## EXHIBIT LIST

Reference No: HOC/00110  
Petitioner: Ingestre with Tixall PC and others  
Published to Collaboration Area: Tuesday 15-May-2018

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Dear Dr Andrews

HIGH SPEED RAIL (WEST MIDLANDS – CREWE) BILL – HOUSE OF COMMONS SELECT COMMITTEE:
PETITION P2A-00110 – INGESTRE WITH TIXALL PARISH COUNCIL, ST MARY’S INGESTRE PAROCHIAL
CHURCH COUNCIL, FRIENDS OF INGESTRE ORANGERY

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.

I am writing to set out our position in relation to the issues you have raised and the measures identified to address your concerns.

I understand that my colleagues met with members and representatives of the Parish Council on 2 May to discuss your petition. During this meeting the Parish Council asked for further information on a number of aspects, which are provided in this letter.

Access/traffic and transport

You will know from my letter of 11 May 2017 that the Promoter has offered the Parish Council the following assurance:

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

I hope this is sufficient to address the concerns raised in regards to this matter.

Access to Ingestre Pavilion

In regards to your request that access to Ingestre Pavilion is maintained beyond Upper Hanyards Farm, including access for large timber HGV’s and farm tractors and trailers. I can confirm that access would be maintained via the existing Hanyards Lane and the adjoining footpath, via local diversions within the site whilst the Tixall bridleway accommodation over bridge is constructed and once the Proposed Scheme is operational, via the permanently diverted Hanyards Lane. This would include access for farm vehicles such as tractors and trailers.
The suitability of Tixall Road as a construction route

The section of road east of Tixall Village (Great Hayward Road) has low radius bends, which would require widening in order to allow HGVs to pass. The section of Tixall Road west to Blackheath Lane from the obelisk has better alignment, visibility distances and widths to accommodate HGVs. No modifications to Tixall Road west of Tixall village are therefore proposed.

Tixall Road traffic flows

In the meeting on 2 May, a request was made regarding additional information on traffic movements on Tixall Road. I attach a histogram for the road which includes the average daily HGV combined two-way traffic flows, the busy periods where HGV traffic exceeds 50% of the peak month and the peak period where HGV traffic exceeds 70% of the peak month.

Blackheath Lane/Tixall Road signals

At this junction, improvements would be difficult without significant disruption including adverse traffic effects at the junction. The effects of such junction improvements would be more severe than the effects from the peak construction traffic.

Traffic assessment - future baselines

In the meeting on 2 May, a request was made regarding additional information on the future baseline. Future baseline scenarios for 2023, 2027 and 2041 which are used within the traffic assessment were determined using growth factors for population and development forecasts based on recognised good practice sources that are generally used for this purpose by planning and transport authorities. In addition, committed and planned developments and committed transport schemes were taken into account, as appropriate, where of particular relevance to the assessment.

Noise effects

In regards to your request to replace the deep cuttings either side of Upper Hanyards Farm with a cut and cover tunnel, the construction of such a tunnel (approximately 1km in length) would require a number of features including: tunnel portal buildings, rescue areas, maintenance access and adequate road access at each portal; additional railways systems for ventilation, auxiliary power and minor increase in traction power. There would be a reduction in HGV movements owing to reduced excavation but an overall increase in HGV movements when additional construction materials are taken into account.

As reported in the Environmental Statement (ES), significant technical complexities would outweigh the environmental benefits; increased complexity and additional construction works at the portals would extend the construction programme, worsening the construction impact on the local area. Informed by costings undertaken for a potential Hopton tunnel, whilst there would be a saving in cost for not providing an overbridge and green bridge, overall there would be a significant increase in cost for providing a cut and cover tunnel.

Baseline surveys

In order to undertake the sound, noise and vibration assessment for the construction and operational noise assessment for the Proposed Scheme, a number of baseline noise assessment were undertaken...
to understand the existing sound environment. Within Ingestre and Tixhall the following locations were used to assess the baseline noise for the local area:

- ML206 – Tixall Manor Farm
- ML103 – Tixall Mews
- ML70 – Tixall Heath Farm
- ML153 – Meadow Cottage
- ML193 – Upper Hanyards Farm
- ML131 – Birch Hall
- ML194 – Hoo Mill

**Vibration**

I refer you to the Promoter’s response to paragraph 3 of your petition against the Bill.

