## EXHIBIT LIST

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The Proposed Scheme

**LEGEND**
- CONSTRUCTION TRAFFIC ROUTES - STRATEGIC ROUTE NETWORK
- CONSTRUCTION TRAFFIC ROUTES - PRIMARY ROUTE NETWORK
- CONSTRUCTION TRAFFIC ROUTES - MINOR / LOCAL ROAD
- HIGHWAY REALIGNMENT / DIVERSION - MINOR / LOCAL ROAD
- CONSTRUCTION TRAFFIC ROUTES (HAUL ROADS)
- BP - BORROW PITS
- MAIN / SATELLITE CONSTRUCTION COMPOUNDS
- LOCATION OF CONSTRUCTION TRAFFIC HISTOGRAM

Where no construction flow is shown, route is either lightly used (less than 10 HGV movements per day) or is for upgrade or utilities works only.

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**MONTHS (BUSY)**
- PEAK DAILY TWO-WAY HGV MOVEMENTS
- MONTHS (PEAK)

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- MONTHS (PEAK)
Dear Mrs Sandbach

HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL – HOUSE OF COMMONS SELECT COMMITTEE: PETITION P2A-000042 – ANTOINETTE SANDBACH MP

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 Bill in the House of Commons.

We sent you a Promoter’s Response Document (PRD) in April which sets out our position in relation to the issues you have raised and the measures identified to address your concerns. I understand that William Haslam, your Parliamentary Researcher, contacted Nusrat Ghani’s office at the Department for Transport earlier this week seeking clarification on a number of points, and I am happy to provide further information on these specific issues below.

Government review of compulsory purchase legislation

As outlined in the PRD, the Government has undertaken a review of compulsory purchase legislation concluding with the introduction of two recent acts of Parliament. We are aware that section 35 of the Neighbourhood Planning Act 2017, which substitutes section 47 of the Land Compensation Act 1973, introduces new arrangements to correct a disparity in the assessment of disturbance compensation for business tenants. This is in response to concerns raised about the ‘Bishopsgate’ principle whereby a claimant’s lease is assumed to be determined at the earliest possible date after compulsory acquisition. This new provision will cover minor business tenancies (a tenancy with less than a year left to run, or a tenancy from year to year) and unprotected tenancies (those without the protection of Part 2 of the Landlord and Tenant Act 1954). The review, by its actions, did not consider it necessary to change the arrangements otherwise for tenants.

It is Government’s role to ensure the legislation covering compulsory purchase and compensation is fit for purpose and is fair and equitable. When new legislation is being introduced, there is the opportunity for Government to address matters it considers most in need of reform. We, on the other hand, are required to work within the parameters set by Government, the law as enacted by Parliament and further codified by case law, and not to establish new precedents or arrangements outside the Compensation Code.
“Qualifying” tenants

William asked about qualifying tenants in relation to atypical matters or special circumstances. The PRD explains that further assistance in such cases would be available to owner-occupiers (including qualifying tenants). This may involve acquiring a property interest as if statutory blight/Express Purchase applied. A qualifying tenant (in respect of statutory blight) is a tenant with a qualifying interest. A qualifying interest is a freehold interest or a leasehold interest with at least three years left to run at the date of the service of the blight notice (the relevant date) and the owner-occupier must have been in occupation for the six months preceding the service of the notice. The qualifying criteria to serve a blight notice are set out in section 149 of the Town and Country Planning Act 1990.

Compensation code – periodic, shorthold and agricultural tenants

William asked about the Compensation Code in respect of tenants who have a periodic, shorthold or agricultural interest. Paragraph 5 on page 10 of the PRD sets out how the Compensation Code applies.

I hope that this information is of use and provides the clarification you were seeking.

If you have any queries please don’t hesitate to contact Martin Wells, Senior Petition Manager, on 020 7944 0601 and martin.wells@HS2.org.uk.

Yours sincerely

Oliver Bayne
Director, Hybrid Bill Delivery
High Speed Two (HS2) Limited
Dear Mrs Sandbach

HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL – HOUSE OF COMMONS SELECT COMMITTEE:
PETITION P2A-000042 – ANTOINETTE SANDBACH MP

Further to my letter of 24 May, I understand that William Haslam, your Parliamentary Researcher, has been in touch to seek further clarification on a number of points. I am pleased to be able to provide further information on these specific issues below.

**HS2 construction traffic through Eddisbury**

William asked for further clarification that the A51 and A530 are not going to be used as construction traffic routes for the Proposed Scheme and that no road closures are required in the constituency area of Eddisbury.

As noted in our previous response, I can confirm that there are no proposed HS2 construction traffic routes for HGVs within the Eddisbury constituency. While the A500 and A51 are used as construction traffic routes in other areas, these are not proposed within the constituency of Eddisbury for the construction of the Proposed Scheme. The construction traffic map (attached as Annex A to this letter) shows the proposed routes to be used by HGVs and the peak levels of use by HGVs to assist in clarifying the routes proposed, the peak volumes of HGV use and the duration of peak use.

**Proposed road closures and road realignments**

William asked for further clarification in relation to any proposed road closures or road realignments on the roads mentioned above.

