Dispute Resolution (ADR) approaches offered.

75. Moving forward, the Promoter continues to work to improve the way it communicates with people and reduce how long it can take to settle compensation claims.

Mental health and wellbeing

76. A Health Assessment of the Proposed Scheme is undertaken as part of the design and planning process, prior to deposit of the Bill. The Health Assessment has now been included in the Environmental Impact Assessment (EIA), rather than being written as a standalone report, to accord with the 2017 EIA Regulations, reflecting the broader scope of assessment that is required under the 2014 Directive as required by the Standing

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Orders of Parliament which includes; resource efficiency, sustainability, biodiversity protection, climate change, health and the risks of major accidents and natural disasters.

77. The Health Assessment is a multi-disciplinary activity that cuts across the boundaries of health, public health, social sciences and environmental sciences. Many of the potential impacts on health determinants are described elsewhere in the environmental impact assessment and the assessment of health effects has drawn on this analysis in an integrated process.

78. The Health Assessment, undertaken at both route-wide and community area level, identifies reasonably practicable measures to prevent or to reduce adverse health effects, or to provide mitigation or compensation to those affected.

79. The health effects of the Proposed Scheme have been assessed locally within each community area or route-wide, depending on the nature of the health determinant.

Local health effects

80. The assessment of local health effects is reported in Volume 2: Community Area Reports, in the main ES. Volume 2 comprises individual reports for 8 community areas, each report contains a health section which assesses the likely significant impacts and health effects of the construction and operation of the Proposed Scheme on the health and wellbeing on the community in that area. The reports also describe the proposed mitigation measures that have been identified, at this stage, to avoid, reduce or manage the likely significant adverse effects of the Proposed Scheme on the environment within that area, along with proposed monitoring measures.

81. An Equality Impact Assessment (EqIA) Report was submitted alongside the ES and hybrid Bill in January 2022. The EqIA Report considered the equality effects of the Proposed Scheme and reports on whether or not there is potential for a differential or disproportionate effect on protect characteristic groups.

82. The Promoter takes their equality duty seriously, in terms of addressing the needs of those stakeholders with protected characteristics - age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation – and an Equalities Impact Assessment (EqIA) was one of the documents published alongside the Bill in January 2022.

83. The Promoter is also committed to engaging appropriately with vulnerable stakeholders. This includes ensuring that front line staff receive appropriate training and support, and the Promoter is in the process of putting in place (a procurement exercise is currently underway, with the requirement out to the market) a framework of services to provide its staff with expert advice and assistance in supporting vulnerable people. Given the potential for the development of the proposed scheme to cause uncertainty, and in recognition of the Select Committee's request, the Promoter has extended the scope to include an advocacy, support and wellbeing service for stakeholders. The service would provide:

- help with applying for the various HS2 property schemes;
- help with understanding HS2 legal notices;
- additional/extended support to individuals with learning, physical, sensory or multiple disabilities whose disability affects their ability to self-advocate;
- additional/extended support to individuals who, through frailty, deteriorating health affecting mental functioning or other circumstances, find their ability to self-advocate effectively is impaired; and
- additional support for individuals who are part of a minority ethnic community whose needs are not readily understood because of cultural differences.

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HOUSE OF COMMONS SELECT COMMITTEE

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PARAGRAPH NO:	2.11-2.19.
ISSUE RAISED:	Physical Wellbeing and Safety – increased risk
PETITION PARAGRAPH:	2.11. Such a large and long-term site presence will present daily pressures and risks to health and safety: we live on a quiet lane (Hoo Green Lane) and HS2 propose access via this lane as well as access "eventually" to the site from the A50. This means a high increase in traffic volume on a quiet lane and increased accident risks to walkers, cyclists, as well as increased stress from congestion. 2.12. Road closures. It is noted how many roads closure/works notifications are issued for Phase 1 which is significant. This will significantly impact access of residents and stress. 2.13. Loss of wildlife - habitat loss, bat loss due to light and noise pollution. 2.14. Loss of access to the countryside for mental health/exercise. 2.15. Littering/possible anti-social behaviour from >155 HS2 staff. 2.16. Impact to services - what is the impact on water, sewers, and Internet? 2.17. Increased costs to residents from more driving (due to road closures and travel to countryside for daily dog walking/exercise). Constant impact of site dust and mud on roads next to our community, meaning higher costs for repeated window cleaning, car cleaning, and poor road conditions leading to car degradation. 2.18. Most importantly, impact to those at home every day. Significant proportions of households work from home or are

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retired and therefore have very limited respite from the constant noise, light, fumes and dust pollution which will be carried out at a minimum of 6 days a week for >7 years. This is physical stress as well as significant mental stress which is proven to shorten lifespan.

2.19. This Community are united in their opposition to this callous, uncaring and irresponsible decision by HS2 to locate this site compound next to our homes. We appeal to the review committee to please rule that HS2 will select another location for this compound that will have zero impact on any home or community.

PROMOTER'S RESPONSE:

Health and safety

1. The Promoter takes their health and safety obligations and responsibilities extremely seriously. Safety is one of the Promoter's four core values, and alongside wellbeing is also one of six strategic themes to deliver our vision of being a catalyst for growth across Britain.

2. The Promoter's goal is to create a railway designed, built and operated to the highest health, safety and security standards. For everyone working on HS2, safety means caring for our workforce, communities, passengers and the public by creating an environment where no one gets harmed. Looking after people's health is equally important. More information on the Promoter's approach to health and safety, including its health and safety policy can be found here: https://www.hs2.org.uk/about-us/our-approach-to-health-and-safety/.

Road closures

3. As set out in paragraph 2.2.21 of the MA03 Area Report, Volume 2, of the main Environmental Statement (ES), diversion of Hoo Green Lane, 450m west of its current alignment for 800m, crossing the Proposed Scheme on A50 Warrington Road overbridge, increasing the length of journey by 828m. The existing Hoo Green Lane would be closed where it crosses the Proposed Scheme. It would be retained as access for properties and fields on both sides of the route.

4. Moreover, paragraph 2.3.84 also sets out that the permanent diversion of Hoo Green Lane, would take two years and six months to complete. The diversion would be constructed in phases. The southern section of the diversion would be completed up to its intersection with the A50 Warrington Road temporary realignment, where it would form the minor arm of a temporary priority-controlled T-junction. The northern section of the Hoo Green Lane diversion would be completed in conjunction with the

construction of A50 Warrington Road overbridge and the permanent A50 Warrington Road realignment.

5. The Bill includes provisions which allow the nominated undertaker to stop up streets temporarily and permanently. Schedule 5 of the Bill contains a table describing which highways can be stopped up permanently without replacement and a table describing those that cannot be permanently stopped up until a replacement has been provided for public use. As stated in HS2 Phase 2b Western Leg Information Paper E1: Control of Environmental Impacts, where a highway subject to 'temporary interference' is specified within the Bill, the nominated undertaker must consult the highway authority about exercising the powers in the Bill before doing so.

6. Where the temporary interference powers are to be exercised in relation to a highway not specified within the Bill the nominated undertaker must obtain the consent of the highway authority (except where the nominated undertaker considers that the interference needs to be exercised urgently to avoid a danger to the public, to prevent serious damage to the highway or for the purposes of exercising any of its powers to support of strengthen buildings and apparatus). Where consent is required, the highway authority has to respond to an application for consent within 28 days, otherwise the application is deemed to be treated to have been granted. Further information on the provisions of the Bill and the powers pertaining to temporary and permanent highway works are outlined in HS2 Phase 2b Western Leg Information Paper E4: Highways and Traffic During Construction – Legislative Provisions.

7. HS2 Phase 2b Western Leg Information Paper E5: Roads and Public Rights of Way states that:

> "3.4 Any temporary changes to the road and public rights of way networks during construction of the Proposed Scheme will be discussed with the relevant highway authority, and permanent alterations would be designed to blend into their surroundings as far as reasonably practicable."

8. Road diversions or realignments may be required to connect with a new crossing over or under the railway. Where reasonably practicable these would adopt the shortest route consistent with design and safety requirements.

9. As well as aiming to reduce the impacts on vehicular traffic, the needs of non-motorised users (i.e., pedestrians, cyclists and equestrians) have also been considered when developing new road layouts. Alterations to major rural roads would be designed using the UK's national standards given in the Design Manual for Roads and Bridges (DMRB) published by National Highways.

10. Access to property would be maintained wherever reasonably practicable. This is explained further in HS2 Phase 2b Western Leg Information Paper D10: Maintaining Access to Residential and Commercial Property During Construction.

Impacts to biodiversity

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11. Volume 1, Introduction and methodology report of the main ES explains that the purpose of the ES is to identify the likely significant effects of a proposed development on the environment (including important ecological receptors).

12. The scope and methodology report broadly defines the range and of impacts on ecological receptors that should be considered at construction and operation of the railway, and this includes the consideration of effects arising from habitat loss, fragmentation of sites, severance of ecological networks and barrier effects to movement of fauna.

13. The ecological impact assessment has taken account of 'Guidelines for Ecological Impact Assessment (EcIA) (2018) published by the Chartered Institute of Ecology and Environmental Management (CIEEM). In line with the CIEEM approach, the evaluation of species receptors has been based on the distribution and status of the species concerned, rather than being based solely on the legal protection afforded to that species.

14. The design of the Proposed Scheme reflects the 'mitigation hierarchy' consistent with National Planning Policy Framework (180a) and guidance on Environmental Impact Assessment (EIA). Using the mitigation hierarchy, priority is given to avoiding or preventing effects where reasonably practicable; if not, to reducing or abating those effects; and then, if necessary, to offsetting them through restoration, reinstatement or compensation.

15. The Promoter considers that once mitigation habitats, landscape planting and other mitigation measures (e.g., appropriately designed culverts and underpasses) are in place and established, it is unlikely that the Proposed Scheme would represent a significant barrier to the movement of species in response to changes in climatic and ecological conditions. The habitats that establish alongside the Proposed Scheme would provide areas suitable for a wide range of species, reducing potential barrier effects from the operational railway.

16. Further information on the approach to assessing the effect of habitat fragmentation and mitigating significant effects on ecological receptors is provided in HS2 Phase 2b Western Leg Information Paper E2: Ecology. The location and design of areas of habitat creation has sought to adhere to the key Lawton Review principles of 'more, bigger, better and joined'. These aim to result in areas of habitat creation which will also enhance and connect habitat parcels within the local area. These measures also support climate change requirements by increasing the resilience of ecological networks and allowing species to move more freely in response to changing climatic conditions.

Access to countryside – rights of way

17. The project has assessed the potential for the severance of existing public rights of way and, where practicable, has already included measures to address the issue.

18. The likely changes to the public roads and rights of way in the area of Hoo Green during construction are described in paragraph 2.3.84 of the MA03 Area Report, Volume 2, of the main ES and sets out the following:

- permanent diversion of Hoo Green Lane, up to 450m to the west of its existing alignment, which would take two years and six months to complete. During the construction period, Hoo Green Lane would be temporarily diverted, increasing journey length by 792m;
- the diversion would be constructed in phases. The southern section of the diversion would be completed up to its intersection with the A50 Warrington Road temporary realignment, where it would form the minor arm of a temporary priority-controlled T-junction. The northern section of the Hoo Green Lane diversion would be completed in conjunction with the construction of A50 Warrington Road overbridge and the permanent A50 Warrington Road realignment; and
- permanent realignment of the A50 Warrington Road, 15m to the south of its existing alignment, which would take two years and nine months to complete. During construction, a 700m section of the A50 Warrington Road would be temporarily realigned 80m to the south of the existing alignment, increasing journey length by 32m. On completion of construction, the A50 Warrington Road would cross the Proposed Scheme via A50 Warrington Road overbridge.

19. HS2 Phase 2b Western Leg Information Paper E5: Roads and Public Rights of Way (PRoW) explains the Promoter's approach to preserving and maintaining the public rights of way network. Where the railway crosses footpaths, bridleways and byways they are generally carried over or under the railway by means of a bridge or underpass. Where a number of routes are affected then some may be combined at a crossing of the railway to utilise a bridge or underpass. In a few cases, users would be redirected using a reasonably convenient alternative route to a nearby public right of way or road if suitable to non-motorised users. These solutions may give rise to alternative routes being longer than the original ProW, but this would be reduced so far as reasonably practicable.

20. Where a temporary or permanent realignment or diversion of a public right of way is unavoidable, the design objective has been to seek the shortest practicable route. In a few cases, users would be redirected using a reasonably convenient alternative route to a nearby public right of way – or road, if suitable for non-motorised users – prior to closure, with appropriate signage. Where several neighbouring ProW are affected during construction, temporary closures would be phased, where reasonably practicable, to help maintain public access.

21. The Promoter notes that the section of Hoo Green Lane south of the residents' properties would be permanently closed for through traffic in. A cul-de-sac turning head would be formed south of these properties.

22. The diversionary route following this closure would be via the realigned A50. There is an existing footway on the northern side of the A50 which is considered sufficient for

pedestrian movement along the A50. This footpath would be re-provided as part of the A50 realignment.

23. The Promoter has had further engagement with the Petitioner and has noted a request for the creation of a public footpath and is considering the Petitioner's request.

Existing cycle routes – public rights of way

24. One of the Proposed Scheme's environmental design aims is to promote sustainable transport choices for all. The Promoter aims to maintain existing cycle (as well as pedestrian, equestrian and vehicular) access as far as reasonably practicable during construction and operation. The Promoter accepts that the works would cause some disruption to the public rights of way (ProW) network. Paragraph 7.1-7.3 of HS2 Phase 2b Western Leg Information Paper E5: Roads and Public Rights of Way sets out the way in which the effects of the Proposed Scheme on cycle routes would be managed.

25. During the construction phase, meeting the needs of vulnerable road users would be a key consideration when plans are prepared for road closures or other works in the highway that could disrupt existing routes.

26. Appropriate provision for cyclists (and pedestrians and equestrians) is a key consideration in the Proposed Scheme's environmental design aims and the design criteria for roads and public rights of way crossed by the Proposed Scheme. Further details about are given in HS2 Phase 2b Western Leg Information Paper E29: Active Travel.

27. The design of cycling infrastructure would be informed by relevant advice and guidance published by the Department for Transport (DfT) and National Highways. Due regard would also be given to the applicable aspects of other reference documents, published by local authorities and other organisations, as appropriate.

Workforce

28. The Promoter disagrees that there would be any increased crime risk or littering or possible anti-social behaviour as a result of the Proposed Scheme being constructed in the area.

29. The Residents Charter sets out the ten commitments that the Promoter has made and explains the roles of the Residents' Commissioner and Construction Commissioner in ensuring that the Promoter are held to account on these commitments:

- Continue to build respectful, long-term relationships with our communities and actively encourage our workforce to listen to local concerns and be considerate and accountable for their actions at all times.
- Work with our communities to develop local two-way engagement and communication programmes, ensuring they are accessible and tailored to local needs.

- Make sure communities are made aware in advance of any activities taking place in their area.
- Operate a freephone community helpline 24 hours a day, 365 days a year.
- Make health and safety a priority for our communities and our workforce.
- Respect the wellbeing of our communities, minimising disruption to their lives with local mitigation plans and activities, ensuring we meet the standards set out in the Code of Construction Practice (CoCP).
- Leave a positive and sustainable legacy for the communities in which we operate.
- Respond to questions and complaints quickly and efficiently, with an acknowledgement within 2 working days, and responding within a maximum of 20 working days if we cannot answer the query straight away.
- Promote awareness of all our property schemes so that anyone who may be eligible has all the information they need and is aware of the support available to them.
- Display the Residents' Commissioner's and Construction Commissioner's contact details on all relevant materials along with HS2 Helpline information and complaints procedure.

30. Section 4.3.15 of the draft CoCP sets out that all lead contractors will be required to sign up and adhere to the Considerate Constructors Site Scheme. The Considerate Constructors Scheme is a UK national scheme that promotes good practice on construction sites through its codes of considerate practice, these commit registered sites to be considerate and good neighbours, as well as being respectful, environmentally conscious, responsible and accountable. For more information see: www.ccscheme.org.uk.

31. Section 5.1.6 of the CoCP requires the nominated undertaker to provide a community helpline. The nominated undertaker and its contractors will maintain a construction operations website (which will include an email function or the latest communication technique) and telephone helpline staffed 24 hours a day, seven days a week, to handle enquiries from the general public and local businesses regarding construction activities. It will also act as a first point of contact for information in the case of any emergency or an incident. The helpline will be widely promoted and displayed on site signboards and hoardings. It will also be possible to contact the HS2 helpline service via the HS2 website email function. Information for the public will be provided using other methods (e.g. social media, email alerts, local radio and newspapers), as appropriate. The service will also be available in different languages and alternative formats, on a case-by-case basis as agreed by the nominated undertaker.

32. A process for handling complaints will be established whereby all calls will be logged together with responses. Statistical information on enquiries, complaints and actions to resolve these will be sent to relevant local authorities on a regular basis (mechanism and period to be confirmed).

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33. An independent Construction Commissioner will be appointed by the Secretary of State. The Commissioner will investigate any grievance where it is alleged that the nominated undertaker has not satisfactorily addressed a matter raised by a complainant and will mediate in unresolved disputes between the project and individuals or bodies. See HS2 Phase 2b Western Leg Information Paper D4: Construction Commissioner.