**Proposed woodland at Ingestre Wood to Lamberts Coppice**

The proposed woodland habitat creation has been incorporated within the scheme design in order to mitigate the loss of nearby ancient woodland parcels as a result of the construction of the Proposed Scheme. The 1.3ha of proposed woodland has been designed to provide connectivity between Ingestre Wood and Lamberts Coppice, in order to maintain the structure and function of both remnant isolated parcels. The ES includes broad habitat categories, such as woodland. During the detailed design phase, the design of these areas would be developed in response to the landscape character and historic character, in order to create a broader mosaic.

**Impacts on the communities of Ingestre and Tixall**

I refer you to the Promoter’s response to paragraph 5 of your petition against the Bill.

**Community & Environment Fund (CEF)**

This fund is managed by an independent grant management body. Full details can be found at [https://www.groundwork.org.uk/sites/hs2funds](https://www.groundwork.org.uk/sites/hs2funds).

The CEF has been created to add benefit over and above committed mitigation and statutory compensation to communities along the route that are demonstrably disrupted by the construction of the Proposed Scheme.

There are two types of CEF funding:

- CEF Local will focus on quality of life and environment in individual communities.
- CEF Strategic will focus on large projects across several communities and address strategic rather than purely local concerns. Wherever possible, the CEF fund aims to leave a sustainable legacy.

**Examples of CEF projects**

The below examples are purely illustrative and applications for any projects that would enhance the quality of life and the environment of communities disrupted by the construction of HS2 are welcomed:
- Improved pedestrian, equestrian, or cycle access not provided under statutory services;
- Landscape and nature conservation enhancement projects which increase biodiversity (including pop up interventions such as skip gardens);
- Enhancement or replacement of sports and recreational facilities;
- Improved access and enhancements to public open space;
- Provision of enhanced or new community facilities; and
- Refurbishment/re-use of historic buildings and monuments

With regards to funding through the CEF, there have so far been 6 public awards which include funding for churches. Details of these can be found at [https://www.gov.uk/government/news/community-projects-to-benefit-from-45-million-of-hs2-government-funding](https://www.gov.uk/government/news/community-projects-to-benefit-from-45-million-of-hs2-government-funding).

The two church projects that have been successful in receiving funding so far are:

- Steeple Claydon Methodist Church in Buckinghamshire, receiving £12,000 to make a number of improvements to the church premises; and
- Wormleighton Parochial Church Council in Warwickshire, receiving £74,982 to install toilets and catering facilities in St Peter's Church.

The above is our first announcement and there will be further announcements on successful projects on a quarterly basis so there may well be further church related projects in the future.

It is important to note that funding cannot be provided for projects solely related to religious pursuits. An application from a church would need to demonstrate that the funding would benefit the wider community as a whole, not just worshippers.

Please find attached a presentation which provides further information on the two funds.

**Assessment of property blight on health**

The perceived health effects associated with property blight as a result of the Proposed Scheme are not included within the scope of the health assessment within the environmental impact assessment. The health impact assessment considers the health and wellbeing effects associated with the construction and operation of the Proposed Scheme at a community and route-wide level, rather than for effects on individuals.

**Naming of Brancote cutting**

You say that we have mistakenly named Brancote cutting and that it should in fact be called Hanyards cutting, and have raised concerns that this would lead to considerable confusion for contractors. Design elements are named following HS2 “naming consistency guidelines for design elements” and are used to provide consistency when referencing design elements on drawings and in documents. In relation to your concerns that construction traffic would wrongly be directed to Brancote Farm, I can confirm that construction traffic routes would be subject to route-wide and local traffic management plans which would set out the permitted access routes and accesses for construction traffic, and a list of roads which may be used by construction traffic in the vicinity of the site, including any restrictions (as well as other control measures). It is also important to note that construction traffic would not be able to access the cutting via the local road network.
Parish Council requests and local hydrology

I refer you to the Promoter's response to paragraphs 6 and 7 of your petition against the Bill.

I hope that the information set out above in relation to the issues raised in your petition to the House of Commons gives you the comfort required in order to withdraw your petitions.

