# EXHIBIT LIST

Reference No: AP/00024  
Petitioner: Little Ingestre Care  
Published to Collaboration Area: Monday 16-Jul-2018

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Dear Ms Walters

HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL – HOUSE OF COMMONS SELECT COMMITTEE:
PETITION – HS2-P2A-AP1-000024 – LITTLE INGESTRE CARE LIMITED

I am writing to you in my capacity as the Director of Hybrid Bill Delivery at HS2 Ltd, which is acting on behalf of the Promoter of the High Speed Rail (West Midlands-Crewe) Bill (‘the Bill’) currently before Parliament. I understand that you have a number of concerns about the impact of Phase 2A of HS2 (known as ‘the Proposed Scheme’) and have submitted a petition on that basis against the Additional Provision to the Bill in the House of Commons.

I understand that my colleagues met with you on 9 July to discuss the issues raised in your petition. This letter sets our position in relation to the issues you have raised.

I am now in a position, on behalf of the Secretary of State for Transport, to offer you the following assurances:

“Access

The Secretary of State will require the nominated undertaker in exercising the powers under the Bill not to prevent vehicular access including emergency service access to Ingestre from Hoo Mill crossroads via Ingestre Park Road in all reasonably foreseeable circumstances.

Noise

1. Noise caused by construction

1.1 Subject to the conditions in paragraph 1.2, the Secretary of State will require the nominated undertaker to use reasonable endeavours in the exercise of its powers under the Bill to reduce the noise level for the duration of the construction of the Proposed Scheme to 50dB LAeq between the hours of 0700 and 2300 at the Noise Assessment Location.

1.2 The conditions referred to in paragraph 1.1 are:


13 July 2018
1.2.1 that the Secretary of State is satisfied that the assurance given in paragraph 1.1 will cause no significant effect on the environment above those reported in the Environmental Statement and which cannot be mitigated by reasonable means; and

1.2.2 that the nominated undertaker concludes that the assurance given in paragraph 1.1 would not prejudice the safe, timely and economic delivery of the Proposed Scheme.

In these assurances:

"the Bill" means the High Speed Rail (West Midlands – Crewe) Bill as deposited in the House of Commons on 17 July 2017 amended by the Additional Provision deposited in March 2018;

"the nominated undertaker" refers to the body or bodies appointed by the Secretary of State to carry out the powers conferred under the Bill to construct and maintain the scheme. The nominated undertaker may be HS2 Ltd, or it may be another body or bodies appointed to oversee the construction and operation of the Proposed Scheme;

"the Environmental Statement" means the environmental statements deposited with the Bill and the Supplementary Environmental Statement deposited in March 2018; and

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

**Vehicle movements**

The works to be managed from the Trent North Embankment Satellite Compound are described in Volume 2 CA2 of the Environmental Statement.

Access to this compound would be achieved along Great Haywood Road and the southern end of Ingestre Park Road. A temporary roundabout is proposed to be constructed at the junction of Hoo Mill Lane, Ingestre Park Road, Great Haywood Road, and Mill Lane and connect to a site haul route. This temporary roundabout would be in place for four years and three months. This would require some diversions of a Severn Trent Water pipe. Hoo Mill Lane, Ingestre Park Road, Great Haywood Road and Mill Lane would remain open during the construction of the Great Haywood Viaduct. A number of lane restrictions, overnight and/or weekend closures would be required during the construction period. However, any temporary traffic management arrangements would need to comply with any assurances offered by the Promoter.

Currently anticipated traffic movements in the area are shown in the attached plans. The attached histogram (Histogram 11A) also shows the anticipated traffic movements along Great Haywood Road. The peak average daily flow accessing the Trent North Embankment Satellite Compound during the peak month is 82 HGVs per day (41 each way), with this peak period lasting for 1 month.

As per the plans deposited with the Additional Provision in March 2018, Mill Lane has been removed as a construction traffic route. However, some access along Mill Lane would be required for construction of temporary bridges, which themselves are associated with construction of the Great Haywood Viaduct. This work could be expected to require 3 months for setup and 1.5 months for removal, with a flow of 12 HGV's per day (6 each way) and 26 HGV's per day (13 each way) respectively.