34. Section 5.3 of the CoCP sets out the layout of construction sites and good housekeeping. To reduce the likelihood of an environmental incident or nuisance occurring, the following measures will be used, where relevant:

- treatment of perimeters, cleanliness on site, provision of staff facilities, waste management;
- effective preventative pest and vermin control and prompt treatment of any pest or vermin infestation, including arrangements for disposing of food waste or other attractive material. If infestation occurs, the contractor will take action to eliminate the infestation and prevent further occurrence;
- prohibition of open fires, and a requirement to take measures to minimise likelihood of fires;
- removal or stopping and sealing of drains and sewers taken out of use;
- no discharge of site runoff to ditches, watercourses, drains, sewers or soakaways without agreement of the appropriate authority;
- maintenance of wheel-washing facilities or other containment measures;
- location of storage, machinery, equipment and temporary buildings to minimise environmental effects, and where practicable, outside flood risk areas;
- the use of less intrusive noise alarms that meet the particular safety requirements of the site, such as broadband reversing warnings, or proximity sensors to reduce the requirement for traditional reversing alarms;
- controls on lighting/illumination to minimise visual intrusion or any adverse effect on sensitive ecology;
- the location of site accommodation to avoid overlooking residential property;
- management of staff congregating outside the site prior to commencing or leaving work;
- security measures, including closed circuit television (CCTV). The location and direction of view of security cameras or blocking software to prevent intrusion to residential properties will be considered;
- avoidance of use of loudspeaker or loudhailer devices;
- containing and limiting visual intrusion of construction sites, as far as reasonably practicable;
- provision of maps showing sensitive areas and buffer zones where no pollutants are to be stored or used;
- adequate welfare facilities for staff;
- smoking areas at site offices/compounds or work sites equipped with containers for smoking wastes - these would not be located at the boundary of working areas or adjacent to neighbouring land; and

- the implementation of a construction workers travel plan to encourage use of public transport by project staff and control off-site parking.

Community: further engagement

35. The Promoter is committed to continuing engaging with stakeholders as the Proposed Scheme progresses, as part of the commitment to be a good neighbour. HS2's Community Engagement Strategy document, entitled "Respecting people, Respecting places", updated in October 2021, sets out the high level approach to community engagement, the expected behaviours and activities of all staff and suppliers.

Construction: utilities - impacts to services

36. As set out in section 2.3 of the MA03 Area Report, Volume 2 of the main ES, the works to be managed from the A50 Warrington Road main compound, Wrenshot Lane and Bowden View satellite compounds would involve the following works to utilities:

- permanent diversion of a Scottish Power 132kV overhead power line, which would take nine months to complete;
- permanent diversion of a National Grid 400kV overhead line, which would take six months to complete;
- permanent diversion of an underground National Grid 900mm high pressure gas pipeline, which will take two years to complete; and
- permanent diversion of an underground Cadent Gas 300mm high pressure gas pipeline, which will take two years to complete.

37. Details of the changes that were made as a result of the AP1 revised scheme, are set out in the Supplementary Environmental Statement 1 (SES1) and Additional Provision 1 Environmental Statement (AP1 ES). Indicative durations of the utilities works to be managed from the A50 Warrington Road main compound, Wrenshot Lane and Bowden View satellite compounds also changed as a result of the AP1 revised scheme AP1. The indicative changes to these works at AP1 and the comparison to their reported duration in the Volume 2 of the main ES include:

- permanent diversion of a Scottish Power 132kV overhead power line that will take twelve months to complete (where in the main ES it was reported as nine months);
- permanent diversion of a National Grid 400kV overhead line that will take fifteen months to complete (where in the main ES it was reported as six months);

38. As set out in paragraphs 2.3.86 and 2.3.87 of the MA03 Area Report, Volume 2, of the main ES, the utility works will be carried out during the construction period from the A50 Warrington Road main compound include permanent diversion or decommissioning of a number of minor utilities including Zayo, Openreach, Virgin and Vodafone telecommunication cables, United Utilities water mains, Scottish Power overhead power lines and a Cadent gas main.

39. As set out in Section 8 of HS2 Phase 2b Western Leg Information Paper C2: Rural landowners and occupiers guide, where private utilities for a holding are affected by proposed works, alternative supplies would be provided where practicable.

40. Where the public utilities for a holding are affected by the proposed works, except when agreed otherwise, alternative supplies will be installed before the existing supply is disconnected. Further information can be found in HS2 Phase 2b Western Leg Information Paper D8: Maintenance of public utilities.

HOUSE OF COMMONS SELECT COMMITTEE

HIGH SPEED RAIL (CREWE - MANCHESTER) BILL

PROMOTER'S RESPONSE TO PETITION OF: Hoo Green Residents Group

PETITION NO: HS2-P2B-022

PARAGRAPH NO: 2.20-2.25, 3.5-3.8

ISSUE RAISED: Removal of passive NPR provision

PETITION PARAGRAPH:

2.20. Second Objection

2.21. Hoo Green Area and High Legh Design Concerns

2.22. The High Legh Junction: We object to the inclusion of this junction as in fact there is no reason to have it. The High Legh Junction comprises the coming together of the Crewe to Manchester line, the Golborne Spur and the provision of NPR London to Warrington lines, all in both directions. Northern Powerhouse Rail (NPR) has no design available at this time and questionable funding; it is ridiculous that HS2 build provisional capacity at a time when NPR has not designed their preferred Rail System!

2.23. There are two NPR passive junctions in the design. One, at the High Legh Junction, to provide for a link to any future line from London to Warrington/Liverpool, and return. The other at nearby Rostherne, to allow provision of any future link between Warrington and Manchester direction. We strongly request that both these passive junctions are removed from the design and are not built. As stated above this is HS2 design based on "possible" future needs and is unnecessary construction expenditure.

2.24. NPR in this area has not been designed, mapped, agreed or consulted upon by any of the many thousands of residents that would be affected.

2.25. The Golborne Spur is now not supported by the Government. It will most likely now be removed. However, it is the intention of HS2 Ltd to retain a spur / passive junction in the design, including to build it if time allows up to Peacock Lane before other options are explored and approved. We strongly

request the removal of this provision and spur and until such times as the Golborne Spur is / or not resurrected.

3.5. Unnecessary Additional Passive Provision

3.6. HS2 have over designed the capacity for future rail interconnectivity, basing assumptions on Northern Powerhouse Rail (NPR) routes, and Manchester Airport requirements for a rail terminal. The present design now has substantially more considerable impact in this locality when compared to HS2's design in 2018.

3.7. At this point in time NPR / Transport for the North have not moved forward with their design for NPR to a stage of planning and local consultation; this process may take many years, and if HS2 spend time and money creating passive junctions in my area, these works could be unused / redundant in the future. Boris Johnson cancelled NPR plans; Liz Truss has stated a revival if elected PM – The Integrated Rail Plan still needs further ratification, and this questions the wisdom of HS2 building potentially unnecessary passive connectivity.

3.8. Because of the uncertainty of design and funding for NPR and the present understanding that there is no definitive budget holder for the creation of a rail terminal at Manchester Airport, we propose a halt to the Phase 2B project Crewe / Manchester Line until a fully ratified design, approved budget and public consultation is forthcoming from NPR; if this request is unacceptable, we urge the cancellation of unnecessary passive provision.

PROMOTER'S RESPONSE:

Halting Phase 2b of HS2

1. The Promoter considers the issue raised by the Petitioner to be against the principle of the Bill established at Second Reading and as such, the Promoter retains the right to argue that the issue is outside the remit of the Select Committee should the Petitioner seek to raise this issue before the Select Committee.

Removal of the HS2 West Coast Main Line connection (Golborne Link)

2. As set out in the Promoters response to paragraph 2 of the petition earlier in this document, the Government removed the Golborne link from the High-Speed Rail (Crewe – Manchester) Bill after Second Reading and will no longer be seeking the

powers to construct the link as part of this scheme. This change was promoted as part of Supplementary Environmental Statement 1 (SES1) and Additional Provision 1 (AP1), which deposited on 6 July 2022.

3. At the Second Reading of the Bill in the House of Commons on 22 June 2022 an instruction was given to the Select Committee that it should not hear any petition to the extent that it relates to whether or not there should be a railway between Hoo Green in Cheshire and a junction with the West Coast Main Line at Bamfurlong, south of Wigan.

4. Accordingly, the matters referred to in this petition regarding the provision of the Golborne Link raise issues relating to matters that the Select Committee has been instructed not to consider and so are outside of the Select Committee's remit.

5. The changes to the Crewe-Manchester Bill in MA03 are set out in the MA03 Area Report, Volume 2, of the SES1 and AP1 ES. Paragraph 2.2.24 to 26 of this document state that as a result of the changes made, the construction of a 2.3km section of the HS2 WCML connection, including line of route elements, in the Pickmere to Agden and Hulseheath area will be removed.

6. Although removing the Golborne Link at this stage means it is no longer part of the High Speed Rail (Crewe-Manchester) Bill, the government does plan to consider affordable alternative northerly connections between HS2 and the WCML, in line with the recommendations that were made in the Union Connectivity Review, which was published in November 2021. The Union Connectivity Review can be found at:

> https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1036027/union-connectivity-review-final-report.pdf.

7. 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 (discussed below in paragraphs 13 and 14).

8. Work is at an early stage on alternatives and the costs and benefits of such options are currently uncertain. This means that a 900m section of the HS2 WCML connection would be retained between where it diverges from the HS2 route west of Hulseheath to a point immediately north of the Peacock Lane auto-transformer feeder station. This would allow work on the Proposed Scheme to continue while retaining optionality (as retaining the Golborne Link in the bill would, in effect, create a commitment to build it on the alignment in the Bill). This would also make it possible to reintroduce the Golborne Link or another option at this location by a separate process without significantly interrupting HS2 operations.

9. Therefore, this 900m section which includes the Hoo Green junction would remain in the Bill as described in the main ES. Plans for Northern Powerhouse Rail (NPR) would also be unaffected so as to reduce any impact from future NPR works on the operation of the HS2 railway.

10. Other remaining scheduled works and infrastructure are set out in Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement.

Integrated Rail Plan

11. The 'Integrated Rail Plan' (2021) sets out the Government's blueprint for the development of train services across the Midlands and North and towards Scotland and London, bringing together communities and strengthening the economy. It sets out how the Government will take forward and bring together the development of Phase 2b of HS2, NPR, the Midlands Rail Hub (MRH), and other major Network Rail schemes and programmes for the North and Midlands over the period to 2050. It also considers how to deliver these schemes in the most efficient way, learning lessons from the sponsorship and delivery of other major programmes, seeking to deliver benefits more quickly than existing plans.

12. The Integrated Rail Plan includes in its "core pipeline" of investment a new NPR high-speed line between Warrington, Manchester and Yorkshire making use of the railway. Although the inclusion of works in the HS2 Crewe to Manchester Bill to make provision for this new NPR line introduces new and different impacts with the HS2 construction phase, it also avoids the potential costs and disruption caused should these interfaces be constructed at a later date when HS2 services are operational. The Integrated Rail Plan can be found at:

> https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1062157/integrated-rail-plan-for-the-north-and-midlands-webversion.pdf

Strategic interfaces with NPR

13. The extent and type of works envisaged for each NPR interface varies and includes consideration of whether to provide the interface in an 'active' or 'passive' form.

14. Active provision refers to the inclusion of all the necessary works for NPR services to operate on HS2 in future in the HS2 Crewe to Manchester Bill and delivering them in one go as part of a single HS2 construction phase. Generally, the decision has been made to opt for 'active provision' where it would not be possible, or would be prohibitively expensive, to adapt HS2 infrastructure in future to accommodate NPR.

15. Passive provision refers to the minimum level of additional works that would be needed in the HS2 Crewe to Manchester Bill to ensure that NPR can connect to HS2 in future without significantly interrupting HS2 operations. At locations where passive provision is planned, this generally involves the provision of civil engineering structures and earthworks from HS2 to a distance of 500m away.

16. The NPR interfaces on the Phase 2b Western Leg are as follows:

- Crewe Northern Connection (active provision);
- London to Liverpool Junction (passive provision);

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- Manchester to Liverpool Junction (passive provision);
- Manchester Airport High Speed station (active provision);
- Manchester Piccadilly High Speed station (active provision); and
- Manchester to Leeds Junction (passive provision).

Passive provision for NPR

17. In October 2020, the Minister of State for Transport decided to confirm passive provision for two junctions at High Legh, Cheshire into the Proposed Scheme following the conclusion of the Design Refinement Consultation, which was launched in June 2019. This meant that passive provision for these future junctions could be included in the Proposed Scheme. Passive provision here refers to the inclusion of the civil engineering and earthworks required for future NPR lines in the Proposed Scheme within approximately 500m of HS2 infrastructure.

18. The Secretary of State explained his reasons for proposing these touchpoints at High Legh in the June 2019 Design Refinement Consultation Document: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/807420/hs2-phase-2b-design-refinement-web.pdf

19. This document stated that:

- Providing passive provision here was consistent with Transport for the North's recommendations as set out in its Strategic Transport Plan (February 2019), which was itself subject to public consultation; and
- Providing passive provision here did not prescribe future Government decisions about how and where NPR lines would serve. For example, the selected locations have the benefit of allowing any future NPR route to also serve Warrington, but without at this stage prescribing how that is done.

20. The Secretary of State set out that the Government was consulting on these proposed changes back in June 2019 to:

- Provide the public with the earliest possible opportunity to comment on the proposed design and location of these junctions;
- Enable the touchpoints to be constructed alongside the rest of the HS2 route and therefore confine construction phase impacts associated with the touchpoints to one period of time, as opposed to two separate construction phases; and
- Allow the touchpoints to be constructed as part of the main HS2 construction phase, as opposed to a future NPR construction phase, which would minimise the risks of NPR construction impacting on HS2 services operating between Crewe and Manchester and also potentially reduce construction cost and complexity.

21. Consultees were invited to comment on these proposals for these touchpoints as part of the Design Refinement Consultation, with consultees suggesting alternative

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locations for these touchpoints through responses. The rationale for remaining with the locations proposed in the Design Refinement Consultation are set out in the October 2020 Minister of State's Consultation Response Document, which can be found at:

> https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attach ment_data/file/924646/DRC1_Response_Western_Leg.pdf

London to Liverpool Junction

22. Passive provision is made in the High Speed Rail (Crewe to Manchester) Bill for a junction between HS2 and a future NPR route to Warrington and Liverpool. This junction would enable high speed services on the HS2 main line north of Crewe to connect to a future NPR line to Liverpool and by-pass the West Coast Main Line, improving journey times between London, Crewe and Liverpool.

23. To enable this, the railway has been designed to allow two additional tracks to be laid at a later date for a new London to Liverpool line. Earthworks and civil engineering structures are provided to support the London to Liverpool line to cross over the railway near Hoo Green Lane.

Manchester to Liverpool Junction

24. Passive provision is provided for a junction between the railway and a new NPR line to Warrington and Liverpool. This junction, combined with a new line between Liverpool and Manchester, would enable high speed services from Liverpool to avoid the constraints of the existing conventional network and travel to Manchester Airport and Manchester Piccadilly high-speed stations. The earthworks and civil engineering structures required to support a junction with NPR are provided on the railway in the vicinity of Ashley and extended west, under the A556 to a point near Millington Lane.

Junction design

25. The Promoter would like to highlight that the Petitioner's suggestion for only one junction to be built at Hoo Green instead of the Proposed Scheme (as described above in paragraphs 10, 19 and 24-26) would not enable the objectives to be met that were set out by the Secretary of State in the 2019 Design Refinement Consultation Document (as described above in paragraph 23) to 'enable the touchpoints to be constructed alongside the rest of the HS2 route and therefore confine construction phase impacts associated with the touchpoints to one period of time, as opposed to two separate construction phases'.

Mitigation

26. As set out in paragraph 6.5.1, of the MA03 Area Report, Volume 2, of the main ES, the following measures have been incorporated into the Proposed Scheme design as part of the design development process to avoid or reduce environmental impacts on the residents of Hoo Green during operation:

- landscape mitigation planting to the east and west of the route of the Proposed Scheme to provide visual screening for residents of properties in Hoo Green, on Wrenshot Lane and Thowler Lane, and users of the A50 Warrington Road/Knutsford Road, Yew Tree Farm, Bowden View Lane, Mere Court Hotel and High Legh Park Golf Club; and
- landscape earthworks near Hoo Green, Peacock Lane, Agden Lane and A56 Lymm Road to provide acoustic and visual screening for residents of properties in Hoo Green, and on Peacock Lane, Thowler Lane, Agden Lane, Daisybank Farm and the A56 Lymm Road.

HS2

Technical Note: Selection and Placement of the A50 Warrington Road Main Compound

SECURITY CLASSIFICATION: OFFICIAL

R144(46)

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1 Abbreviations and descriptions

1.1.1 The abbreviations, descriptions and project terminology used within this document are listed below:

Table 1: A list of Abbreviations and descriptions.