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.\(^1\)

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

[Signature]

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

\(^1\) Contact details can be found on the Select Committee website at [http://www.parliament.uk/business/committees/committees-a-z/commons-select/high-speed-rail-west-midlands-crewe-bill-select-committee-commons/contact-us-17-19/](http://www.parliament.uk/business/committees/committees-a-z/commons-select/high-speed-rail-west-midlands-crewe-bill-select-committee-commons/contact-us-17-19/)
Tixall Road
The Proposed Scheme - Histogram
In response to Petition HoC #110

Average daily HEV combined two-way traffic flow

Busy period where HEV traffic exceeds 50% of the peak month

Peak period where HEV traffic exceeds 70% of the peak month

THE PROPOSED SCHEME
Community & Environment Fund (CEF) and Business & Local Economy Fund (BLEF)
Introduction

In October 2014, Government announced two funding programmes to offset the disruption of the construction of Phase One of HS2 on local communities and businesses;

The Community and Environment Fund (CEF)
The Business and Local Economy Fund (BLEF)

£40m made available for these two funds over a period of 11 years throughout construction and for the first year of operation.

These funds are provided in addition to the comprehensive mitigation outlined in the Act and EMRs to address the environmental impacts of Phase One.

The independent Grant Management Body for the funds is Groundwork UK https://www.groundwork.org.uk/hs2funds

The Funds were launched at Royal Assent in **February 2017** and opened for application on **8th March 2017**.
Regional allocations

HS2 Phase One route divided into three broad areas

Each region has indicative grant allocation;

- £7.5 million for Greater London area.
- £15 million allocated for the Central area (Staffordshire, Warwickshire, Buckinghamshire, Northamptonshire, Oxfordshire and Hertfordshire).
- £7.5 million for the West Midlands area (Birmingham, Solihull and Coventry).

£10 million unallocated to allow flexibility to fund bids for cross-border or route-wide projects, allocated through the same application process.
About Groundwork

Groundwork are a national community focused charity who work across the UK in partnership with the public and private sector.

- to create better and greener places
- to improve people’s prospects
- to promote greener living

Groundwork was appointed to be the independent Grant Management Body to undertake the administration

Groundwork is on the Crown Commercial Service RM949 framework for Grants and Programmes Services which helps public sector organisations, including charities, to find grant management suppliers.
Community and Environment Fund (CEF)

To add benefit over and above committed mitigation and statutory compensation to communities along the route that are demonstrably disrupted by the construction of Phase One of HS2 from London to Birmingham.

Two types of CEF grant:

CEF Local will fund smaller projects (up to a maximum of £75,000 per project) which will benefit quality of life for individual communities.

There is a shorter application form for requests of £10,000 or less.

CEF Strategic will fund larger projects (from £75,000 up to a maximum of £1 million per project) Strategic fund will provide a legacy by supporting projects which benefit multiple communities along the Phase One route.
Community and Environment Fund (CEF)

Project examples;

Pedestrian, equestrian, cycle routes
Landscape & Nature Conservation
Sports and recreational facilities;
Public open spaces
Community facilities
Historic buildings and monuments.
Neighbourhood plans/ early stage project planning
Activities to improve the quality of life /wellbeing of disrupted communities
CEF- Who can apply

Organisations established for public benefit and not for profit;

• Public sector bodies - Local authorities, Parish Councils
• voluntary/community organisations
• resident’s associations
• constituted community groups
• Community Interest Companies (CICs)
• social enterprises
• community businesses
• registered charities
• Local Education authorities and Schools

We will not directly fund;

• individuals
• limited liability partnerships
• private sector company/business
• organisations that cannot demonstrate appropriate governance
CEF- Who can Apply? continued

Capital Projects
Only landowners can apply for capital projects.

Project Examples
• projects adjacent to highways such as cycle routes and pathways - County Highways department should be applicant

• Projects on school grounds – Education authority should be applicant if landowner
CEF- Match contributions

Match Funding contributions can be cash or in kind

CEF (Local) projects up to £75,000;
- no requirement for match contributions for projects led by community or voluntary sector organisations
- local authority led bids, minimum 25% requirement for match contributions

CEF (Strategic) projects from £75,000 to £1 million;
- 10% minimum match contribution for all applications

For the purposes of this funding programme, Town Councils and Parish Councils are classed as other public sector bodies and not as Local Authorities.

