## EXHIBIT LIST

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MADELEY PARISH COUNCIL

PRESENTATION TO THE HS2 PHASE 2A SELECT COMMITTEE

24th April 2018

Gary White
Chair MPC
BACKGROUND

Madeley is a village and ward in the Borough of Newcastle-under-Lyme, North Staffordshire, England. It is split into four parts: Madeley, Middle Madeley, Little Madeley and Madeley Heath. The last census was conducted in 2011 during which the population was recorded as 4,222 people.

The majority of Madeley sits between the M6 motorway and the West Coast Main Line but there is no access to the motorway or a railway station. The A525 road passes through Madeley as a primary route.

The village is known as a rural hub and as such provides services for the surrounding area, including a doctors practice, dental surgery, secondary school (Madeley Academy) and two primary schools. There are also several shops and a pharmacy.

The majority of the inhabitants of the village commute to their place of work as the local area only provides one business of any size (Marley Eternit tile manufacture), the rest being agricultural and dairy herd production.

The main church is Grade 1 listed and dates back to 1200 AD, the main cemetery is significantly impacted by the HS2 proposal.

Madeley is a historically important village within the area dating back to the doomsday book and has one off Grade 2* listed building and 23 further Grade 2 listed buildings.
Madeley - Historical and Beautiful
What we are petitioning for

As per Whitmore, we have several areas of major disruption both during the build process and ongoing once the line is operational. We are looking to guide you through these areas so as to give you a full understanding of the devastation on our community and how the Whitmore to Madeley tunnel will overcome much of this. There are also a number of farms, business’ and residents directly impacted which we will talk you through.

We will call Fred Smith from the Whitmore2Madeley action group as a witness of the humanistic impact on the Communities of Whitmore and Madeley
ROAD AND TRANSPORT IMPLICATIONS

The proposed scheme will cross multiple roads and roadside footways in the Parish i.e. A53 Newcastle Road, Manor Road, A525 Bar Hill Road, Nethersett Hey Lane, Bower End Lane. The A53 and A525 roads are heavily used by commuters to Newcastle under Lyme, Crewe, Stoke-on-Trent and Shropshire as well as the main link to the M6 at junctions 15 and 16. The local roads are used by parishioners to access services within the village e.g. schools, health care etc. As a result of the proposed 7-year project, vehicle circulation would be highly impacted and the roads are not designed to cope with this proposed volume of traffic.

Manor Road over bridge planned to be 1km long and 13m high, (6 months traffic management) would cause disruption to traffic for parishioners on Manor Road who wish to access any facility within the village. Madeley White Star football club has its ground and access on Manor Road which will be referenced later.
ROAD AND TRANSPORT IMPLICATIONS

The alterations of the A525 from Madeley to Woore to accommodate HGVs. The road is winding and passes through a narrow rock faced cutting at the top of Bar Hill that is part of Madeley Ancient Clay Farmlands. This and other parts of the A525 are too narrow for 2 HGVs to safely pass each other. This part of the A525 will need major infrastructure works as planned.

There are also several important and local business’ on the A525 to Woore, specifically -

- Baa Hill Farm and Shop
- Bar Hill Farm
- T.T. Pumps Ltd
- Onneley Golf Club
- Wheatsheaf Inn
- Onneley Cricket Club
- Woore Fruit Farm
- Barn India Restaurant
- Unreal Paintball
Madeley White Star football club is situated on Manor Road and will be significantly disrupted by the road infrastructure and traffic movement works.

Key facts -
- 95 players ranging from under 8’s to under 21’s with 9 teams in total
- 5 football pitches, 3 junior and 2 senior
- Typically up to 500 people present on a Sunday
- Teams will travel from Baldwins Gate on Manor Road, A525 from Woore as well as Madeley.
- Manor Road closure would have a detrimental impact on the successful operation of this important club and could over the duration of the works present a risk to it’s ongoing viability given the likelihood of people leaving - indeed could the club continue to operate?
Madeley Cemetery

The local cemetery would be isolated with West Coast mainline on one side and HS2 line on the other. As a result, burials would not be conducted with the respect and dignity they deserve and visitors to the cemetery would be denied the contemplative peace they deserve and expect. Disruption during the construction phase would be particularly disturbing.