Abbreviation	Description
AP1	Additional Provision 1
ATFS	Auto-Transformer Feeder Station
AQMA	Air Quality Management Area
CCB	Consolidated Construction Boundary
CoCP	Code of Construction Practice
EMP	Environmental Management Plans
ES	Environmental Statement
HGV	Heavy Goods Vehicle
HS2	High Speed 2
kV	Kilovolt
LEMP	Local Environmental Management Plans
OHL	Overhead line
PRoW	Public Rights of Way
TBM	Tunnel Boring Machine
TN	Transfer Node
SP	Scottish Power
WDES	working draft Environmental Statement
UCZ	Utilities Construction Zone

2 Introduction

2.1.1 This report has been developed in response to inquiries from local communities and stakeholders regarding the selection and placement of the Proposed Scheme's A50 Warrington Road main compound. It aims to provide a thorough understanding of, and justification for, its location.

2.1.2 This report begins by outlining the two categories of construction compound used for the HS2 Phase 2b Crewe – Manchester leg, main and satellite construction compounds. It then explains the selection criteria used to determine the preferred location for the compounds before providing a geographical perspective on all proposed construction compounds for the Proposed Scheme. Finally, the report focuses on the A50 Warrington Road main compound's location rationale. It outlines the locations considered, and the specific engineering, environment and engagement factors that shaped the decision to locate it in its current position.

3 Types and purpose of construction compounds

3.1.1 There will be two types of construction compound:

- main construction compounds; and
- satellite construction compounds.

3.1.2 The following sections provide an overview of these two types of compound, but further information can be found in the HS2 document 'Phase 2b Western Leg Information Paper D2: Construction compounds'.

3.1 Main construction compounds

3.1.1 Main construction compounds, such as the A50 compound, will act as strategic hubs for core project management activities (i.e. engineering, planning and construction delivery) and for office-based construction personnel. They will provide:

- offices and welfare facilities;
- workshops and stores;
- storage and laydown areas for materials and equipment (e.g. aggregates, structural steel, steel reinforcement); and
- maintenance and parking facilities (for site plant, lorries and staff transport).

3.1.2 Workers' accommodation may be provided at some of these construction compounds; these locations are stated in the ES in the Volume 2 Community Area Reports. As stated in paragraph 2.3.78 of the ES Volume 2 Community Area Report for MA03, the A50 Warrington Road main compound will provide temporary worker accommodation with welfare facilities for approximately 155 workers.

3.1.3 Main construction compounds will typically require approximately 4ha of land and will support up to 370 construction personnel; however, the specific requirements will vary based on the programming, magnitude and complexity of the works they support. As shown in Figure 12 of the ES Volume 2 Community Area Report for MA03, the A50 Warrington Road main compound will support an average of 80 workers per day, with 150 workers and 135 staff at peak times.

3.2 Satellite construction compounds

3.2.1 Satellite construction compounds will generally be smaller, providing:

- office and welfare facilities;
- local storage for plant and materials;
- limited car parking for construction personnel; and
- pre-cast yards for structural elements where appropriate.

3.2.2 The satellite construction compounds will typically require approximately 0.7 to 3 ha of land and support a lower number of construction personnel. Temporary workers' accommodation may also be provided at some of these construction compounds; these are stated in the ES in the Volume 2 Community Area Reports.

3.3 Transfer nodes

3.3.1 Construction compounds will generally act as entry points to the worksites from the public highway. In addition to these compounds, the construction process involves the use of transfer nodes, which are essential for the distribution of earthwork materials.

3.3.2 Transfer nodes are strategically chosen locations based on the distribution of supply and demand for earthworks throughout the Proposed Scheme. They are typically located adjacent to significant roads and construction compounds to allow for easy access. Transfer nodes act as transfer points for bulk deliveries or excavated material that enter or leave the construction worksites from the public road. They play an important role in ensuring the smooth movement of materials and minimising traffic disruption by acting as a storage buffers, allowing the material to be transported at a more consistent and predictable rate within working hours. Further information on transfer nodes can be found in the HS2 document 'Phase 2b Western Leg Information Paper D2: Construction compounds'.

3.3.3 As stated in paragraph 2.3.78 of the ES Volume 2 Community Area Report for MA03, five temporary material stockpiles immediately to the east and west of the route of the Proposed Scheme will be managed by the A50 Warrington Road main compound.

4 Compound selection criteria

4.1.1 Several criteria, or factors, are considered when determining the preferred location of each main construction compound. These factors can be classified into two categories: operational and environmental/engagement. These factors are summarised in the information paper 'Phase 2b Western Leg Information Paper D2: Construction compounds' and explained in more detail for the purposes of this report in sections 4.1 and 4.2 below.

4.1 Operational factors

4.1.1 As stated in paragraphs 3.1 and 3.3 of the HS2 Information Paper D2: Construction compounds, the primary considerations for the operational viability of a main compound are:

- its proximity to the proposed works which it is to manage; and
- optimised site location for managing the related satellite construction compounds.

4.1.2 Further factors, which are not hierarchical and are provided in no particular order, include:

- ease of access to the construction works and the satellite compounds it is to support with minimal use of public roads;
- proximity to major road networks;
- ease of access for local workforce and proximity to transport links, such as rail and bus routes;
- adequate space, and suitability of existing topography, to give minimal requirements for site preparation works;
- proximity to existing utilities for ease of establishing temporary services; and
- ease of establishing and maintaining site security.

4.2 Environmental and engagement factors

4.2.1 The following factors are also considered from an environmental and engagement perspective when determining the preferred location of main construction compounds:

- existing use of the site with respect to potential significant impacts or change of use;
- potential impacts on nearby communities, including traffic, air, noise and visual effects, resulting from the proximity of the construction compound and access route to community receptors, including individual residential properties and other sensitive receptors;
- potential impacts to local community and recreational facilities, including Public Rights of Way (PRoW), in close proximity to the compound site or the site access route;

- potential impacts on air quality management areas (AQMAs) adjacent to, or in close proximity to, site access routes;
- presence of nature conservation sites, designated or non-designated, at, or in close proximity to, the compound and/or access route;
- presence of priority habitats at, or adjacent to, the site;
- potential impact on historic environment designations, such as listed buildings, scheduled monuments and registered battlefields, at, or in proximity to, construction compounds;
- watercourses, water resources, flood risk and groundwater protection zones at, or in close proximity to, the site;
- agricultural land grade and the presence of historic/current land fill sites with regards to land quality; and
- locations of any allocated sites, or planning applications, at or near the site.

5 Main compounds proposed for the Crewe to Manchester leg

5.1 Routewide overview

5.1.1 While the specific locations for main construction compounds depend on several criteria, one of the primary factors is their proximity to key elements where there is a concentration of works. These key elements are typically dictated by site geography, which determines the route features, such as whether the route is in a cutting, on an embankment or viaduct, or in a tunnel, etc.

5.1.2 From a simplified viewpoint, the geography of the HS2 Phase 2b Crewe – Manchester leg can be divided into four distinct sections as shown in Figure 1a:

- Crewe Tunnel at the southern end;
- Surface section Crewe Tunnel to Manchester Tunnel;
- Manchester Tunnel; and
- Surface section Manchester Tunnel to Piccadilly at the northern end.

Figure 1a: Four distinct route sections comprising the HS2 Phase 2b Crewe – Manchester leg.

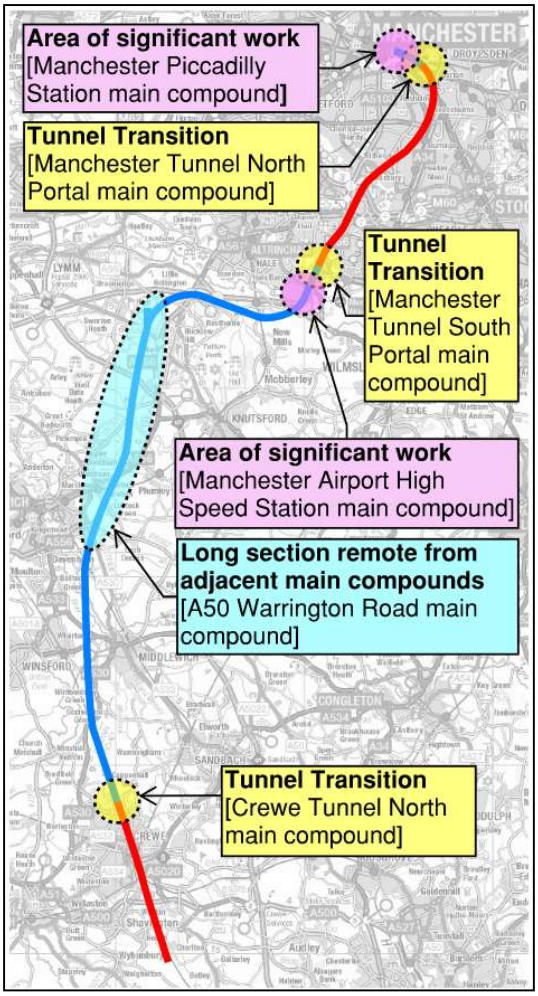


Figure 1b: Six general locations main construction compounds are necessary to support the works.

5.1.3 The following summarises the rationale behind each main compound site, considering the key structures along the route:

- Tunnel transitions: Bored tunnels and their associated portals require significant work, including assembly and launching tunnel boring machines (TBMs) and removing large quantities of tunnel spoil, necessitating main construction compounds nearby. These locations are labelled 'Tunnel Transition' in Figure 1b;
- High Speed stations: Manchester Airport High Speed Station and Manchester Piccadilly Station involve extensive works, complex phasing, and multiple interfaces with existing utilities, Metrolink lines, and roads, requiring main compounds in close proximity to manage these works. These locations are labelled 'Area of significant work' in Figure 1b; and
- Central long section: The section between Crewe and Manchester tunnels is challenging to service due to the distances involved; a main compound in this central location optimises construction efficiency and distances between satellite and main compounds. This area is labelled 'Long section remote from adjacent main compounds' in Figure 1b.

5.1.4 The site selection criteria outlined in Section 4, and the HS2 Information Paper D2, were followed to determine the specific location of the main construction compounds within each of the above locations.

5.1.5 A high-level schematic drawing of the main construction compounds, the distance of works and satellite compounds they manage, and the key structures within these management distances is shown in Appendix A.

5.2 Hoo Green area

5.2.1 The decision to locate the main compound for the central long surface section between Crewe Tunnel and Manchester Tunnel described in paragraph 5.1.3 in the Hoo Green area is primarily driven by three factors:

- the complexity and significance of the Hoo Green Junction area works, necessitating the need for a construction compound in close proximity to manage them;
- the strong connectivity of the site to the major road network due to being triangled by M6 Junction 19, M56 Junction 7 and M6 Junction 20, and having direct access to the A50 and A556, which allow access onto these motorway junctions; and
- being relatively central to the satellite compounds it is intended to support, enabling effective management.

Complexity and significance of the Hoo Green works

5.2.2 The Hoo Green Junction, as described in Section 2.1.1, Volume 2 of the main Environmental Statement for MA03, is a complex track arrangement comprising three main components:

- the HS2 WCML connection (referred to as the route of the Proposed Scheme);
- a section of the HS2 Manchester spur; and
- provision for a connection between HS2 and a future Northern Powerhouse Rail (NPR) route between London and Liverpool, referred to as the NPR London to Liverpool junction.

5.2.3 This complex layout requires the construction of a box and tunnel structure, associated cuttings, embankments, and retaining walls at the junction. A schematic drawing showing these features in the Hoo Green area, as provided in Volume 2 of the main Environmental Statement for MA03, is shown in Figure 2.

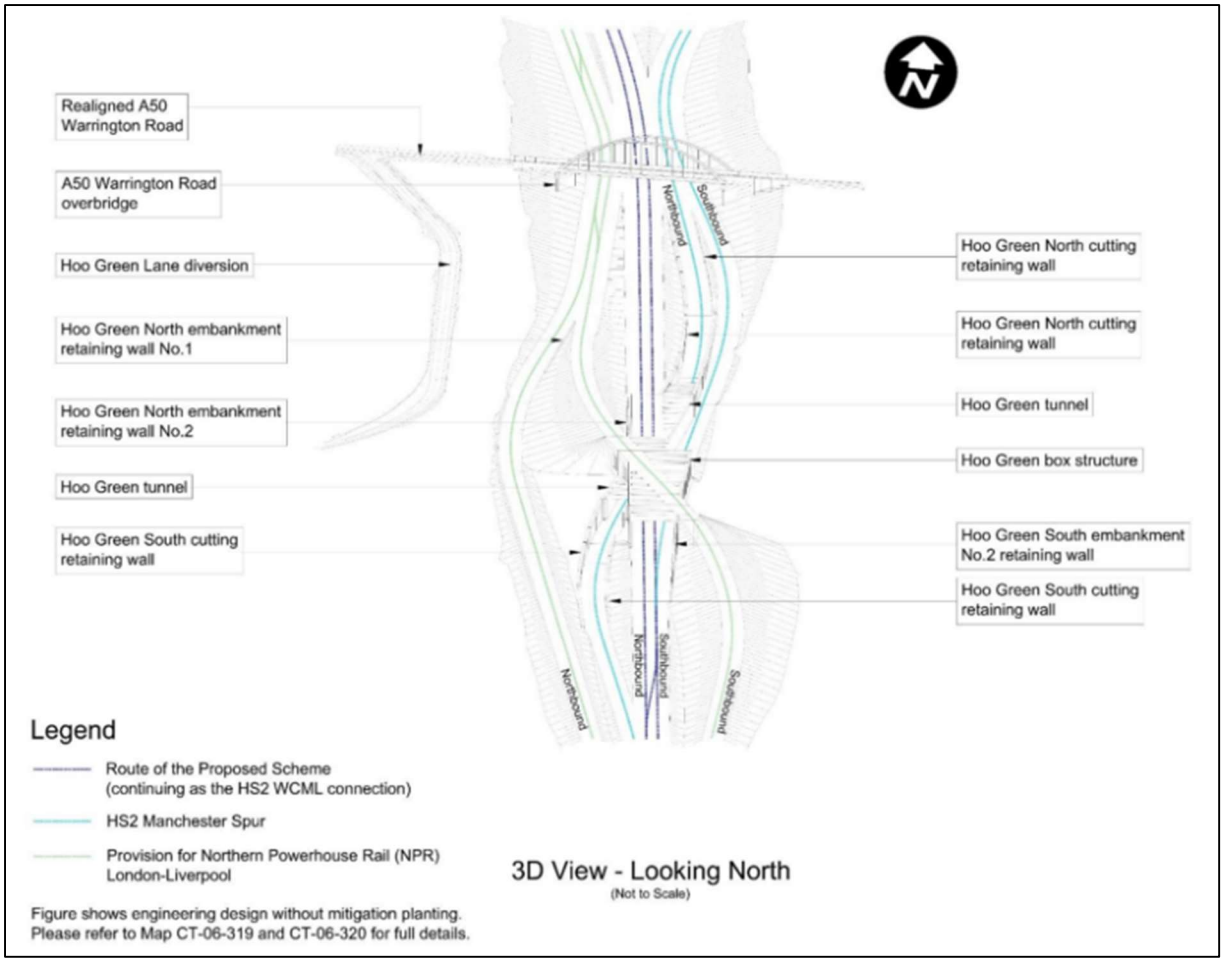


Figure 2: Schematic showing the features in the Hoo Green area (extracted from Volume 2 of the main Environmental Statement for MA03).

5.2.4 As outlined in the indicative construction programme detailed in Volume 2 of the AP1/SES1 Environmental Statement for MA03, the main earthworks for this section will take approximately four years to complete, from 2027 to 2031; refer to Figure 3.

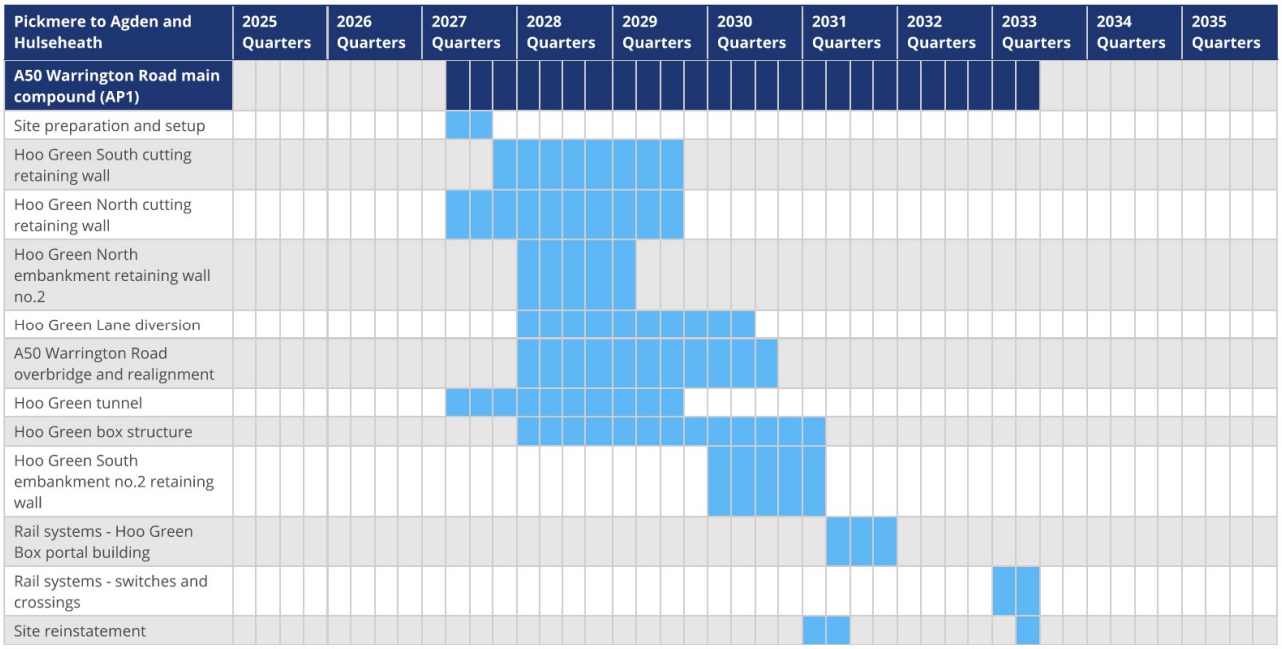


Figure 3: Indicative construction programme for A50 Warrington Road main compound at AP1/SES1 (extracted from Volume 2 of the AP1/SES1 Environmental Statement for MA03).