No other HS2 funding can be used as match funding e.g. woodland fund, road safety fund
CEF - Application process

CEF Local
• two stage process
• online eligibility checker
• application through the online portal

CEF Strategic
• three stage process
• online eligibility checker
• Expression of Interest
• Successful EOI applicants invited to apply through the online portal

Applications made through the Groundwork website;

https://www.groundwork.org.uk/hs2funds
Application process flowcharts (1)

Applications under £75,000

**STEP 1**
Read the relevant guidance document and FAQ's & complete the online eligibility checker.

**STEP 2**
If you are eligible, complete the online application form and submit your application.

**STEP 3**
8 WEEKS

3a We will acknowledge receipt of your application within 1 working day.

3b Full assessment of your application will be carried out. We may be in contact with you during this time to clarify or request further information.

3c Assessment recommendations will be considered by Groundwork UK's internal panel.

3d We will notify you if your application is ineligible, successful or unsuccessful within 8 weeks.

**STEP 4**

- INELIGIBLE OR UNSUCCESSFUL
  If your application is ineligible or unsuccessful, we will provide you with the reasons why, so that you can decide whether or not to reapply.

- SUCCESSFUL APPLICATION
  If your application is successful, we will send you an award offer letter.
Application process flowcharts (2)

Applications between £75,001- £1 million

**STEP 1**
Read the relevant guidance document and FAQ's & complete the online eligibility checker.

**STEP 2**
If you are eligible, complete the online Expression of Interest (EOI) form.

**STEP 3**
3a. We will acknowledge receipt of your EOI within 1 working day.
3b. Assessment of your EOI will be carried out. We may be in contact with you during this time to clarify information you have given us or to request further information.
3c. We will notify you if your EOI is unsuccessful within 3 weeks.

**STEP 4**
If your EOI in unsuccessful we will provide you with the reasons why so that you can decide whether or not to resubmit.

**STEP 5**
16 WEEKS
5a. We will acknowledge receipt of your Stage 2 application within 1 working day.
5b. Assessment of your Stage 2 application will be carried out. We may be in contact with you during this time to clarify information you have given us or to request further information.
5c. Assessment recommendations will be considered by the S2 Independent Panel.
5d. We will notify you if your Stage 2 application is successful or unsuccessful within 16 weeks.

**STEP 6**
INELIGIBLE OR UNSUCCESSFUL
If your application is unsuccessful, we will provide you with the reasons why.
SUCCESSFUL APPLICATION
If your application is successful, we will send you an award offer letter.
CEF- Assessment

Applications are scored on the information provided on the following criteria;

1. Need
2. Planning
3. Disruption
4. Sustainability/Legacy
1. Evidence of Need

Why is the project needed in the local community?

How is the community demonstrably disrupted by the construction of HS2?

How have local people been involved in the project’s development e.g. through community consultation?

What support does the project have from the local community?

What support does the project have from other public bodies
local authority
environment agency
wildlife trust
2. Evidence of Planning
How have you planned your activity to be successful?

To gain a full picture of what will happen and assurance that everything has been planned thoroughly, provide information such as;

Revenue Activities Who will take part? When? Where will the activities take place?

Capital projects

• Who will oversee the project?
• How long it will take?
• Is planning permission required/in place?
• How will the risks be managed?
• How will you monitor the project and evaluate its success?
3. Demonstrating Disruption

Applicants need to demonstrate the level of disruption from construction of HS2 on the community or communities that will benefit from the project.

Two potential types of disruption:

• **Recognised effects** within Environmental Statements, but not addressed through formal mitigation.

• **Perceived disruption** not identified within the Environmental Statements
  • community and local economy effects
  • unforeseen effects which emerge through the course of the construction period.
Demonstrating Disruption

Applicants should provide evidence and demonstrate;

• how does the project improve the quality of life and environment within the local community or communities experiencing disruption?

• What are the proposed outputs/outcomes of your project?

It is important that you read the Environmental Statement(s) that cover the project area(s) and use the information contained within it to evidence the level of disruption in your application.
Assessment

Demonstrating Disruption

The Phase One environmental statement reports;

Assessment

The HS2 interactive map [http://interactive-map.hs2.org.uk/](http://interactive-map.hs2.org.uk/)

R85 (19)

HOC/00110/0026
4. Evidence of Sustainability/Legacy

How will the project be sustainable or leave a sustainable legacy?

If a capital project, will sufficient revenue be generated to keep the facility running and well-maintained for years to come (e.g. setting up a long term replacement fund) and who will be responsible for its long term operation maintenance?