This picture is taken from HS2 own Volume 2 book.

The cemetery is well cared for and visited by relatives regularly and it is an actively used Cemetery for the area..

Continued burials at the cemetery is expected to be for a further 100 years+
Madeley Cemetery
MADELEY CEMETERY

‘Madeley Cemetery will be in proximity to the Proposed Scheme. The operation of the Proposed Scheme will result in significant noise effects during the day time due to trains running. Visitors to the cemetery will experience significant adverse visual effects due to views of the Lea North embankment, Manor Road over bridge road, and overhead line equipment. The significant noise and visual effects will result in an in-combination effect on amenity for visitors to the cemetery. This will result in a major adverse effect, which is significant.’ (Volume 2: Community Area report CA4: Whitmore Heath to Madeley; paragraph 6.5.6)
There are 51 properties on Barhill, housing some 107 residents. During the build process they will all be significantly disrupted with compounds to their rear and frontage and also the A525 being heightened to create an over bridge across the HS2 line.

“The A525 Bar Hill Road will be permanently realigned over the A525 Bar Hill overbridge. The A525 Bar Hill Road realignment and overbridge will be built offline and will take one year and nine months to complete. A temporary roundabout for construction access will be provided and in place for four years during the construction period. On completion of construction, temporary traffic management measures will be implemented for three months to enable connection the existing road with the new alignment over the A525 Bar Hill overbridge.“(Source ES Vol 2 2.3.102)

Two properties Nos 82 and 84 Barhill Cottages will be demolished to make way for the Madeley Cutting Satellite Compound (Source ES Vol 2 2.3.98 Table 3)
BARHILL COMPOUNDS

Madeley cutting satellite compound
2.3.96 This compound will provide for civil engineering works (see Volume 2: Map CT-05-233, H7 to G6) and will:

- be operational for four years and six months, commencing during October 2020;
- support 15 civil engineering workers per day (25 workers at peak times);
- be accessed from the A525 Bar Hill Road to the west. After that, HGVs will access the compound via the site haul route along the line of route of the Proposed Scheme;
- provide a transfer node, accessed from the A525 Bar Hill Road and via site haul route (Volume 2: Map CT-05-233, G7 to G6), for the storage and loading and unloading of bulk earthworks materials which will be moved to and from the site on public roads; and
- provide four temporary material stockpile areas (see Volume 2: Map CT-05-234, J6 to I6, J5 to I5 and G5 to G4).

2.3.97 There will be no worker accommodation associated with this compound.
2.3.98 Demolition of buildings associated with two properties will be required as a result of the works to be managed from this compound, as described in Table 3.
BARHILL COMPOUNDS

“Madeley tunnel (south) satellite compound
2.3.107 This compound will be used for civil engineering and railway installation works. Civil engineering works will be managed from this compound for the first four years and three months. After the civil engineering works are complete, this compound will reduce in size and be used to manage railway systems works for a period of nine months. The compound (Volume 2: Map CT-05-233, F5 to D4) will:
- be operational for five years, commencing during 2020;
- support 45 civil engineering workers per day (150 workers at peak times);
- support 10 railway installation workers per day (15 workers at peak times);
- be accessed from the A525 Bar Hill Road to the east and via site haul route along the route of the Proposed Scheme;
- provide management for the Madeley tunnel (south) tunnelling facility and logistics area and the Madeley tunnel (north) tunnelling facility and logistics area;
- provide two transfer nodes, accessed from the A525 Bar Hill Road (Volume 2: Map CT-05-233, F5 and E6 to D5) for the storage and loading and unloading of bulk earthwork materials.” (Source ES Vol2 2.3.107)
Barhill Devastation

HS2 Phase 2a - CA1 to CA5 - this video is a snapshot in time and reflects the design as shown 17/11/2017.
Baa Hill Farm

Baa Hill Farm comprises of an 80 acre (32.37ha) farm all down to grass which is used as part of the sheep and lamb enterprise which is sold directly through Baa Hill farm shop which is also situated at Bar Hill. Baa Hill farm shop has been running since 2001 and would not be viable under the current proposal due to the A525 substantive works and also the land take.