As noted, there are no HS2 construction traffic routes for the Proposed Scheme and no works or potential road closures or realignments proposed within the Eddisbury constituency.

**Movement of HS2 non-HGV vehicles during construction**

William asked for clarification of the expected movements of construction vehicles such as LGV's.
The Construction Traffic Routes map attached shows the peak HGV traffic use on roads in the vicinity of the Eddisbury constituency. This shows that on both the A51 to the south and the A500 towards Crewe it is expected that there would be a peak level of HGV use of 72 two-way HGV movements per day (36 HGVs per direction). This is set out in HS2 Environmental Statement, Volume 5: Traffic and transport, page 556, Table 378, for the Proposed Scheme. For all but 11 months the level of HGV use would be less than half this level. We do not expect there to be any other construction vehicles, so the total for peak HGVs represents the total predicted peaks.

Mitigating the effects of HS2 construction vehicles

William asked what steps are being taken to mitigate the effects of HGV vehicles and other types of construction vehicles.

The approach to the management of construction traffic is set out in HS2 Phase 2a Information Paper E3: Management of Traffic During Construction and in the Environmental Statement (ES).

Mitigation measures within the South Cheshire Community Area 5, are outlined on page 265, paragraph 14.4.1 of the ES Volume 2: Community Area Report:

“Effects arising during construction

Avoidance and mitigation measures

The following measures are proposed to avoid or reduce effects on transport users:

- new highways (roads and PRoW) will be constructed and operational prior to the permanent closure of any existing highways, insofar as reasonably practicable;
- the majority of roads crossing the route of the Proposed Scheme will be maintained or locally diverted during construction to limit the need for diversions of traffic onto alternative routes;
- traffic management measures will be implemented to limit any disruption;
- road closures will be restricted to overnight and weekends, insofar as reasonably practicable;
- temporary alternative routes for PRoW will be provided during construction, insofar as reasonably practicable, where either the existing or final proposed route is not available;
- insofar as reasonably practicable, site haul routes will be created adjacent to the route of the Proposed Scheme to transport construction materials and equipment to reduce heavy goods vehicle (HGV) movements on public roads with access taken via the main road network;
- HGVs will be routed, insofar as reasonably practicable, along the strategic and/or primary road network;
- insofar as reasonably practicable, the use of the local road network will be limited to use for site set-up, access for surveys and on-going servicing (including refuse collection and general deliveries to compounds) during construction;
- a temporary railhead will be provided near to Stone in the Stone and Swynnerton area (CA3) to allow construction materials, including excavated materials, and equipment to be transported by the existing rail network. The temporary railhead will include direct access to and from the M6, which will reduce HGV movements on the local road network;
- the reuse of excavated material, insofar as reasonably practicable, along the route of the Proposed Scheme;
• borrow pits in the Fradley to Colton area (CA1), Whitmore Heath to Madeley area (CA4) and South Cheshire area will limit the volume of construction traffic on the road network;
• highway measures including junction improvements, passing places and carriageway widening will be provided, as required, to manage the safe passing of construction vehicles on construction HGV routes. These are considered in this assessment and Volume 4: Off-route effects;
• planning the required construction works so that they can be undertaken in short overnight stages so that passenger services are not disrupted; and
• programming longer closures at the weekend and on bank holidays to reduce, insofar as reasonably practicable, the number of passengers affected."

Movement of spoil

William sought clarification over how the spoil is being removed and transported in relation to the construction of the tunnel portal at Crewe.

The means of movement of excavated material would depend upon the type of material and the location. As noted within the approach to mitigation, excavated material is reused where reasonably practicable within the Proposed Scheme and moved along site haul roads. Where it is necessary to take material off site by road, defined construction traffic routes would be used. For South Cheshire, Community Area 5, the routes proposed to access each of the construction compounds are set out on page 267, Table 34 of the ES Volume 2: Community Area report. For the Crewe South portal satellite compound, access is proposed via Newcastle Road to the A500 Newcastle Road. The peak HGV traffic generation is 86 two-way HGVs per day. It should be noted that the Proposed Scheme does not include construction of any rail tunnel under Crewe.

HS2 construction traffic routes

William asked that if the A51 and A530 are not being used as construction traffic routes, which roads are being proposed and how the Promoter intends to remove and transport soil generated during tunnel construction.

As noted, the Construction Traffic Routes map sets out the proposed traffic routes and these are assessed within the ES. As explained above, the Proposed Scheme does not include construction of any rail tunnel under Crewe.

HGV movements

William asked about the impact of 72 two way HGV trips on existing traffic.

As clarification, 72 two way HGV trips equates to 36 per direction, not a total of 144. Table 86 of the Transport Assessment for the Proposed Scheme that is part of Volume 5 of the ES sets out current estimates of traffic using these roads. For the A500, east of Nantwich, total daily traffic is over 10,000 vehicles per direction, of which there are some 700 HGVs per direction. For the A51 south of Nantwich, total daily traffic is some 1770 vehicles per direction, with some 70 HGVs per direction.

I hope that this information is of use and provides the clarification you were seeking.

If you have any queries please don’t hesitate to contact Martin Wells, Senior Petition Manager, on 020 7944 0601 and martin.wells@HS2.org.uk.
Yours sincerely

Oliver Bayne
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