5.2.5 Railway earthworks for the cuttings and embankments are distinguished by their linear and progressive nature, a consequence of their construction is that activities are executed sequentially and in a coordinated manner. Throughout the project's duration, numerous activities occur within the same areas during the construction of cuttings and embankments. At a high level, these activities encompass site clearance, excavation, material hauling and placement, compaction, drainage and erosion control.

5.2.6 In the case of Hoo Green Junction, the earthworks construction will require more deliberate phasing due to the interface of the construction works with various other structures, such as the Hoo Green box and tunnel structures, as well as the A50 Warrington Road overbridge.

5.2.7 To effectively undertake and manage these works, a significant construction compound will be required in close proximity to the junction. Given these works' significance, complexity and duration, positioning a main construction compound nearby offers numerous benefits over a satellite construction compound. As described in Section 3, a main construction compound serves as a strategic hub for core project management activities, providing essential resources and support for engineering, planning, and construction delivery. Locating the strategic hub in the Hoo Green area will help facilitate the Hoo Green Junction area works, enabling quicker decision-making and more effective management of resources, personnel, and equipment.

Connectivity to major road networks

5.2.8 The area around Hoo Green benefits from an extensive and interconnected road infrastructure. As depicted in Figure 4, the site is in close proximity to major arterial roads such as the A50 and A556. These roads provide direct access to key motorway junctions that surround the area:

- M6 Junction 20 and M56 Junction 9 to the west;
- M56 Junctions 7 and 8 to the north; and
- M6 Junction 19 to the south.

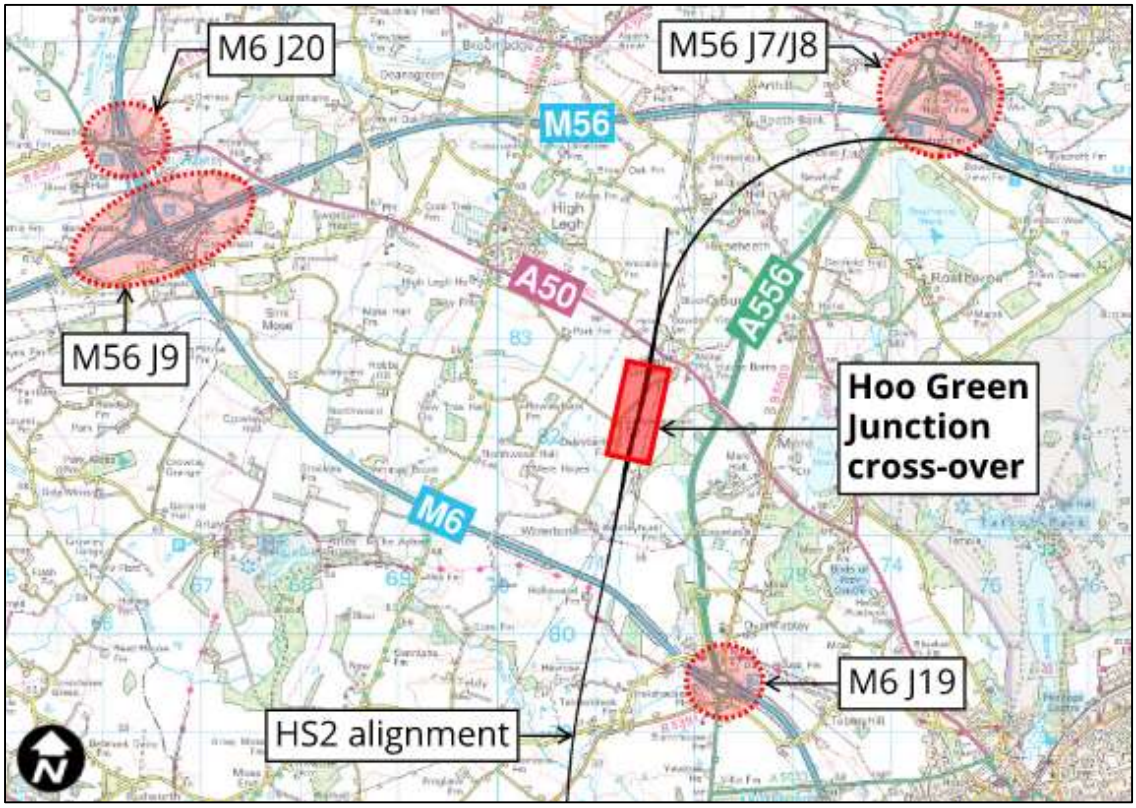


Figure 4: Highway network in the area of Hoo Green Junction cross-over.

5.2.9 This robust highway connectivity will enable a main compound to access and manage the satellite compounds it intends to support more efficiently.

5.2.10 Regarding the Hoo Green Junction works, the connectivity also facilitates the transportation of excavated earthworks arising from the junction for reuse as embankment fill material elsewhere in the scheme. While earthworks will be moved via local on-site haul routes first where possible, if longer distances are required or interruptions in the site haul route are encountered, such as at significant infrastructure crossings, the proximity to the major road network becomes crucial for enabling efficient and unconstrained movement of materials. Placing a main compound in this area will allow the project team to more effectively oversee the movement of the large quantity of material that will arise from the junction.

Location relative to satellite compounds

5.2.11 Aside from the significant works in the Hoo Green area, it is also relatively central to the satellite compounds that require support due to the limited accessibility from the neighbouring main compound sites at Crewe Tunnel and Manchester Tunnel, described in paragraph 5.1.3 as the 'long section'. Locating a main compound at Hoo Green not only accommodates these satellite compounds, but the combination of its relatively central location and the aforementioned robust connectivity to several major motorway junctions in the surrounding area allows it to perform its role as a central strategic hub highly effectively.

5.2.12 Appendix A contains a high-level schematic drawing that depicts the relative centrality of the Hoo Green Junction in relation to the other key works undertaken by other satellite compounds to be supported by the same main compound.

Need for worker accommodation

5.2.13 Given the significant earthworks, central location, and strong highway connectivity, the Hoo Green area is also an appropriate location for worker accommodation which is required as part of the main compound provision.

5.2.14 This accommodation is required to provide a place for remote construction workers and HGV drivers to rest, many of whom will already be concentrated in the local area due to their involvement with the Hoo Green Junction works. This will fulfil the need to concentrate essential workforce personnel close to their work sites.

5.2.15 Furthermore, the strong road connections make it easily accessible to other workers assigned to the surrounding satellite compounds. Establishing worker accommodation in this location is required in order to reduce the need for excessive travel and commuting, increasing overall efficiency and productivity during construction.

Summary

5.2.16 The decision to locate the main compound in the Hoo Green area stems from its complex junction works, which require a large construction compound nearby for optimum management. The area's comprehensive access to major road networks, including the M6, M56, A50, and A556, enables efficient transportation of materials and provides easy access to the satellite compounds it is intended to support. Its central location promotes effective management of resources, personnel, and equipment. Furthermore, Hoo Green provides an ideal location for workers' accommodation, concentrating essential workforce personnel near their worksites and minimising excessive travel, improving overall efficiency and productivity during construction.

6 A50 Warrington Road main compound

6.1 Location

6.1.1 The proposed A50 Warrington Road main compound is located on the eastern side of the Proposed Scheme, immediately west of Hoo Green Lane and south of the A50. Figure 5 shows the location of the A50 Warrington Road main compound in relation to the residential properties along Hoo Green Lane and Oak Wood Road. The eastern side of the main compound is bounded by pyloned overhead electrical lines, which run in a north-south direction past the Hoo Green Lane and Oak Wood Road properties.

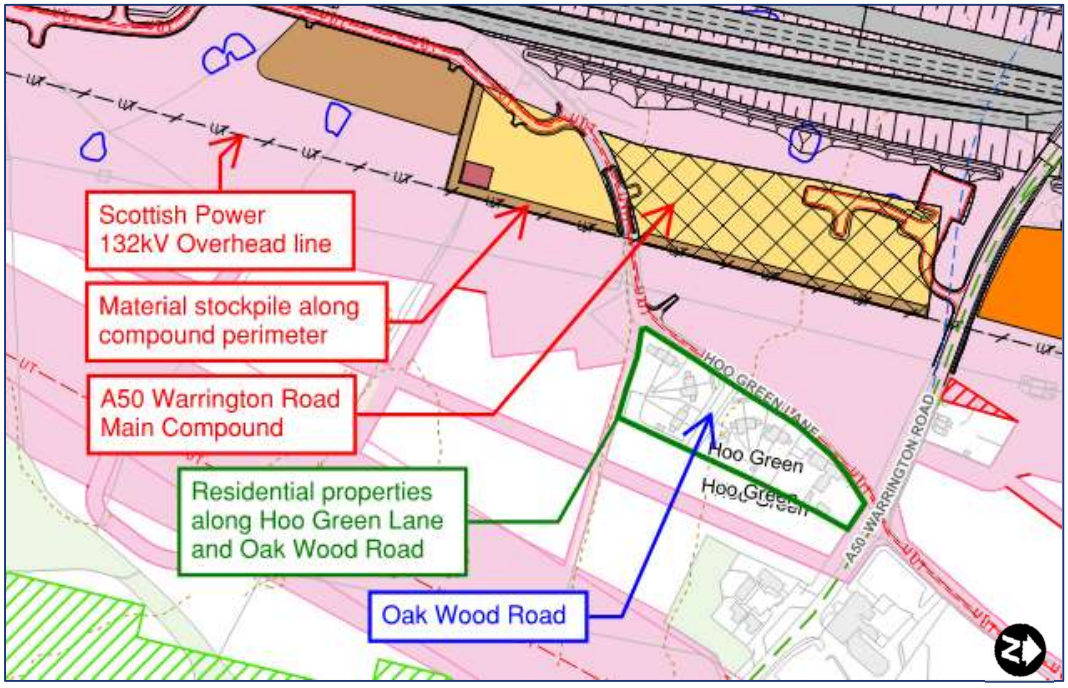


Figure 5: Location of A50 Warrington Road main compound in relation to residential properties along Hoo Green Lane and Oak Wood Road. Annotated extract of map SES1 and AP1 ES Volume 2, MA03 Map Book: CT-05-320, D6 to F7.

6.1.2 An indicative site layout of the compound is provided in Appendix B. The layout will be refined further during design development to ensure the most optimal layout in terms of construction efficiency and minimising potential impacts on nearby local receptors; refer to Section 0 for further information.

6.2 Functions

6.2.1 As detailed in paragraph 2.3.78, Volume 2 of the Environmental Statement for MA03, the A50 Warrington Road main compound will be used to manage civil engineering works and railway system works. The main compound will:

- be used to manage civil engineering works for a period of four years and three months commencing in 2027, followed by railway system works for a period of nine months commencing in 2031, and then for a period of six months commencing in 2033;
- provide five temporary material stockpiles immediately to the east and west of the route of the Proposed Scheme;
- provide main compound support to 10 civil engineering satellite compounds and two railway systems compounds in the MA02 Wimboldsley to Lostock Gralam area;
- provide main compound support to 10 civil engineering satellite compounds and three railway systems compounds in the MA03 Pickmere to Agden and Hulseheath area;
- provide main compound support to 12 civil engineering satellite compounds and two railway systems compounds in the MA06 Hulseheath to Manchester Airport area; and
- provide temporary worker accommodation for 155 workers including welfare facilities and parking for three years and nine months.

6.2.2 The compound will be used to manage the construction of the following design elements:

- Hoo Green box structure;
- Hoo Green tunnel;
- Hoo Green South embankment no.2 retaining wall;
- Hoo Green South cutting retaining wall;
- Hoo Green North embankment retaining wall no.2;
- Hoo Green North cutting retaining wall;
- permanent diversion of Hoo Green Lane;
- permanent realignment of A50 Warrington Road; and
- A50 Warrington Road overbridge.

6.2.3 Key railway systems installation works to be managed from this compound include the installation of the Hoo Green box portal building, followed by the installation of rail track switches and crossings.

6.2.4 The works to be managed from this compound will involve the following works to utilities:

- permanent diversion of an underground National Grid 900mm high pressure gas pipeline; and
- permanent diversion of a Scottish Power 132kV overhead power line, with a section diverted under the existing Hoo Green Lane.

6.2.5 The works to be managed from the A50 Warrington Road main compound are generally to be undertaken during core working hours. As set out in the draft Code of Construction Practice within Volume 5 of the Environmental Statement, the core working hours are 08:00 to 18:00 on weekdays (excluding bank holidays) and from 13:00 on Saturdays. To maximise productivity within these core hours, a period of up to one hour before and up to one hour after these core working hours for start-

up and close-down of activities will be required. This includes, but is not limited to, deliveries, movement to place of work, unloading, maintenance and general preparation works. Although some of the highway works managed by the main compound will require short periods of overnight work, such as to undertake road tie-ins, these works will be carried out at their specific work sites and not at the main compound itself. There may be occasions where extended working hours would be required for major concrete pouring operations, as set out in the CoCP.

6.3 Access arrangements

6.3.1 Initially, Hoo Green Lane will provide access for the diversion of the National Grid gas pipeline, Scottish Power overhead line, and site preparation and setup of the main compound. During these periods, construction vehicles on Hoo Green Lane will be limited to a peak daily two-way flow of 20 HGVs over an assumed 10-hour workday, with vehicles sized appropriately for the road.

6.3.2 A new construction access will be created for the A50 Warrington Road main compound to facilitate access for the main civils work. This construction access will connect directly to the A50 and will be built during the initial setup stage of the main compound to reduce the duration of use of Hoo Green Lane, which will be necessary until the new A50 access becomes available.

6.3.3 As is further detailed in Section 10, the compound is divided into two sections which arose as a result of previous relocation efforts that reduced proximity to the Hoo Green Lane residents. To connect these two sections, a plant crossing on Hoo Green Lane is necessary until the Hoo Green Lane diversion, being constructed on the west side of the Proposed Scheme, becomes available. As outlined in the main ES, the permanent diversion of Hoo Green Lane will take two years and six months to complete, however, the diversion will be constructed in phases. The southern section of the diversion will be completed up to its intersection with the A50 Warrington Road temporary realignment, where it will form the minor arm of a temporary priority-controlled T-junction, after which it will be opened to traffic and the existing section of Hoo Green Lane stopped up at its intersection with the Proposed Scheme. The northern section of the Hoo Green Lane diversion will then be completed in conjunction with the construction of A50 Warrington Road overbridge and the permanent A50 Warrington Road realignment. Due to this phasing, the plant crossing is expected to only be required for approximately one year.

6.3.4 Construction traffic for constructing Winterbottom Lane Telecommunications site and the Hoo Green Lane permanent diversion tie-ins will access Winterbottom Lane from the A50 via the Hoo Green Lane diversion west of the Proposed Scheme.

6.3.5 National Grid's gas pipeline and Scottish Power's power line works will be accessed from the Consolidated Construction Boundary (CCB) via multiple locations, including Winterbottom Lane, Bentleyhurst Lane, an existing maintenance access route off the A556, the A50, Hoo Green Lane, Bucklowhill Lane and Peacock Lane.

6.3.6 Where reasonably practical, on-site haul routes will be used to move excavated material along the construction corridor to reduce the use of public roads, per Section 3.3 of 'HS2 Phase 2b Information Paper E3: Management of traffic during construction'. In the Hoo Green area, these haul routes will run along the proposed route and be accessible from the A50 via the A50 Warrington Road main compound and from Old Hall Lane via the M6 Mere Viaduct satellite compound. This dual-end access will lessen impacts on the A50 by distributing construction traffic over two access locations.

6.3.7 An assurance has been offered to address concerns regarding the use of Hoo Green Lane during construction. The assurance states:

> "1. In the implementation of the Proposed Scheme, the Promoter will require the nominated undertaker to construct an access to the A50 Main Compound off the A50 such that the Compound can be accessed via the A50, as soon as reasonably practicable following the Promoter taking entry onto the land required for the construction of the A50 Main Compound.
>
> 2. Subject to paragraph 3 of this Assurance, and provided that the A50 Main Compound can be accessed from the A50 further to paragraph 1 of this Assurance, the Promoter will require the nominated undertaker to cease use of the access to that Compound off Hoo Green Lane.
>
> 3. The nominated undertaker will retain the ability for construction vehicles to cross Hoo Green Lane between the points marked A and B on the Plan."

