**EXHIBIT LIST**

Reference No: HOC/00068
Petitioner: Frank and Angela Simmons
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Mr Frank Simmons and Mrs Angela Simmons

A Summary of arguments provided as evidence

Opening Statement

My petition deals with the effect the construction and running of the HS2 line will have on the household living at The Gables. After construction phase there will be up to 12 trains per hour in each direction travelling at the speed of a F1 car but each 400 metres long.

Paragraph 1 Issue raised Height of bund adjacent to property

No detail of the height of this Bund is provided by the Promoter. Up to 5 metres is the only information provided. The height of the bund above rail level needs to be stated before we, as householders, can make any judgement as to its usefulness in screening The Gables.

My petition is for a bund high enough to screen the carriages and the overhead gantries from view. The vertical profile on Map 2 shows a hump at chainage 215+000 which could be removed, thus lowering the line and heightening the bund proposed.

Paragraph 2 Issue raised Security Fencing

The issue of the visual effect of the security fencing on the bund previously mentioned.

My petition is to erect the security fencing on the north facing slope of the bund, i.e. between the rail and the bund thus out of view of The Gables.

Paragraph 3 Issue raised Drainage

Drainage of rainwater from The Gables is into the field to the North and the downward progress of surface and sub surface water will be impeded by the new bund and rail line. The bund will act as a dam.

I petition that apart from identifying and monitoring the situation the Environment Agency or the Promoter are required to incorporate field drains into the design at an early stage to mitigate likely detrimental effect to the local drainage behind The Gables.

Paragraph 4 Issue raised Tree Planting

Request for tree planting at the rear of The Gables to screen the railway when built. The promoter responds to my petition by stating existing plans are adequate. The 76% of Yarlet Grove ancient Woodland which is visible will be replaced by woodland opposite Marston Mead which will be out of site of The Gables. The 1.9 hectare (190,000sq m) planting along the 1.5Km of Marston North Embankment mathematically giving a band 12m in depth. This is inadequate.

My Petition is more land is acquired by the Promoter extending from the planting on the bund towards The Gables and is devoted to tree planting to mitigate the noise and visual pollution.
Paragraph 5  Issue raised Construction Traffic

It is stated that HGV’s during the construction phase will use Marston Lane and will not use Yarlet Lane. All other HS2 vehicles will be able to use Yarlet Lane as a short cut between Marston South Embankment Satellite Compound and Marston North Satellite Compound.

My petition is to ban all HS2 generated traffic during construction from using Yarlet Lane.

Paragraph 6 Issue raised A34 Yarlet Lane junction

The A34 at the junction with Yarlet Lane is to be diverted during construction and reinstated after all construction work is finished.

My petition is the opportunity is not lost to redesign this junction, with suitable slip roads and deceleration lanes and that the junction is not reinstated as it was previous to the construction phase.

Paragraph 7 Issue raised local public transport improvements

The existing bus stops at the end of Yarlet Lane on the A34 are badly provisioned.

My petition is for better boarding/waiting facilities are provided when the junction is remodelled at the A34 reinstated.

Paragraph 8 Issue raised Tunnel for Marston

Advantages – No loss of the Ancient Woodland, no disruption of traffic on the A34 and the maintenance of property prices in Marston.

My petition is for a tunnel to run the length of Yarlet Lane, Marston.

Paragraph 9 Issue Broadband

Yarlet Lane remains in the 4% of Staffordshire with no Broadband Fibre access. Delay in upgrade is because The Gables and the local telephone exchange are on different sides of the proposed railway route.

I petition that the BT/Openreach and HS2Ltd come to a speedy resolution to this impasse.

Paragraph 10 Issue raised House Compensation

90% OF The Gables property is in the HOP Zone 1. 10% is in the Voluntary purchase Zone, not the 25% required to qualify for VPZ.

My petition is that The Gables is included in VPZ because the offer is not dependent on the distance of our house from the rail track, nor is it dependent on the size of my garden. It is dependent on the orientation of my garden.
The preferred route of Phase 2a of the HS2 near to st18 9st using an Ordnance Survey map

This web page is from www.thehs2.com, a project to document the HS2. The underlying map on this page has been obtained from the Ordnance Survey.

A multi-coloured line, some cyan coloured lines and some circles have been superimposed on the map.

The multi-coloured line shows a depiction of the preferred route of Phase 2a of the proposed HS2. It should be accurate as it is derived from data provided by the Department for Transport.

The multi-coloured line is in sections. I've used the following colours for the sections:

- **red:** "cutting"
- **yellow:** "fill" (embankment)
- **blue:** "viaduct"
- **fuchsia:** "at grade"
- **black:** "tunnel" (level with nearby land)
- **green:** "green tunnel"

If you click on a section, some details about that section will appear.

Each cyan coloured line that has been superimposed on the map shows a public right of way (PROW) that is near to the route of the HS2. If you click on a cyan coloured line, some details about the PROW will appear.

Each circle that has been superimposed on the map shows the position where a public right of way crosses the HS2's route. If you click on a circle, some details about the crossing point will appear.