Baa Hill owners will be petitioning in more detail regarding the impact BUT the longer tunnel would overcome the majority of their issues
RIVER LEA AND WCML VIADUCT

Originally, the design height of the viaduct in the Lea Valley (as the line approached Madeley from the direction of Whitmore) was 11 metres. Also, it was believed by HS2 (desk top study status) that the line would pass under the A53 in the vicinity of Whitmore. Since then, as the design constraints have been better defined, the design height of the above viaduct has risen to 21m. Also, it has been recognised that the A53 will have to be raised by a peak of 7 metres in order to enable the line to pass under it. Also the elements of harm done to the local countryside by the current design have become much clearer.

There will be disruption to the WCML when the viaduct installation takes place with detailed engineering works over a sustained period for the build over the WCML

THIS WILL BE A MAJOR BLIGHT ON OUR COUNTRYSIDE FOR GENERATIONS
MADELEY CUTTING - IMPACT

2.2.24 Key features of this 3.3km section will include: Madeley cutting, 1.02km in length, up to 17m in depth and 133m in width (see Volume 2: Map CT-06-233, B6 to A5 and Map CT-06-234, J6 to E5). Noise fence barriers up to 3m in height will be located on the northern side of the cutting, extending from the Madeley Bridleway 1 accommodation green overbridge across the A525 Bar Hill Road to the southern porous portal of Madeley tunnel portal buildings and rescue area. There will be landscape mitigation planting along both sides of the cutting to provide visual screening. The noise barriers and planting will provide acoustic and visual screening for residents of properties to the north of the Proposed Scheme on the A525 Bar Hill Road and in Madeley (see Volume 2: Map CT-06-233, H5 to E5);

This is equivalent to 4 six lane motorways including hard shoulders wide (A 6 lane motorway is 30m including hard shoulders)
WITNESS - FRED SMITH OF THE WHITMORE2MADELEY ACTION GROUP ON THE HUMANISTIC IMPACT
LONGER TUNNEL V BLIGHT V COST

The ES already appears to confirm that one long tunnel between Whitmore and Madeley is the best option for this section of the route. The statements made in Volume 2: Community Area report CA4: Whitmore Heath to Madeley; paragraphs 2.5.21, 2.5.22, 2.5.24 clearly indicate the benefits of Option D9-11.3 compared to Option D9-11.0 (the proposed scheme).

HS2 concluded:

“(The variation of option D9-11.3*) … would avoid the need to demolish properties along this section, reduce loss of agricultural land and reduce community isolation effects and transport impacts. There would be a reduction in noise, visual and amenity impacts to residents at Whitmore Heath and Bar Hill during construction. Visual impacts on the local landscape character during construction and operation between Whitmore Heath and Bar Hill would also be significantly reduced. Direct impact on watercourses, including unnamed watercourses at Snape Hall Road and Whitmore Wood and a tributary of the River Lea, would be avoided”.

“Whitmore Wood and Bar Hill Wood would be avoided and therefore there would be no loss or fragmentation of ancient woodland and operational disturbance upon these habitats. Similarly, effects on all cultural heritage assets within this area would be reduced”.

“Construction would be significantly less complex. Highways works would be significantly reduced and operational disruption to the WCML would be avoided”.
3.2.2. “The route alignment enters the valley of the River Lea, through which the West Coast Main Line (WCML), the Madeley Chord and the Stoke to Market Drayton Railway pass. There are a number of designated heritage assets including the Grade II listed building Hey House and the scheduled monument of Old Madeley Manor in the area. “

3.2.3. “The route alignment continues towards the village of Madeley, passing Bar Hill, the Lea Head moated site scheduled monument and a number of listed buildings, including the farmstead of Aston Cliff and Lea Head Manor. It will also pass through part of Barhill Wood, an ancient woodland.”

10.1.1 “….. It is considered that one of the major impacts of the Proposed Scheme is loss of ancient woodland and the Single Tunnel option does provide a considerable level of improvement to this impact.”
Cost

The current cost assumption from appendix H of the HS2 report (15th March 2018) totals £126m on cost for the longer single tunnel but then includes a 40% contingency to £176m.