6.3.8 The nominated undertake will be contractually obliged to comply with this assurance during the construction phase, subject to acceptance by the assurance recipients, Hoo Green Residents Group.

7 Alternative compound locations – Overview

7.1.1 Three alternative locations for the A50 Warrington Road main compound have been proposed by petitions at various stages of consultation and engagement:

- the first alternative is situated on the west side of the Proposed Scheme, immediately south of the A50. It is bound by major utility works and Yew Tree Farm to the west, and the HS2 alignment to the east. The compound would be accessed off the A50 via a temporary direct access, similar to the Proposed Scheme;
- the second alternative is situated on the east side of the Proposed Scheme, west of Old Hall Lane, adjacent to the north side of the M6 motorway. It includes an optional worker accommodation location off the A556 north of M6 Junction 19 – where a construction compound was located during the construction of the A556 Knutsford to Bowdon dual carriageway. The compound would be accessed via a site haul route from Old Hall Lane;
- the third alternative is situated on the east side of the Proposed Scheme, north of Bowden View Lane. It splits the main compound into a western construction area and an eastern worker accommodation/management office area. Temporary on/off slips onto the A556 northbound carriageway are included for access, which would replace the proposed A556/Chapel Lane temporary direct access.

7.1.2 These alternative locations are shown in Figure 6.

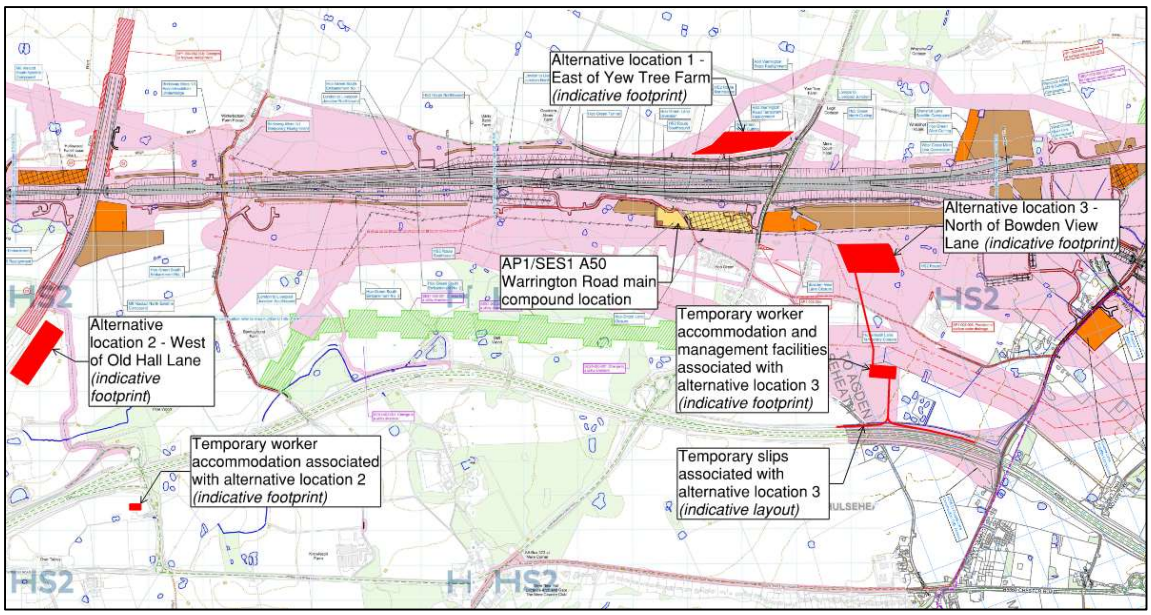


Figure 6: Alternative main compound locations considered in the A50/Hoo Green area.

7.1.3 As outlined in Section 0, the preferred locations of main compounds are determined against a range of criteria to ensure the most optimal location regarding engineering, environment and engagement considerations is selected.

8 Alternative compound locations – Operational performance factors

8.1 Proximity to the proposed works it is to manage

Current proposed location

8.1.1 In the current proposal, the construction compound is located directly adjacent to the Hoo Green Junction, with a straight-line distance of approximately 550m to the midpoint of the Hoo Green box and tunnel structures. The compound is also immediately adjacent to the A50 temporary and permanent highway realignment, the A50 Warrington Road overbridge, the Hoo Green Lane diversion and other structures. This positioning guarantees close proximity to the works to be managed from the compound, enabling optimal efficiency and management capabilities. Consequently, the compound's location is well-suited to support the significant nature of the works to be conducted in the Hoo Green Junction area.

Alternative Location 1

8.1.2 Similar to the current proposed location, Alternative Location 1 is situated in close proximity to Hoo Green Junction, with a straight-line distance of approximately 700m to the midpoint of the Hoo Green box and tunnel structures. It is also in proximity to the other works, such as the A50 temporary and permanent highway realignment and Hoo Green Lane diversion, in this location. This proximity allows for efficient undertaking and management of the works.

Alternative Location 2

8.1.3 Alternative Location 2 fails to meet the criteria of being adjacent to or in close proximity to the works it is to manage. Positioned at a straight-line distance of approximately 2km from the midpoint of the Hoo Green box and tunnel structures, this excessive distance hinders effective supervision of the works and requires frequent transportation of the workforce, construction material and plant over excessive distances. This distance renders the location unviable from an operational perspective.

Alternative Location 3

8.1.4 With a straight-line distance of approximately 1.1km to the midpoint of the Hoo Green Junction box structure and tunnel, Alternative Location 3 introduces inefficiencies in managing the works. This distance adds difficulty to an already complex section of works, making the location's proximity suboptimal.

Summary

8.1.5 Both the current proposed location and Alternative Location 1 offer optimal proximity to the Hoo Green Junction for efficient management of construction works, with distances of 550m and 700m to the approximate midpoint of the junction, respectively. Alternative Location 2 is operationally unviable due to its

excessive distance of 2km, which hinders effective supervision and necessitates frequent transportation of workforce and materials. Alternative Location 3 presents suboptimal proximity at a distance of 1.1km, introducing inefficiencies in managing the complex works.

8.2 Optimal location for managing satellite construction compounds

Current proposed location

8.2.1 The current proposed compound location is in a relatively central position in relation to the satellite compounds it is to support. It is well placed to operate as a strategic hub to oversee the core project management activities for the required section of route outlined in Section 5.

Alternative Location 1

8.2.2 Alternative Location 1 is in a relatively central position in relation to the satellite compounds it is to support. It is well placed to operate as a strategic hub to oversee the core project management activities for the required section of route outlined in Section 5.

Alternative Location 2

8.2.3 Alternative Location 2 is in a relatively central position in relation to the satellite compounds it is to support. It is well placed to operate as a strategic hub to oversee the core project management activities for the required section of route outlined in Section 5.

Alternative Location 3

8.2.4 Alternative Location 3 is in a relatively central position in relation to the satellite compounds it is to support. It is well placed to operate as a strategic hub to oversee the core project management activities for the required section of route outlined in Section 5.

Summary

8.2.5 All four locations share the characteristic of being in a relatively central position in relation to the satellite compounds they are to support. Consequently, each location is well-suited to function as a strategic hub for overseeing the core project management activities for the required section of the route.

8.3 Access to the construction works and satellite compounds it is to support with minimal use of public roads

Current proposed location

8.3.1 The current proposed compound location offers direct, unobstructed access to Hoo Green Junction area throughout the entire construction phase.

8.3.2 As described in Section 6.3, a plant crossing will be required on Hoo Green Lane to connect both sides of the compound. It is anticipated that this plant crossing will be required for approximately one year until public traffic can be diverted to the completed section of the Hoo Green Lane diversion to the west of the Proposed Scheme, which will connect into the A50 Warrington Road temporary realignment.

8.3.3 The compound's positioning on the same side of the Proposed Scheme as the local primary access/egress points to major road networks, including the A556, M6 Junction 19 and M56 Junction 7, reduces reliance on public roads for trace-crossing to reach the strategic road network. This level of accessibility is beneficial to the compound's capacity to support satellite compounds.

Alternative Location 1

8.3.4 The Hoo Green Lane diversion, scheduled to start construction in Q1 2028, creates a separation between Alternative Location 1 and the construction works it supports, hindering access, albeit without complete restriction. To enable access across the completed section of diversion once it opens to live traffic, which is expected to be approximately Q1 2029, a plant crossing which will need to be in frequent use will be necessary to maintain access for the remainder of the construction phase.

8.3.5 The compound's position on the opposite side of the Proposed Scheme to the major works in the area including parts of the Hoo Green box and tunnel structures and supporting ancillary works, such as pumping stations and ponds will require increased use of the A50 Warrington Road by construction traffic to facilitate trace crossing. This additional length of the A50 which will be required to facilitate trace-crossing will also be subject to temporary realignment due to the permanent diversion of the A50 onto a new overbridge which will take an estimated two years and three quarters to complete, resulting in coinciding impacts at the same location which introduces construction constraints. Additionally, being located on the opposite side of the Proposed Scheme to the local primary access/egress points to major road networks, including the A556, M6 Junction 19 and M56 Junction 7 requires increased use of a further section of the A50 Warrington Road by construction traffic.

Alternative Location 2

8.3.6 Alternative Location 2 offers direct access to Hoo Green Junction area from the compound without the need to use public roads. This is facilitated by the long length of haul route that runs parallel to the eastern side of the Proposed Scheme, extending from the M6 Viaduct North satellite compound to the A50.

8.3.7 In addition, the compounds positioning on the same side of the Proposed Scheme as the local primary access/egress points to major road networks, including the A556 and M6 Junction 19, reduces reliance on public roads for trace-crossing to reach the strategic road network. This level of accessibility would be beneficial to the compound's capacity to support satellite compounds.

Alternative Location 3

8.3.8 Alternative Location 3, situated on the opposite side of the A50 to the Hoo Green Junction area, does not provide direct access to the works. Frequent crossings of the A50 will be required, resulting in disruptions. These effects will be exacerbated during the A50's realignment works, which is expected to take approximately two and three quarter years, and will include the construction of a temporary realignment and new overbridge.

8.3.9 On the other hand, the proposed compound location incorporates a temporary direct access and egress slips onto the A556, allowing for access to the strategic road network without the use of local roads. This level of accessibility would be beneficial to the compound's capacity to support satellite compounds.

Summary

8.3.10 The current proposed location and Alternative Location 2 emerge as the best options for direct access to construction works and satellite compounds while minimising the use of public roads as far as reasonably practicable. Both locations provide direct access to Hoo Green Junction and are on the same side of the Proposed Scheme as the local primary access/egress points to major road networks.

8.3.11 Alternative Location 1 faces challenges due to its positioning on the opposite side of Hoo Green Lane diversion, requiring a plant crossing for the majority of the construction phase, compared to the approximate one-year duration for the current proposed location.

8.3.12 Alternative Location 3, while providing temporary direct access to the A556, requires frequent crossing of the A50 to reach the Hoo Green Junction.

8.3.13 As such, both Alternative Locations 1 and 3 are expected to result in increased impacts on the A50, either through more frequent crossing or length of use, particularly during the A50's realignment works and so are not ideal.

8.4 Proximity to major road network

Current proposed location

8.4.1 The proposed compound location allows direct access to the A50, with a limited amount of construction work needed to facilitate this connection. The A50 connects to the M6 Junction 20A to the west and the M6 Junction 19 via the B5569 and A556 to the south. Furthermore, the location enables access to the A556 northbound directly from the A50, requiring approximately 1.2km of travel.

Alternative Location 1

8.4.2 Alternative Location 1 allows direct access to the A50, with a limited amount of construction work needed to facilitate this connection. The A50 connects to the M6 Junction 20A to the west and the M6 Junction 19 via the B5569 and A556 to the south. Furthermore, the location enables access to the A556 northbound directly from the A50, requiring approximately 1.6km of travel.

Alternative Location 2

8.4.3 Alternative Location 2 provides good connectivity to the A556, near the M6 Junction 19. Access can be gained from the A556 northbound and southbound through an approximate 0.6km site haul route, and another 0.6km via Old Hall Lane, B6669 and the A556 slip. No additional work would be required to provide this access, as this access arrangement is already proposed as part of the access to the adjacent M6 Viaduct North satellite compound, located immediately west of the potential location under consideration.

Alternative Location 3

8.4.4 Alternative Location 3 would provide direct access to the A556 through the provision of temporary on/off slips onto the A556 northbound carriageway included as part of the location proposal. This would enable direct access to and from the A556 northbound without the need to use local public roads. However, due to proximity constraints in highway standards for adjacent merging/unmerging slips, these slips would have to replace the present AP1/SES1 proposed northbound A556/Chapel Lane slip. The AP1/SES1 slip enables direct access from the A556 to Chapel Lane, which connects to six satellite compounds: Bowden View satellite compound and transfer node, Wrenshot Lane satellite compound and transfer node, Chapel Lane satellite compound, Peacock Lane ATFS compound, Peacock Lane satellite compound and M56 West satellite compound. The proposed slips associated with this proposed compound location would impede access to these compounds located off the Chapel Lane/Peacock Lane, requiring either routing vehicle movements to these satellite compounds from the A556 through the main compound area, or constructing additional site haul routes to link the proposed slips to Chapel Lane, which is not currently required by the AP1/SES1 slip that would be replaced.

Summary

8.4.5 All locations offer good access to major road networks, with different configurations.

8.4.6 Both the current proposed location and Alternative Location 1 have direct access to the A50, require limited construction work to facilitate connection, and due to their locations on the A50, offer quick direct access to the A556 northbound.

8.4.7 Alternative Location 2 has good connectivity to the A556 near M6 Junction 19 and requires no additional facilitation works due to sharing a site haul route with another nearby construction compound.

8.4.8 Alternative Location 3 provides direct access to the A556 northbound, but its proposed slips would replace the current AP1/SES1 A556/Chapel Lane northbound temporary slips, potentially necessitating additional site haul routes or routing through the main compound area to maintain the same level of accessibility to the four satellite compounds just north of it.

8.5 Ease of access for local workforce and proximity to transport links

Current proposed location

8.5.1 The general location provides good connectivity to the highway network, with the M6 Junction 19 immediately to the southeast, accessible through a short length of Old Hall Lane and the B5569, the M56 Junction 7 to the northeast, and the M6 Junction 20/M56 Junction 9 to the west.

8.5.2 Although local public transport is limited in the immediate vicinity of the proposed compound, there are accessible transport links from the surrounding area in Knutsford and Altrincham to the east and Warrington to the west. The locations of these transport links and the above-mentioned motorway junctions increase the viability and use of potential bus shuttle services for the construction workforce to Knutsford, Altrincham and Warrington.

Alternative Location 1

8.5.3 Per the current proposed location; refer to paragraphs 8.5.1 and 8.5.2 for further details.

Alternative Location 2

8.5.4 The general location provides good connectivity to the highway network, with the M6 Junction 19 to the south, the M56 Junction 7 to the northeast, and the M6 Junction 20/M56 Junction 9 to the west.

8.5.5 Although local public transport is limited in the immediate vicinity of the proposed compound, there are accessible transport links from the surrounding area in Knutsford to the east, Warrington to the west, Altrincham in the north and Northwich to the south. The locations of these transport links and the above-mentioned motorway junctions increase the viability of potential bus shuttle services for the construction workforce.

Alternative Location 3

8.5.6 Per the current proposed location; refer to paragraphs 8.5.1 and 8.5.2 for further details.

Summary

8.5.7 All four potential locations offer good highway connectivity, with proximity to M6 Junction 19, M56 Junction 7, and M6 Junction 20/M56 Junction 9. Local public transport is limited in each location, but accessible transport links are available in Knutsford, Altrincham, Warrington and Northwich. The positioning of transport links and motorway junctions in all locations supports the feasibility of bus shuttle services for the workforce.

8.6 Adequate space and suitability of existing topography with minimal requirement for site preparation works

Current proposed location

8.6.1 Adequate land is available at the current proposed location for establishing a construction compound. The compound footprint is within the consolidated construction boundary which is already largely required for the utilities and main civils works.

8.6.2 The site is enclosed by 132kV and 400kV overhead lines on the east; however, the 132kV line will be permanently realigned beneath Hoo Green Lane prior to compound establishment as part of early enabling works, and the 400kV line will not affect the compound due to be located approximately 30m away towards the east. Due to the benefit of being unrestricted on its southern side, the compound can assume a rectangular shape in order to provide distance from the residential properties on Hoo Green Lane and Oak Wood Road.

8.6.3 The site is situated on open fields with a gentle gradient, therefore benefiting from only limited site-levelling and preparatory works.

Alternative Location 1

8.6.4 Adequate land is available at Alternative Location 1 for establishing a construction compound. This land is located outside of the current consolidated construction boundary, so would require additional land take.

8.6.5 Enclosed by Yew Tree Farm to the west, the permanent Hoo Green Lane diversion to the east, and a major utility abandonment to the south, the site's layout will be constrained by its overall shape. The resulting slightly irregular compound shape may limit the main contractor's ability to optimise the compound layout for efficiency.

8.6.6 The mostly flat topography in the northern section of the compound is favourable, but the more uneven terrain in the southern section will necessitate extra site-levelling and preparatory work, yet remains viable.

Alternative Location 2

8.6.7 Adequate land is available at Alternative Location 1 for establishing a construction compound. This land is located outside of the current consolidated construction boundary, so would require additional land take.