British Pipeline Agency diversionary works are anticipated to last for approximately 6 months, with the pipe laydown area being required for 1 month. It is currently assumed that the works will be accessed from Ingestre Park Road, although opportunities to provide greater use of the railway trace are still
being investigated. It is currently estimated that during the peak month of construction, there would be a flow of 22 HGVs (11 each way), which would occur during site setup. This would be followed by approximately 3 months with a daily flow of 3 HGVs.

Provision of passing bays on Great Haywood Road could typically be expected to take 3 months. These could be constructed in advance of the main civil engineering works for the Proposed Scheme.

**Further Additional Provisions**

You have requested an assurance that no further Additional Provisions to the Bill that may be promoted in the future will bring construction activity any closer to the Care Home than is currently proposed by the first Additional Provision. Unfortunately, we are unable to give an assurance in regards to this, not least because we might be directed by the Select Committee to make changes in response to request from other petitioners. If there are further Additional Provisions brought forward and the Care Home is directly affected by any of the changes proposed in them then you would be able to petition against the Additional Provision and appear before the Select Committee on any concerns you had about the proposals.

**Land & property**

You have requested that we provide a financial commitment to protect the Care Home from closure during construction due to impacts from HS2.

The Care Home is some 500 metres from the new railway with the visual impact screened by natural woodland features. The assurances on traffic and noise provides further assistance in restricting the impact of HS2 upon the property and occupiers. In the circumstances it is not envisaged that the Care Home business will suffer due to HS2. Should an unforeseen event occur from HS2 works which does interfere with legal rights of the Care Home, and it is demonstrated this event gives rise to losses in value of the property, then you may make a claim for compensation under Section 10 of the Compulsory Purchase Act 1965.

**Engagement**

I understand that at the meeting dedicated engagement and meetings to resolve on-going concerns was discussed. I can confirm that Joe Wilson, Community Engagement Manager, will be your dedicated point of contact. Joe attended the meeting on 16 January and also spoke with Alison Giles, the Care Home Manager, in September 2016 about the scheme and the forthcoming events at the time.

We also explained at the meeting that information about construction activities and their planned duration would be made available through the ongoing community engagement programme. A 24-hour helpline and small claims procedure would also be put in place. In addition, an independent Construction Commissioner would be appointed to investigate construction related complaints against the nominated undertaker.

The construction and commissioning of the Proposed Scheme is expected to take place between 2020 and 2027.

I hope that the information set out above addresses the issues raised in your petition.

If you have any queries please don't hesitate to contact Omar Deedat, on 020 7944 8646 and Omar.Deedat@HS2.org.uk.
Yours sincerely

Oliver Bayne
Director, Hybrid Bill Delivery
High Speed Two (HS2) Limited
GREAT HAYWOOD AND TIXALL
AVG. DAILY WEEKDAY TRAFFIC FLOWS IN PEAK MONTH
AP REVISED SCHEME

Refer to Histogram 10; A518 Weston Bank

Refer to Histogram 8; A51 Lichfield Road

Refer to Histogram 9; A51 London Road

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LEGEND
Location of Construction Traffic
Hammer 
Road Alignment
Land Potentially Required During
Construction
Construction Main Compound
Construction Satellite Compound
Transfer Node
Temporary Material Stockpile
Borrow Pit
Construction Traffic Route
Highway Realignment or Closure
Temporary Material Stockpile

Ove Arup & Partners International Ltd

Traffic and Transport

Design Stage

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Great Haywood
AP Revised Scheme - Histogram 11A
Great Haywood Road (between Ingestre Park Road and Holdiford Road)
Reference I+J on Great Haywood construction traffic flow map

Average daily HGV combined two-way traffic flow

- Orange line: Peak period where HGV traffic exceeds 70% of the peak month
- Blue line: Busy period where HGV traffic exceeds 50% of the peak month

AP REVISED SCHEME