It should be noted that HS2 attributes a 40% contingency to all the project as the norm, as per the estimate of expenses document signed by Mark Thurston CEO on 7th July 2017.

To put this into perspective this is 0.03% of the current total HS2 build cost of £55.7bn and 4.7% of this phase of the project (£3.7bn).

We are asking you to weigh this cost up against the devastation to our rural communities for generations to come, which are substantial and in our view justify the cost.

It is also important to note that there are engineering and build simplification benefits for the project as outlined in the 15th March report if the longer tunnel is adopted.

The two twin bore tunnels already planned length totals 2.2km, the full Whitmore to Madeley Tunnel would only require another 4.2km of tunnelling extra and the total tunnel would therefore be in the region of 6.4km.
This entire stretch of disruption would be avoided if the Whitmore to Madeley Tunnel were adopted.
SUMMARY - FOR REFERENCE ONLY AS PER THE PETITION SUBMISSION

Our requests are as follows -

1. First we request a site visit by the select committee to see first-hand the issues outlined above.

2. The construction of the one Whitmore to Madeley tunnel, from South of the A53 to north of the currently proposed tunnel, rather than the option of two tunnels would address the majority of the objections above by significantly reducing the disruption and destruction of the local environment both during construction phase and into permanency.
   a. There would be no need to divert the A525 at Bar Hill and put in the 4m over bridge.
   b. There would be a significant reduction in construction traffic resulting in less vehicle emissions, less risk to pedestrians and other road users e.g. horse riders and cyclists.
   c. There would be no need to divert Manor Road, so burials at the cemetery would be conducted with respect and dignity and visitors would enjoy some peace.
   d. There would be no need to demolish 82 and 84 Bar Hill.
   e. There would be no need to erect three work compounds for construction uses.
   f. There would be no need to create the Madeley cutting as in 5 above.
   g. There would be no need for the large planned viaduct along the Lea valley to Madeley resulting in minimal noise pollution and therefore negating the need to have Manor Road raised by 13 metres.
   h. Public footpaths and roads expected to close in the current proposal would remain open.
   i. There could be some savings made to the project with the introduction of the Whitmore to Madeley tunnel, whereby the costly tunnel boring equipment would not have to be constructed for the Whitmore tunnel and then erected again for the Madeley Bar Hill tunnel.
   j. There may be issues with a more shallow excavation on Whitmore Heath and also Bar Hill (drilling of boreholes currently underway). If this proves to be the case, then the original option of 2 tunnels would be a more expensive option than compared to the Whitmore to Madeley tunnel. The Council would request to receive a copy of HS2’s results from that exercise when they are available.
   k. The Council understands that the tunnel boring would operate 24/7. Therefore the boring of one tunnel rather than two separate ones would potentially finish more quickly to the benefit of local residents and I-S2 project.
   l. The Council understands that HS2 rejected the option of the Whitmore to Madeley tunnel on cost grounds. However, the cost in environmental terms, community and personal costs should also be a significant factor when making a decision on the Whitmore to Madeley tunnel.
   m. The length of the Whitmore to Madeley tunnel would save an area of approximately 6.4km comprising mainly rural and residential land (Madeley and Whitmore parishes combined) from major intrusive and long lasting damage to the local area

3. The Council also requests that the spoil from the southern portal of the Whitmore tunnel be taken on haul routes directly to the A51, thus avoiding the dangerous junction of the A53 and A51. This will help to reduce the projected extra 500 truck movements per day on the A53 for the anticipated duration of the seven-year programme.
Evidence Presented by: Frederick Smith. Chairman of Whitmore & Baldwins Gate HS2 Action Group 2013-2017
Joint Chairman of Whitmore2Madeley HS2 Action Group 2017 to present. As a witness for Madeley Parish Council.

THE HUMANISTIC IMPACT OF THE PROPOSED SCHEME ON THE COMMUNITIES STRETCHING FROM WHITMORE TO MADELEY
Background

The Whitmore and Baldwins Gate HS2 Action Group was formed back in March 2013 and since then it has held numerous public meetings, raised funds and been present in meetings with HS2 and the Parish Council. It merged with Madeley in September 2017 to form the Whitmore2Madeley HS2 Action Group.