8.6.8 Except for the southern boundary, which is constrained by the M6 motorway, the site is unbounded in all other directions which is advantageous.

8.6.9 The site's topography is characterised by a slight hill-type terrain, with the crest approximately coinciding with the centre of the proposed compound. This mild gradient would require limited site-levelling and preparation works, promoting resource efficiency. Given the slight gradient, limited site-levelling and preparation works would be needed.

Alternative Location 3

8.6.10 From Q2 2027 to Q4 2029, the required land for the construction compound will be unavailable due to major utility diversion works to non-contestable utilities, including Cadent Gas high pressure gas pipeline and National Grid 400kV overhead line. As the construction compound and utility works require the same footprint, the construction compound cannot be established until completion of the diversion works. In addition, due to the large working space required for the major utility works, there is no viable alternative location near the proposed location to relocate it. Consequently, positioning the compound at this location would require postponing the Hoo Green Junction works, which would extend the overall construction programme by approximately two years. This delay would affect not only the Hoo Green area but also adjacent elements interfacing with the junction and those utilising its excavated material for embankments. The expected two-year delay renders this potential compound location operationally unviable. No additional land would be required to locate the compound in this area, as the area is within the utility construction zone, but the land would be required for a longer period of time.

Summary

8.6.11 Adequate land is available at the current proposed location, the majority of which is already required for the utility and main civils works. Additional land would be required for Alternative Location 1 and Alternative Location 2 to provide adequate areas for the compound. Alternative Location 3 is not operationally viable due to major utility diversion works occupying the same footprint for the first two years the compound is required, resulting in an unacceptable two-year delay.

8.6.12 The current proposed location and Alternative Location 2 offer the best solutions as they benefit from gentle gradients requiring only limited site-levelling works. Alternative Location 1 is expected to require additional levelling in its southern area, and its irregular shape, due to site constraints on all sides, may limit the efficiency of the site layout and offer less flexibility to the contractor. Additionally, Alternate Location 1 also requires additional land from Yew Tree Farm.

8.7 Proximity to existing utilities for ease of establishing temporary services

Current proposed location

8.7.1 The current proposed compound location allows for temporary water and telecommunications connections, utilising existing assets running beneath the A50. However, on-site provisions are required for power and foul water disposal, as these assets are not immediately available.

Alternative Location 1

8.7.2 Per the current proposed location, Alternative Location 1 allows for temporary water and telecommunications connections, utilising existing assets running

beneath the A50. However, on-site provisions are required for power and foul water disposal, as these assets are not immediately available.

Alternative Location 2

8.7.3 Alternative Location 2 lacks proximity to existing local utilities. As a result, all water, foul water, power and telecommunications requirements must be met from on-site provisions.

Alternative Location 3

8.7.4 Alternative Location 3 is near multiple local utilities, enabling temporary connections for water and telecommunications via existing assets beneath Bowden View Lane. Although local power assets are present, they are unsuitable for connection or lack adequate capacity to accommodate the construction compounds' needs. As such, on-site provisions are required for power, as well as for foul water disposal.

Summary

8.7.5 The current proposed location, Alternative Location 1 and Alternative Location 3 can achieve temporary water and telecommunication connections, but require on-site provisions for power and foul water disposal. Alternative Location 2 is the least favourable option as it requires on-site provisions for all utilities due to its remote location.

8.8 Ease of establishing and maintaining site security

Current proposed location

8.8.1 The current proposed location is deemed to be low risk and easy to maintain in terms of security against theft, vandalism and trespassing, amongst other potential risks. This is due to the limited population density and foot traffic. Furthermore, the less constrained space in rural areas provides opportunities for implementing more effective storage and security measures, making it easier to keep equipment and materials safe.

Alternative Location 1

8.8.2 As the current proposed location.

Alternative Location 2

8.8.3 As the current proposed location.

Alternative Location 3

8.8.4 As the current proposed location.

Summary

8.8.5 All four locations exhibit low risk and easy maintenance regarding security due to limited population density and rural space, facilitating effective storage and security measures.

8.9 Summary of operational performance factors

8.9.1 From an operational viewpoint, the current proposed AP1/SES1 location of the A50 Warrington Road main compound is the preferred compound location as it meets the greatest number of location operational requirements. Its location provides proximity and direct access to the Hoo Green Junction area works and the A50 Warrington Road overbridge and associated highway works, offers good connectivity to nearby major roads and avoids the challenges and more significant issues associated with the other proposed locations.

8.9.2 While the first alternative location provides similar proximity to Hoo Green Junction and nearby major roads, it will have constrained access to the Hoo Green Junction works due to the construction of Hoo Green Lane diversion. Additionally, construction traffic would need to use the section of A50 Warrington Road being realigned much more frequently to access the major road network and parts of the Hoo Green box and tunnel structures and supporting ancillary works, such as pumping stations and ponds, due to being primarily on the eastern side of the trace. This more frequent crossing of the section of the A50 to be realigned will add to traffic disruption and construction constraints. The location also requires additional land from Yew Tree Farm.

8.9.3 The second alternative location, although exhibiting good connectivity to the A556 near M6 Junction 19, is operationally unviable due to its significant distance from the Hoo Green Junction area. This distance impedes effective undertaking of the works and requires frequent transportation of workforce, materials and equipment, introducing large inefficiencies into the works. Additionally, its remote location complicates temporary utility connections, necessitating on-site provisions for all utilities, whereas the other locations can at least utilise existing local water and telecoms assets. The location also requires additional land to be acquired outside of the current CCB.

8.9.4 The third alternative location overlaps with the working area required for the major utility works in the area, which will be ongoing for approximately the first two years the compound is required. This renders the location operationally unviable, as it would add approximately two years to the construction programme, an unacceptable delay. In addition, the location is suboptimal in terms of proximity to the Hoo Green Junction, being almost twice the distance away from the tunnel and box structure as the current proposed location and necessitates frequent crossing of the A50 to access the junction, introducing inefficiencies in managing the complex works.

8.9.5 Table 2 summarises the performance of each compound location against the operational criteria set out in Section 4.1.

Table 2: Operational performance summary of the potential main compound locations in the Hoo Green area.

Locational requirement	East of Proposed Scheme (Current AP1/SES1 position)	East of Yew Tree Farm (Alternative Location 1)	West of Old Hall Lane (Alternative Location 2)	North of Bowden View Lane (Alternative Location 3)
Proximity to the proposed works it is to manage	Optimal. Immediately by works and 550m from Hoo Green Junction	Optimal. Immediately by works and 700m from Hoo Green Junction.	Unviable (2km).	Suboptimal (1.1km).
Optimal location for managing satellite compounds	Optimal central position.	Optimal central position.	Optimal central position.	Optimal central position.
Access to the construction works and satellite compounds it is to support with minimal use of public roads	Direct access to Hoo Green Junction, A50 Warrington Road overbridge and associated highways and good access to satellite compounds.	Obstructed access to Hoo Green Junction (due to Hoo Green Lane diversion) and increased use of the A50 section subjected to realignment works.	Direct access to Hoo Green Junction area and good access to satellite compounds.	Obstructed access to Hoo Green Junction (due to separation by the A50). Good access to satellite compounds.
Proximity to major road network	Direct access to A50 and good proximity to A556.	Direct access to A50 and good proximity to A556.	Close proximity to A556 and M6 Junction 19.	Direct access to A556 (via temporary slips).
Ease of access for local workforce and proximity to transport links	Good highway connectivity and nearby transport links, but limited public transport in immediate vicinity of compound.	Good highway connectivity and nearby transport links, but limited public transport in immediate vicinity of compound.	Good highway connectivity and nearby transport links, but limited public transport in immediate vicinity of compound.	Good highway connectivity and nearby transport links, but limited public transport in immediate vicinity of compound.
Adequate space and suitability of existing topography with minimal requirement for site preparation works	Adequate space and limited site-levelling works required.	Adequate space, but restricted layout due to surrounding constraints. Additional site-levelling expected in southern section due to topography. Additional land required.	Adequate space and limited site-levelling works required. Additional land required.	Unviable – land not available for first two years compound is required due to ongoing major utility works, causing two-year extension to the construction programme.
Proximity to existing utilities for ease of establishing temporary services	Water and telecom available, on-site provisions for power and foul water.	Water and telecom available, on-site provisions for power and foul water.	All utilities from on-site provisions.	Water and telecom available, on-site provisions for power and foul water.
Ease of establishing and maintaining site security	Considered low risk due to rural location.	Considered low risk due to rural location.	Considered low risk due to rural location.	Considered low risk due to rural location.

Key:

- Red = fails to meet the operational requirement, rendering the location unviable;
- Amber = poses minor constraint to meeting the operational requirement that is manageable;
- Green = does not pose any material constraints to the operational criteria.

9 Alternative compound locations – Environmental and engagement performance factors

9.1 Consider existing site use and potential significant impact or change

Current proposed location

9.1.1 The current proposed location is sited on agricultural land. The site would require land acquisition from Winterbottom Farm and Brookheyes Farm.

Alternative Location 1

9.1.2 Alternative Location 1 is sited on agricultural land. The site would require land acquisition from Yew Tree Farm.

Alternative Location 2

9.1.3 Alternative Location 2 is sited on agricultural land. The landholding that owns this land is not known.

Alternative Location 3

9.1.4 Alternative Location 3 is sited on agricultural land. The site, owned by Hulme Barn Farm, already falls within the utility construction zone, but the land will be required for a longer duration.

Summary

9.1.5 All four locations are considered to be broadly comparable in relation to existing land use and the potential for change.

9.1.6 Where agricultural uses are to be resumed on land disturbed during the construction of the Proposed Scheme, the design objective is to avoid any reduction in long-term capability, which would downgrade the quality of the disturbed land, through the adoption of good practice techniques in handling, storing and reinstating soils on that land.

9.2 Potential impacts on communities (local residents, facilities & PRoWs)

Current proposed location

9.2.1 The current proposed location lies approximately 65m at its closest point from residential properties on Hoo Green Lane and the A50. There are 14 properties on Hoo Green Lane/Oakwood Road and three properties on the A50 in proximity to the proposed site.

9.2.2 There are no PRoW directly affected by the site.

9.2.3 There are no local facilities directly affected by the site.

Alternative Location 1

9.2.4 Alternative Location 1 lies approximately 150m east of the residential property at Yew Tree Farm and 60m south-east of buildings associated with Mere Court Hotel.

9.2.5 There are no PRoW directly affected by the site.

9.2.6 There are no local facilities directly affected by the site.

Alternative Location 2

9.2.7 Alternative Location 2 lies approximately 340m north-west of the residential property at Over Tabley Hall.

9.2.8 There are no PRoW directly affected by the site.

9.2.9 There are no local facilities directly affected by the site.

Alternative Location 3

9.2.10 Alternative Location 3 lies approximately 125m north of the residential properties on Bowden View Lane. There are eight properties on Bowden View Lane in proximity to the proposed site.

9.2.11 There are no PRoW directly affected by the site.

9.2.12 There are no local facilities directly affected by the site.

Summary

9.2.13 The current proposed location and all three alternative locations do not directly impact any PRoW or local facilities.

9.2.14 The current proposed location has the greatest number of residential receptors in proximity to the site when compared to the alternative locations. A number of residential properties also lie in proximity to alternative location 3.

9.3 Potential impacts on ecology (nature conservation sites)

Current proposed location

9.3.1 The current proposed site does not have any direct impact on an ecological designation.

Alternative Location 1

9.3.2 Alternative Location 1 does not have any direct impact on an ecological designation.

Alternative Location 2

9.3.3 Alternative Location 2 does not have any direct impact on an ecological designation.

Alternative Location 3

9.3.4 Alternative Location 3 does not have any direct impact on an ecological designation.

Summary

9.3.5 All four locations have no direct impact on ecological designated sites.

9.4 Potential impacts on ecology (priority habitats)

Current proposed location

9.4.1 The current proposed site does not have any direct impact on designated priority habitat.

Alternative Location 1

9.4.2 Alternative Location 1 does not have any direct impact on designated priority habitat.

Alternative Location 2

9.4.3 Alternative Location 2 does not have any direct impact on designated priority habitat.

Alternative Location 3

9.4.4 Alternative Location 3 does not have any direct impact on designated priority habitat.

Summary

9.4.5 All four locations have no direct impact on designated priority habitat.

9.5 Potential impacts on historic environment designations

Current proposed location

9.5.1 There are no heritage designations impacted by the current proposed location.

Alternative Location 1

9.5.2 Mere Court Hotel (Grade II listed) is located adjacent north on the opposite side of the A50 and Legh Cottage (Grade II listed) is located approximately 150m north-west of alternative location 1. There is no direct impact to any heritage designation.

Alternative Location 2

9.5.3 Alternative Location 2 lies approximately 340m north-west of the Grade II listed Over Tabley Hall. The site lies outside of the existing CCB so would increase the risk

of encountering previously unidentified buried archaeology. There is no direct impact to any heritage designation.

Alternative Location 3

9.5.4 Alternative Location 3 lies approximately 140m south-east of the Hough Hall moated site scheduled monument. There is no direct impact to any heritage designation.

Summary

9.5.5 All four locations have no direct impact on historic environment designations.

9.6 Potential impacts on water resources, flood risk & groundwater protection zones

Current proposed location

9.6.1 The current proposed location sits over a minor watercourse to the east of Hoo Green Lane.

9.6.2 The site does not lie within a flood risk area or within a groundwater source protection zone.

Alternative Location 1

9.6.3 Alternative Location 1 has no direct impact on surface water features and does not lie within a flood risk area or within a groundwater source protection zone.

Alternative Location 2

9.6.4 Alternative Location 2 has no direct impact on surface water features and does not lie within a flood risk area or within a groundwater source protection zone.

Alternative Location 3

9.6.5 Alternative Location 3 has no direct impact on surface water features and does not lie within a flood risk area or within a groundwater source protection zone.

Summary

9.6.6 None of the sites lie within a flood risk area or within a groundwater source protection zone. Only the current proposed location has a direct impact to a surface water feature.

9.7 Potential impacts on land quality (agricultural land grade, presence of landfills)

Current proposed location

9.7.1 The majority of the site has an agricultural land classification of Grade 3a, with an area of Grade 2 land adjacent south of the A50. There are no active or historical landfills on site.

Alternative Location 1

9.7.2 The majority of the site has an agricultural land classification of Grade 3a, with an area of Grade 2 land adjacent south of the A50. There are no active or historical landfills on site.

Alternative Location 2

9.7.3 Alternative Location 2 is sited on agricultural land with an assumed agricultural land classification of Grade 3b. There are no active or historical landfills on site.

Alternative Location 3

9.7.4 Alternative Location 3 is sited on agricultural land with an agricultural land classification of Grade 3a. There are no active or historical landfills on site.

Summary

9.7.5 None of the sites affect active or historical landfills Where agricultural uses are to be resumed on land disturbed during the construction of the Proposed Scheme, the design objective is to avoid any reduction in long-term capability, which would downgrade the quality of the disturbed land, through the adoption of good practice techniques in handling, storing and reinstating soils on that land.

9.8 Potential engagement impacts (local receptors/planning applications)

Current proposed location

9.8.1 The current proposed location lies in proximity to residential receptors on Hoo Green Lane.

Alternative Location 1

9.8.2 Alternative Location 1 is located at Yew Tree Farm. Land acquisition and operational disruption are key issues raised by the owner of Yew Tree Farm.

Alternative Location 2

9.8.3 There are no known issues in relation to Alternative Location 2. However, this location has been unaffected by the scheme to date and no stakeholder engagement has been undertaken.

Alternative Location 3

9.8.4 Alternative Location 3 lies in proximity to residential receptors on Bowden View Lane.

Summary

9.8.5 The current proposed location and Alternative Location 3 both lie in proximity to residential receptors. Alternative Location 1 directly impacts Yew Tree Farm. Issues related to Alternative Location 2 are unknown due to there being no previous stakeholder engagement.

9.9 Summary of environmental and engagement performance

9.9.1 In general terms all four sites are relatively comparable from an environmental perspective; located on agricultural land with no direct impacts to ecological or historic environment designations.

9.9.2 The main differentiator relates to the proximity to residential receptors. The current proposed location and alternative location 3 lie in proximity to residential receptors on Hoo Green Lane/ Oakwood Road and Bowden View Lane respectively. The potential impact of this proximity can be minimised by a number of measures detailed in the Code of Construction Practice. These include the use of hoarding, earthwork bunding and an optimised compound site layout; these measures will be further refined at the detailed design stage, see Section 11 for more information.

9.9.3 As all locations have comparable environmental performance and all the constraints identified are considered to be minor, no environmental factors have been identified that are as significant as the operational factors in determining the optimal location. Therefore, in this particular scenario, the most optimal location of the main construction compound will be determined by the operational performance due to the significant differences in operational performance observed between the locations.

9.9.4 Table 3 summarises the performance of the current main compound location and the considered alternatives against each of the environmental and engagement criteria requirements listed in Section 4.2.

Table 3: Environmental and engagement performance summary of the current AP1/SES1 and alternative main compound locations in the Hoo Green area.