The author of this report (Fred Smith) has been Chairman of the Action Group since 2013.
Initial Observation

Many elderly residents who are not online or do not know how to operate a computer have found it especially difficult to engage in the process and communicate with HS2.

Even with a computer it is difficult for full time working residents to keep up with the sheer volume of publications which are often repetitive.
Since becoming Chairman of the Action Group in 2013, I have experienced the following range of reactions from the many local residents that I have come into contact with:

Disbelief

Anger

Confusion

Stress

Frustration

It will never go ahead

Apathy

Fear and despair for their future
WHilst it has been difficult to get residents and groups that will be effected by the current proposals to support the action group, it was encouraging to see the response to the consultation in September 2017.

November 2017

HS2 INDEPENDENT ASSESSOR

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL: SUMMARY OF ISSUES RAISED BY COMMENTS ON THE ENVIRONMENTAL STATEMENT

Submitted to:
The Examiners of Petitions for Private Bills

The House of Commons and the House of Lords
Executive Summary

The Public consultation for Phase 2A of the High Speed Rail (West Midlands to Crewe) ran from 17 July 2017 to 30 September 2017. This is the Report of the Independent Assessor summarising the issues raised by the responses as part of that consultation.

16,768 Responses were received for consideration.

The Key issue expressed in the consultation (by volume of responses – directly referenced in 95% of all responses) is concern over the impact of the proposed line on the loss of Ancient Woodland on the route. The expected total loss for Phase 2A for Ancient Woodland is 10.5 ha with the majority occurring in Whitmore Wood (in CA 4) which will lose 33% of its current woodland.

The highlighting of this issue is due to specific campaigns, organised and encouraged by the Woodland Trust which has mobilised support from the general public.

As part of these campaigns (and indeed also included in other independent submissions) a key request is for HS2 Ltd to further consider the design option D9-11.3, for a tunnel under Whitmore Wood.

Submissions from organisations and public authorities highlight particular areas of detail and concern across specific geographic locations on the route. These range from ecological concerns to proposed design issues and traffic proposals. These specific issues should be considered by HS2 Ltd for the next stages of more detailed design.

A key section of the Consultation is the 1,493 submissions from the farming and rural business community who are concerned that the Project will have an adverse impact on their businesses, even possibly leading to a threat to future viability.

A further ‘hotspot’ of concern is the proposals for the railhead near Stone to support route construction and possibly becoming a permanent feature. This has raised local concerns and many respondents support the proposals of the Stone HS2 Action Group for the railhead to be developed at Aldersley Rough. Conversely, the respondents from Aldersley Rough strongly object to the recommendations of the Stone Action Group and want the railhead to remain as planned at Stone. A number of respondents also mentioned the village of Woore, voicing their concern that it had not been specifically included in traffic analysis nor consultation efforts.
15863 of these responses (95\%) related to the Whitmore to Madeley section.
Most responses suggested that the Whitmore to Madeley Tunnel would effectively eliminate the negative impacts of the Project on Whitmore and Madeley.

Figure 2-9: CA 4 – Issue Categories

CA 4 is dominated by farmland, with small settlements, farmsteads and woodland, including ancient woodland, scattered throughout. This CA received the majority of responses, over 15,000 of which were in the form of a Campaign.

The most popular Campaign was initiated by the Woodland Trust, raising concerns about the proposals for Whitmore Wood, specifically, the loss of ancient woodland and the habitats within it while suggesting a tunnel to protect it. This alternative option for a ‘longer, deeper tunnel’ (than that currently proposed) was also raised by other responders. This is also supported by the area’s MP, Sir William Cash, in his submission. A separate Campaign specified that this tunnel should be from the south of the A53 at Whitmore to the north of Bar Hill. Others referenced Option D9.11.3 (Vol. 5 of the Environmental Statement). These comments suggested that this option would effectively eliminate the negative impacts of the Project on Whitmore and Madeley parishes with many noting the intensive nature of cumulative engineering works proposed in the area.
It was also suggested by a large number of respondents that further geological work was necessary to support the tunnelling options. Many stated that sand and gravels lie at shallow depths locally, suggesting that boring a (shallow) tunnel through the area would be more difficult and costly than currently estimated by project engineers. The case for the longer, deeper, tunnel was therefore seen as a potential preferred option from a geological and cost perspective.

Issues surrounding forestry and woodland placed value on the woods for physical wellbeing and stated that the predicted loss is not justifiable when compared to both the costs of the project and the perceived gains made. Individuals stated that the predicted reduction in journey times (as a result of high speed travel) were insufficient to warrant the destruction of the woodland resource, for example. Some also mentioned that woodlands should be afforded more protection, treated as a feature of historic and communal importance.

Ecology and biodiversity concerns centred on the habitats and species within the ancient woodlands locally. Many stated that the compensation woodland proposed was unsatisfactory, noting that they would not experience any benefit from this in their lifetime. Some also raised concerns that the ‘white deer’ seen locally at Whitmore Wood were not mentioned in the Environmental Statement.

The large majority of community related concerns mentioned the legacy impact of the Project on future generations, specifically how the loss of ancient woodland locally would impact future generations, with individuals expressing disappointment with the predicted long term effects on their children and grandchildren. Some also raised concerns that the project as a whole would only benefit London and ‘the South’, with only detrimental impacts experienced by local communities.

Traffic issues were mentioned in relation to the construction/HGV impacts on the local road network, many cited the diversions and closures proposed. Many stated this would impact negatively on local businesses, farming activities and the community in general. A number of responses also raised concerns that the village of Woore had not been analysed for traffic impacts, particularly in relation to road safety, congestion and related noise, air and any structural damage caused by heavy loads.
HS2 refer to “Significantly Affected Resources“ in their map book. We understand that approach but in the local community the human impacts of course go way beyond this strict definition and I would like to look at some of these wider impacts.
36 Properties are affected according to this Map but residents in Whitmore and Baldwins Gate will be badly effected as well. For example: Noise:Dust:Road congestion:access to services
77 Properties and the Madeley Cemetery are affected according to this Map but residents in Madeley Park Wood as well as groups such as Madeley WhiteStar Football and Unreal Paintball will also be badly effected
White Star Madeley Under 11 side in action
Against Newcastle Town,
Sunday 8th April 2018
White Star won.
5 Properties are affected according to this Map but residents in Madeley will also be badly effected. For example:
Noise, Dust, Road congestion, access to services
This viewpoint is representative of views of the Upper Lea valley experienced by residential receptors of Snape Hall Farm and recreational receptors using the Whitmore Footpath 5.

**Current Baseline - Summer View**

**Summer Verifiable Photomontage - Operation Year 15 (2042)**

Photomontages like these don’t tell the full story. Whilst this picture shows what the walker using the footpath might see.
There doesn't seem to be any Photomontages that shows the road that leads to Snape Hall Farm that will be turned into a two lane service road that will be designed to support the HGV traffic and earth moving vehicles.
This image is a much better representation of how our Environment will change.
And for 5 years of construction the residents of all surrounding communities between Whitmore and Madeley can expect to see this.
The construction workers might enjoy sightings of our wild-life which includes our local Deer herd with the rare White Hart at the start of construction but we all fear that we will not see these animals after the line has been built.
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Finally there is the issue of Traffic chaos. If HS2 plan is to get on to the M6 at Junction 15 by going down Whitmore Road as shown at a relatively quiet time below. They should reconsider.
According to the Traffic survey carried out by Travis Baker in March 2017 in connection with Planning Application 16/01101 for the Bellway Development -

Approx 6853 vehicles went each way through Baldwins Gate on the A53. If they are delayed by an average of 10 minutes on each journey that will mean a total delay of 2284 hours of work each day. At an average take home pay rate of between £10 and £15 per hour, the total cost of this time delay over the approximate 2 year construction period will be in the order of £15million. This does not take into account all the other extra day in day out costs that will be incurred by building the proposed scheme instead of the Whitmore to Madeley Tunnel.