Environmental and Engagement Criteria	East of Proposed Scheme (Current AP1/SES1 position)	East of Yew Tree Farm (Alternative 1)	West of Old Hall Lane (Alternative 2)	North of Bowden View Lane (Alternative 3)
Consider existing site use and potential significant impact or change	Farmland.	Farmland.	Farmland.	Farmland.
Potential impacts on communities (local residents, facilities & PRoWs)	There are no local facilities or PRoW identified within the site, however it is close to the residential area of Hoo Green Lane and Oakwood Road.	There are no local facilities or PRoW identified within the site. The site lies in proximity to residential property at Yew Tree Farm and Mere Court Hotel.	There are no local facilities identified within the site.	There are no local facilities or PRoW identified within the site. The site lies in proximity to residential housing on Bowden View Lane.

Environmental and Engagement Criteria	East of Proposed Scheme (Current AP1/SES1 position)	East of Yew Tree Farm (Alternative 1)	West of Old Hall Lane (Alternative 2)	North of Bowden View Lane (Alternative 3)
Potential impacts on ecology (nature conservation sites)	There are no designated nature conservation sites within this site.	There are no designated nature conservation sites within this site.	There are no designated nature conservation sites within this site.	There are no designated nature conservation sites within this site.
Potential impacts on ecology (priority habitats)	There are no priority habitats within this site.	There are no priority habitats within this site.	There are no priority habitats within this site.	There are no priority habitats within this site.
Potential impacts on historic environment designations	There are no historic environment designations within this site.	There are no historic environment designations within this site.	There are no historic environment designations within this site.	There are no historic environment designations within this site.
Potential impacts on water resources, flood risk & groundwater protection zones (GPZ)	A minor watercourse lies within the site. The site falls outside Flood Zones 2 and 3 and GPZ.	The site falls outside Flood Zones 2 and 3 and GPZ.	The site falls outside Flood Zones 2 and 3 and GPZ.	The site falls outside Flood Zones 2 and 3 and GPZ.
Potential impacts on land quality (agricultural land grade, presence of landfills)	The site is on existing farmland with no landfill operational or historical landfill recorded.	The site is on existing farmland with no landfill or contamination recorded on operational or historical landfill recorded.	The site is on existing farmland with no landfill or contamination recorded on operational or historical landfill recorded.	The site is on existing farmland with no landfill or contamination recorded on operational or historical landfill recorded.
Potential engagement impacts (local receptors/planning applications)	Proximity to residential housing on Hoo Green Lane and Oakwood Road.	Land take and operational disruption are key issues raised by owner of Yew Tree Farm.	No known issues. However, no stakeholder engagement has been undertaken at this location.	Proximity to residential housing on Bowden View Lane.

Key:

- Red = unacceptable negative impact on the environmental/engagement criteria, rendering the location unviable;
- Amber = minor negative impact on the environmental/engagement criteria that is manageable;
- Green = positive/neutral impact on the environmental/engagement criteria.

10 Previous design development

10.1.1 The construction layout in Hoo Green has been refined during the development of the Proposed Scheme to minimise construction impacts on local receptors, primarily following the working draft Environmental Statement (WDES) consultation and earlier engagement with the Hoo Green Residents Group.

10.1.2 The A50 Warrington Road main compound, then known as A50 Cliff Lane main compound, was moved westward away from Hoo Green Lane, providing more distance between residential receptors and staying on the western side of the existing Scottish Power 132kV overhead lines. The Bowden transfer node was also relocated northwest, away from Hoo Green to a section between the Proposed Scheme's alignment and existing overhead lines, as shown in Figure 7. Temporary material stockpiles have also been introduced to the southern and eastern boundaries of the main compound to act as screening during construction.

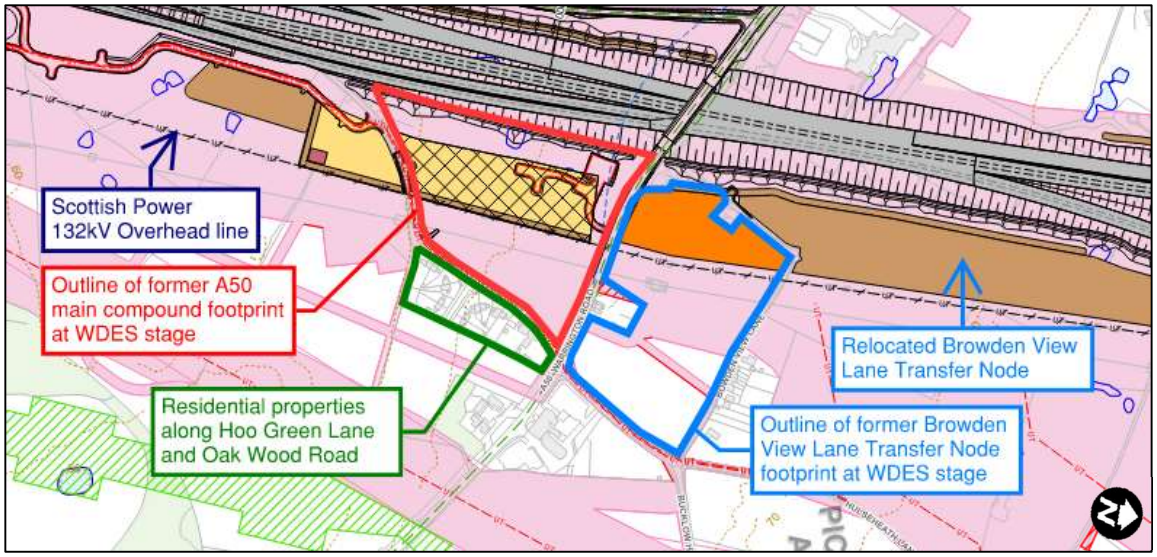


Figure 7: Changes made to the A50 main compound and Bowden View Lane transfer node following consultation on the WDES.

10.1.3 During the WDES stage, it was proposed that the site haul route between the M6 motorway and the A50 would be accessible only through the A50 Warrington Road main compound. To address concerns about potential congestion on the A50 following the WDES consultation, a second construction traffic access route was added to the Proposed Scheme, located west of Old Hall Lane, north of the M6. This enables construction traffic to access the southern end of the site haul route through the M6 Mere Viaduct satellite compound, reducing impacts on the A50 by distributing construction traffic across two routes.

11 Mitigation measures

11.1.1 The HS2 draft Code of Construction Practice (CoCP) includes mitigation measures to reduce environmental impacts on local communities, authorities and stakeholders; the A50 Warrington Road main compound already incorporates these measures as far as reasonably practicable, such as providing separation to the residential properties by adjusting the site layout and using material stockpiles as environmental screening as outlined in Section 10.

11.1.2 The draft CoCP also requires contractors to mitigate environmental incidents or nuisances through the provision of appropriate site layout and operation. Examples include:

- treatment of perimeters, cleanliness on-site and provision of staff facilities;
- provision of waste management and effective pest and vermin prevention;
- provision of wheel-washing facilities;
- using low intrusive noise alarms and avoiding loudspeakers/loudhailers on-site;
- controlling lighting/illumination to minimise visual intrusion;
- site accommodation location to avoid overlooking residential properties;
- management of staff congregating outside the site before and after work;
- containing and limiting visual intrusion of the construction site, as far as reasonably practicable;
- provision of smoking areas and smoking waste containers away from working area boundaries and neighbouring land;
- a construction worker travel plan to encourage public transport use by project staff and control off-site parking.

11.1.3 Appropriate hoarding will be placed around the perimeter of the A50 Warrington Road main compound to prevent unwanted access to the construction site, provide noise attenuation, screening and site security. Per paragraph 13.4.5 of the Volume 2 Environmental Statement for MA03, taller screening (provided by solid temporary hoarding, temporary stockpiles, screening close to activities or other means to provide equivalent noise reductions), as described in the draft CoCP, has been assumed at the A50 Warrington Road main compound, subject to approval under the requirements of Schedule 17 of the Bill. The design of this hoarding shall ensure fitness for purpose and include consideration of the character of the surrounding landscape, as described in Section 5.6 of the draft CoCP contained in Volume 5 of the main Environmental Statement.

11.1.4 The main construction activities near the construction compound will be focused primarily at Hoo Green Junction and the A50 Warrington Road overbridge and associated highway works. The majority of noise from these activities will be generated by the construction activities for these works and not from the activities within the compound. The main work activity is the earthworks to form the cuttings and embankments, which are inherently linear and progressive in nature, as detailed in Section 5.2. This will continue throughout the construction phase and will

be the main source of noise in the area. The compound and its internal structures including offices will offer visual and noise screening for the residential properties on Hoo Green Lane and Oak Wood Road due to being located between them and the earthworks. To enhance this effect, several measures can be implemented in the site layout of the compound facilities to minimise noise impacts on neighbouring receptors. These measures could include strategically placing stacked portacabins, storage containers, and other temporary structures between noise, dust and light sources and residential properties, as well as using additional earth bunding topped with barriers, as used on select Phase One construction compounds, to further reduce noise and visual exposure. These measures will be further evaluated and considered at detailed design stage to ensure optimal noise mitigation.

11.1.5 Where construction compounds will be used for construction worker accommodation, the arrangements will be subject to approval under Schedule 17 (Conditions of deemed planning permission) of the Bill.

11.1.6 The HS2 contractors will be contractually obligated to carry out their works in accordance with the CoCP as outlined in Volume 5 of the Environmental Statement. This involves developing Local Environmental Management Plans (LEMP) and Environmental Management Plans (EMP) to address site-specific concerns like dust, noise, traffic, mud, air quality and vibration, the monitoring results of which would be published through a Community Engagement Framework. Refer to 'HS2 Information Paper D3: Code of Construction Practice' and 'Environmental Minimum Requirements - Annex 1: Code of Construction Practice' for further information on the draft CoCP.

12 Conclusion

12.1.1 The need for a construction compound in the Hoo Green area has been determined by considering the substantial works taking place in the area and the need for compounds to be close to the works they manage. The A50 Warrington Road compound was chosen as the main compound due to the need for a significant compound in the Hoo Green area, as well as its strategic location in relation to the satellite compounds and the major road network. Furthermore, the A50 Warrington Road main compound has been selected as a location for worker accommodation due to its proximity to the major construction works, including the Hoo Green Junction earthworks, box and tunnel structures and the A50 Warrington Road overbridge and associated highway works, where a large number of construction workers and HGV drivers for earthwork movements will be concentrated.

12.1.2 The precise location of the A50 Warrington Road main compound in the Hoo Green area has been determined by applying the site selection criteria outlined in Section 0 of this report and the HS2 Information Paper D2. This approach considers engineering, environmental and community engagement factors to ensure the most optimal location is chosen while minimising potential impacts.

12.1.3 The AP1/SES1 location of the A50 Warrington Road main compound was selected as the preferred compound location as it best meets the operational requirements, offering direct access to the Hoo Green Junction area works and good road connectivity, while avoiding the issues associated with the other alternative locations. The first alternative location, near Yew Tree Farm, would require more land, increase traffic disruption and provide limited access to the works; the second alternative location, near the M6, although well-connected, is not operationally viable due to its distance from the concentration of construction works by the A50; and the third alternative location, north of Bowden View Lane, is also not operationally viable as it would add two years to the construction programme due to clashes with major utility works and would require land occupation for an extended period. Environmentally, all locations are comparable, with potential residential impacts due to proximity mitigated by measures outlined in the Code of Construction Practice. As a result, the current proposed AP1/SES1 location was identified as the most efficient and feasible location.

12.1.4 The Proposed Scheme has undergone refinement in response to feedback from stakeholders and local communities, including changes to the A50 Warrington Road main compound area to provide greater separation to the residential properties, introduction of more topsoil screening and introducing additional construction access routes on the A556 at Chapel Lane. Further mitigation measures will also be implemented by the HS2 contractor in accordance with the Code of Construction Practice. These measures, together with the site selection process, ensure that the construction works can be delivered efficiently and effectively whilst minimising potential environmental and community impacts as far as reasonably practicable.

Appendix A – Schematic positioning of main construction compounds

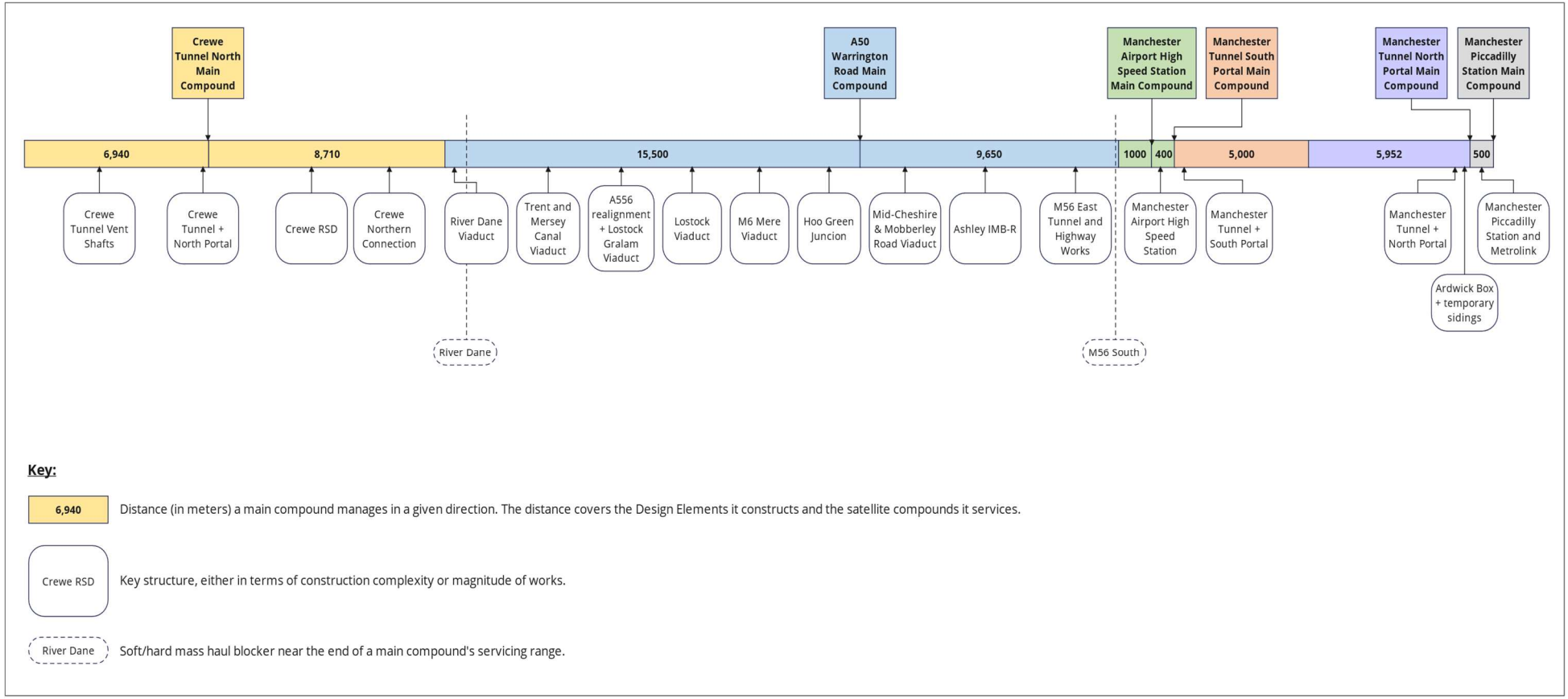
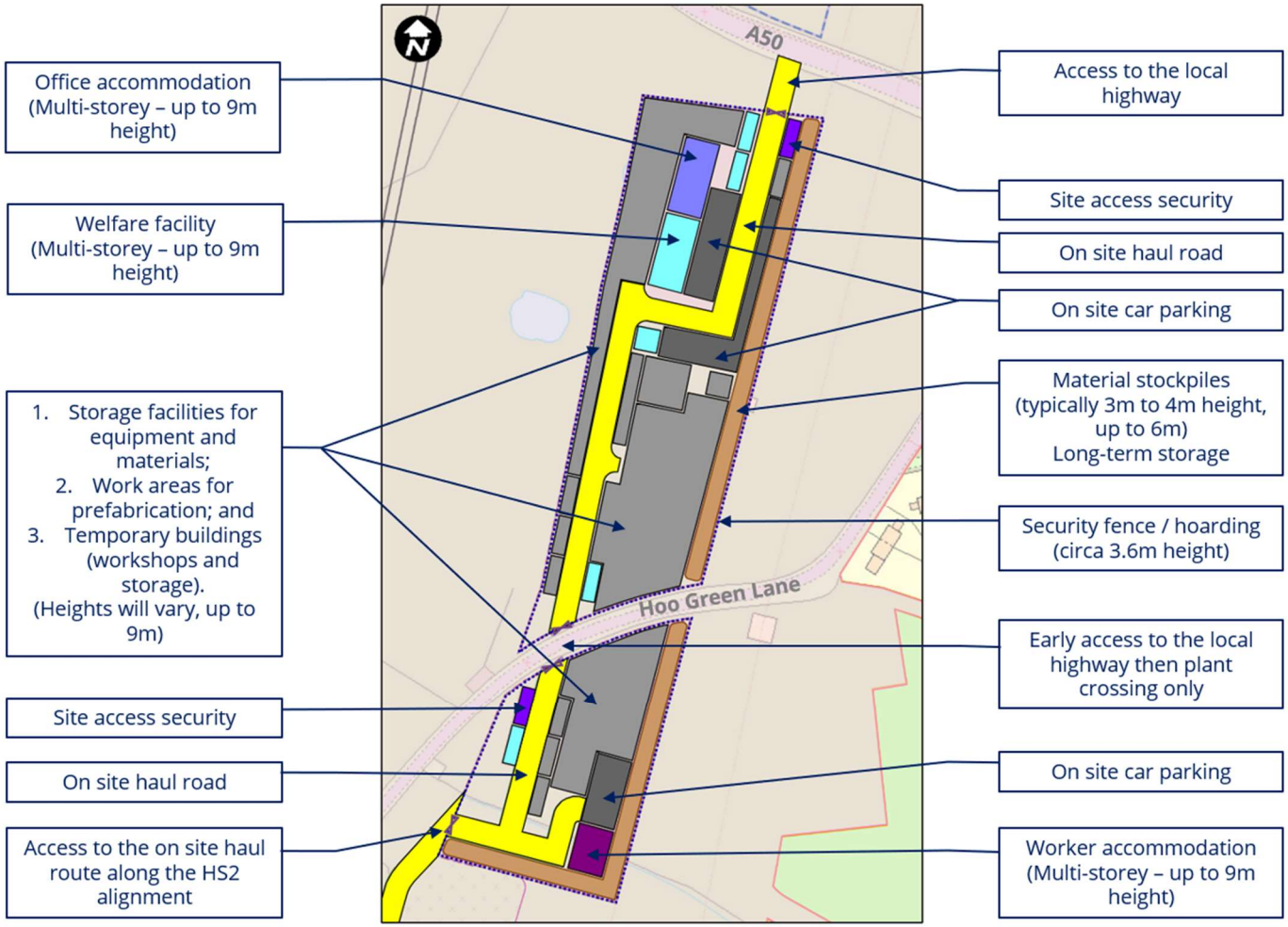


Figure 8: High-level schematic drawing showing the main construction compounds, the distances of works and satellite compounds they manage, and the key structures within these distances.

Appendix B – Indicative A50 Warrington Road main compound layout



HS2

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Greg Marshall
Hoo Green Residents Group
c/o Mr and Mrs G Marshall,
4 Oakwood Road,
Mere,
WA16 0QF

18 May 2023

Dear Mr Marshall,

HIGH SPEED RAIL (CREWE – MANCHESTER) BILL – HOUSE OF COMMONS SELECT COMMITTEE: PETITION HS2- 022 – HOO GREEN RESIDENTS GROUP

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

I wrote to you on 17 April 2023 to provide an assurance for the Hoo Green Lane Residents Group in relation A50 Main Compound access for the Proposed Scheme.

Unfortunately, we have since identified a typographic error in the definition of the "A50 Main Compound" where reference was made to 'Hoo Green Land' rather than 'Hoo Green Lane'.

Accordingly, I am writing to you, on behalf of the Secretary of State for Transport, to offer the following amended assurance, which will, if accepted, replace the assurance in my letter dated 17 April 2023:

"In this assurance:

"A50 Main Compound" means the area between Hoo Green Lane and the A50, identified by the hatching on the Plan and proposed for use under the Bill powers as a work compound;

"**Bill**" means the High Speed (Crewe-Manchester) Bill introduced into Parliament on 24 January 2022 and the expression "the Bill" shall be taken for the purposes of these assurances to include (unless the context otherwise requires) the form of the Bill as enacted;

"Hoo Green Lane" means Hoo Green Lane, in the Parish of Mere, Cheshire East;

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"**nominated undertaker**" means High Speed Two (HS2) Limited or such other person as may be appointed nominated undertaker under clause 42 of the Bill;

"**Promoter**" means the Secretary of State for Transport (or any successor Secretary of State or Minister holding the Transport portfolio) in his capacity as promoter of the Bill and includes, so far as relevant, any nominated undertaker exercising any powers or functions under the Bill once enacted; and

"**Proposed Scheme**" means Phase 2b (Crewe - Manchester) of High Speed 2 as defined in the Bill;

1. In the implementation of the Proposed Scheme, the Promoter will require the nominated undertaker to construct an access to the A50 Main Compound off the A50 such that the Compound can be accessed via the A50, as soon as reasonably practicable following the Promoter taking entry onto the land required for the construction of the A50 Main Compound.

2. Subject to paragraph 3 of this Assurance, and provided that the A50 Main Compound can be accessed from the A50 further to paragraph 1 of this Assurance, the Promoter will require the nominated undertaker to cease use of the access to that Compound off Hoo Green Lane.

3. The nominated undertaker will retain the ability for construction vehicles to cross Hoo Green Lane between the points marked A and B on the Plan.

If accepted, this assurance will be included in the Register of Undertakings and Assurances, which is held by the Department for Transport. Drafts of the Register will be published regularly during the passage of the Bill and it will be finalised after Royal Assent. A nominated undertaker will be contractually obliged to comply with all relevant undertakings and assurances set out in the Register. The assurance process is set out in Annex A.

If you have any further queries please don't hesitate to contact Ben Draper, Petition Manager on 07388 851 085 or ben.draper@hs2.org.uk.

Yours sincerely

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

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Annex A

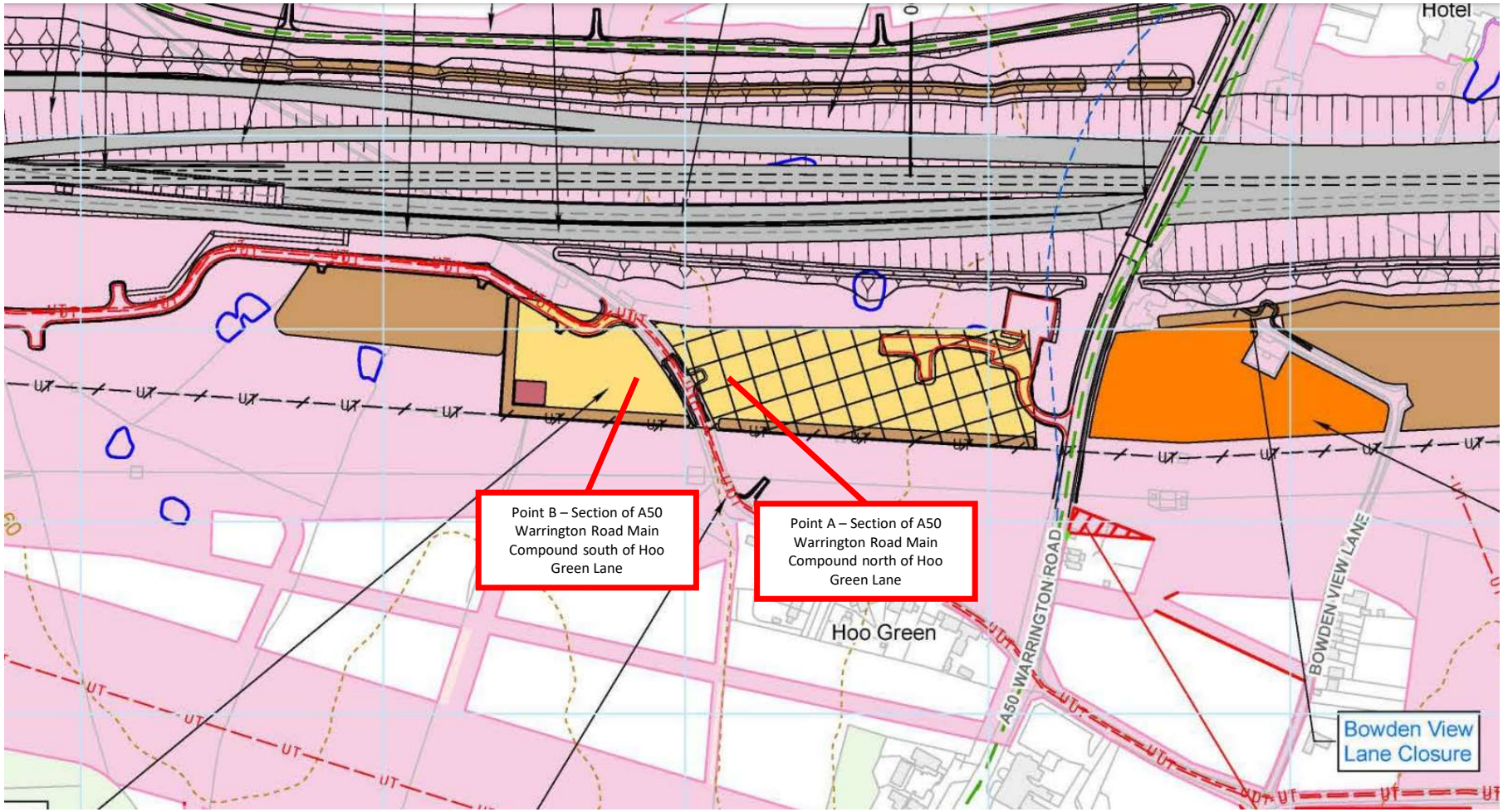
ASSURANCES: STEPS AND TIMING

What?	When?
Promoter issues assurance to petitioner	During the passage of the Bill (now until late 2024)
If accepted, the assurance is included in the draft Register of Undertakings & Assurances held by the Department for Transport	During the passage of the Bill (now until late 2024)
Drafts of the Register published and petitioners invited to check that the assurances that they have received are recorded accurately[1]	During the passage of the Bill (now until late 2024)
Final version of the Register produced and published	On or shortly after Royal Assent (early late 2024)
Nominated undertaker – the body or bodies appointed to deliver Phase 2b – contractually obliged to comply with all assurances included in the final version of the Register	On or shortly after Royal Assent (late 2024)
Nominated undertaker complies with assurances on the final version of the Register. Further information on how the Secretary of State will ensure compliance with assurances made by HS2 Ltd is set out in HS2 Phase 2B Information Paper B5, Compliance with Undertakings and Assurances[2]	During detailed design, construction and operation (2025-onwards)

[1] The latest draft of the Register can be found at https://www.gov.uk/government/publications/hs2-phase-2b-crewe-manchester-register-of-undertakings-and-assurances

[2] A copy can be found at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1048801/B5_Compliance_with_undertakings_and_assurances_v1.pdf

Plan


Hotel
Point B – Section of A50 Warrington Road Main Compound south of Hoo Green Lane
Point A – Section of A50 Warrington Road Main Compound north of Hoo Green Lane
Hoo Green
A50 WARRINGTON ROAD
BOWDEN VIEW LANE
Bowden View Lane Closure

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HS2

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Greg Marshall
Hoo Green Residents Group
c/o Mr and Mrs G Marshall,
4 Oakwood Road,
Mere,
WA16 0QF

26 April 2023

Dear Mr Marshall,

HIGH SPEED RAIL (CREWE – MANCHESTER) BILL – HOUSE OF COMMONS SELECT COMMITTEE: PETITION HS2- 022 – HOO GREEN RESIDENTS GROUP

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

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

"In this assurance:

"**Bill**" means the High Speed (Crewe-Manchester) Bill introduced into Parliament on 24 January 2022 and the expression "the Bill" shall be taken for the purposes of these assurances to include (unless the context otherwise requires) the form of the Bill as enacted;

"**the Environmental Statement**" means the environmental statement deposited in Parliament in connection with the Bill and includes any additional environmental statement deposited in Parliament in connection with an additional provision to the Bill or supplementary environmental statement deposited in connection with the Bill

"**nominated undertaker**" means High Speed Two (HS2) Limited or such other person as may be appointed nominated undertaker under clause 42 of the Bill;

"**Promoter**" means the Secretary of State for Transport (or any successor Secretary of State or Minister holding the Transport portfolio) in his capacity as promoter of the Bill and includes, so far as relevant, any nominated undertaker exercising any powers or functions under the Bill once enacted; and

"**Proposed Scheme**" means Phase 2b (Crewe - Manchester) of High Speed 2 as defined in the Bill.

1. Subject to the conditions contained in paragraph 3 of this assurance, the Promoter will require the nominated undertaker to use reasonable endeavours to provide hedgerow planting as part of site restoration works, along the operational boundary of the new pumping station site, in the area shown indicatively marked in red and labelled 'Proposed Hedgerow A' on the plan attached to this assurance.

2. The Promoter will require the nominated undertaker to use reasonable endeavours:

   2.1 to retain the existing hedgerow planting along the western edge of Hoo Green Lane in the area shown indicatively marked in red and labelled 'Proposed Hedgerow B' on the plan attached to this assurance in good condition during the construction of works authorised by the Bill; and

   2.2 where such retention is not reasonably practicable, and subject to the conditions referred to in paragraph 3 of this assurance, to provide replacement hedgerow planting as part of site restoration works, along the western edge of Hoo Green Lane in the area shown indicatively marked in red and labelled 'Proposed Hedgerow B' on the plan attached to this assurance.

3. The conditions referred to in paragraphs 1 and 2.2 are:

   3.1 The nominated undertaker securing in relation to the hedgerow planting:

   3.1.1 the agreement of the landowner if required;

   3.1.2 the approval of the planting as part of a site restoration scheme under the Bill and/or a mitigation scheme under schedule 17(9) to the Bill; and

   3.1.3 any other necessary consents.

   3.2 The hedgerow planting not giving rise to any new or different significant environmental effects from those assessed in the Environmental Statement.

   3.3 The nominated undertaker being satisfied that the hedgerow planting can be provided without prejudicing the safe, timely and economic delivery of the Proposed Scheme.

If accepted, this assurance will be included in the Register of Undertakings and Assurances, which is held by the Department for Transport. Drafts of the Register will be published regularly during the passage of the Bill and it will be finalised after Royal Assent. A nominated undertaker will be contractually obliged to comply with all relevant undertakings and assurances set out in the Register. The assurance process is set out in Annex A. The Plan referred to in paragraphs 1 and 2 above is set out in Annex B.

If you have any further queries please don't hesitate to contact Ben Draper, Petition Manager on 07388 851 085 or ben.draper@hs2.org.uk.

Yours sincerely

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

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Annex A

ASSURANCES: STEPS AND TIMING

What?	When?
Promoter issues assurance to petitioner	During the passage of the Bill (now until late 2024)
If accepted, the assurance is included in the draft Register of Undertakings & Assurances held by the Department for Transport	During the passage of the Bill (now until late 2024)
Drafts of the Register published and petitioners invited to check that the assurances that they have received are recorded accurately[1]	During the passage of the Bill (now until late 2024)
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[1] The latest draft of the Register can be found at https://www.gov.uk/government/publications/hs2-phase-2b-crewe-manchester-register-of-undertakings-and-assurances

[2] A copy can be found at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1048801/B5_Compliance_with_undertakings_and_assurances_v1.pdf

Hoo Green Lane Diversion
Hoo Green North Embankment Retaining Wall No. 1
HS2 Route Northbound
A50 Warrington Road Realignment
Hoo Green South Cutting Retaining Wall
Hoo Green Box Structure
Hoo Green North Embankment No. 2
Hoo Green Tunnel
London to Liverpool Junction South bound
A50 Warrington Road Overbridge
HS2 Route Southbound
Hoo Green North Cutting
Hoo Green West Cutting
London to Liverpool Junction
West Coast Main Line Connection
Pumping Station
Pumping Station Storage Tank
Hoo Green North Embankment Retaining Wall No. 2
Hoo Green North Cutting Retaining Wall
Hoo Green North Embankment No. 1
Hoo Green Lane Closure
Proposed Hedgerow B
Proposed Hedgerow A
Bowden View Lane Closure
HS2 Route
Peacock Lane Grid Supply Point
A50 Warrington Road Temporary Realignment
SES1-003-001: Change to a utility diversion
For continuation refer to map number CT-06-319
For continuation refer to map number CT-06-321
For continuation refer to map number CT-06-320-R1
ML278+000
ML279+000
Daisy Bank Farm
Goodiers Green Farm
Yew Tree Farm
Legh Cottage
Wrenshot Cottage
Wrenshot House
Mere Court Hotel
Hoo Green
Belt Wood
HOO GREEN LANE
A50 WARRINGTON ROAD
WRENSHOT LANE
BOWDEN VIEW LANE
BUCKLOW HILL LANE
HULSEHEATH LANE
HS2

Legend

- Depot, station, headhouse or portal building
- Tunnel portal
- Railway Systems Site
- Ecological mitigation pond (Indicative only)
- Balancing pond
- Replacement floodplain storage area
- Pumping station
- Grassland habitat creation
- Wetland habitat creation
- Woodland habitat creation
- Landscape mitigation planting (scrub / woodland)
- Grassed areas
- Public realm
- Replacement community facility
- Returned to suitable development use
- Local placement
- Hedgerow
- County boundary
- Borough / District boundary
- Community area boundary
- New ditches
- Existing watercourse
- Watercourse diversion
- Engineering earthworks
- Landscape earthworks
- Rail alignment formation
- Tunnels external extent
- Major utility works
- Existing public right of way
- New, diverted or realigned public right of way
- Public right of way closure
- Existing woodland
- Existing buildings
- Existing inland water
- HS2 access
- Noise fence barrier
- Rail alignment

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Map Number: CT-06-320

Map Name: Proposed Scheme SES1 and AP1 ES

Community Area MA03: Pickmere to Agden and Hulseheath

HS2

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Date: 19/05/22