If it is a revenue project, how will it continue post any investment?

Is the project innovative and can it be replicated?
CEF Assessment

Evidence should be provided to support statements in the application.

Applicants will also have to demonstrate;
• how the project will be monitored
• value for money.
• evidence of a need through community consultation.

Priority will be given to projects within 1km of the route.
CEF Additional details

Partnership applicants must have a lead applicant

One application can be submitted every six months

Applicants are able to apply more than once, priority given to organisations that have not received funding

Funding available for capital or revenue funding or blend

Security of tenure required for capital requests over £10,000
Business and Local Economy Fund (BLEF)

BLEF

To add benefit over and above committed mitigation and statutory compensation to support local economies that are demonstrably disrupted by the construction of HS2.

Capital or revenue funds from £10,000 up to a maximum of £1 million

£10,000 - £75,000 will fund short term kick-starter projects

£75,000 - £1 million to fund longer-term development interventions that will have a long term impact on local economies
Business and Local Economy Fund (BLEF)

Examples

Improvements the local public realm, retail and tourist areas

local cycling and pedestrian access to local economic centres

Promotional activity for local economic benefit

Events that increase footfall / promote seasonal business periods

Employment and job creation schemes

Town/village discount cards to retain spend in local areas

Projects that aim to increase tourist visits to an area
BLEF- Application details

Application process for BLEF is the same as for CEF

Organisations that support the development of local business/tourism

Organisations formally established for public benefit and not for profit

Match contributions are not a requirement for applications to BLEF
BLEF- Assessment details

Need

Why is the project needed by the local business community?

How are local businesses disrupted by the construction of HS2?

How have local businesses been involved in the project’s development?

What support does the project have from:
- the local community?
- other businesses?
- other bodies-local authority, chamber of commerce, LEP’S?
BLEF- Assessment details

Disruption
The application needs to evidence;

How the project addresses the level of disruption from construction of HS2?

How will local economic activity be maintained or enhanced through the project?

What are the proposed outputs/outcomes of your project?
BLEF- Assessment details

Sustainability/Legacy

How will the project be sustainable?

If a capital project, will sufficient revenue be generated to keep the facility running and well-maintained for years to come (e.g. setting up a long term replacement fund) and

Who will be responsible for its long term operation and maintenance?

If it is a revenue project, how will the local economy perform once it has finished.

Planning – same considerations as CEF
The following costs/projects are not eligible for funding through either fund;

Worth noting costs/projects are not eligible for funding through CEF and BLEF;

- Purchasing vehicles, Personal equipment and clothing
- **Buying land or facilities for future use**
- Projects intended primarily for private gain
- Projects that contribute directly to a company's distributable profits
- To help with budget shortfalls, debt repayments or endowments (including funds to build up a reserve or surplus and loan repayments)
- **Retrospective funding** - we will not reimburse costs already incurred
- Projects or activities that are primarily for the promotion of religion or religious belief. Whilst religious organisations may be able to apply for funding, the project must deliver wider community or public benefits to be eligible
- **Promotion of politics or political beliefs**
- Projects that do not meet the 'Additionality' principle (set out below)
- Projects used solely for delivering curriculum activity
- Fundraising
- **Any project where funding will given out as grants to other organisations**
- Organisational overheads or running costs
- **Campaigning or lobbying projects**
- **Feasibility studies**
- Overseas trips
- Any activity that would be in breach of State Aid rules
- **Broadband projects**
How are Grants awarded?

No deadlines for submission as this is a rolling funding programme

Under £75,000
Assessed every two weeks by an internal panel

Over £75,000
Quarterly Independent Panel meetings

The Panel will make recommendations to the Secretary of State on whether applications should be approved.

The final decision will be made by a senior civil servant in the Department for Transport with delegated authority from the Secretary of State.
Awarded to date

First round of CEF and BLEF funding announced on 25\textsuperscript{th} January 2018

- 61 received (apps & EOIs), 300+ in progress
- £245,000, awarded to six projects based across Buckinghamshire, Greater London, Northamptonshire and Warwickshire
- £746,000 of funding in the pipeline for projects whose applications are going through due diligence

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<td>West Midlands</td>
<td>£81,000</td>
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<tr>
<td>Central</td>
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<tr>
<td>Greater London</td>
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- Interactive map located on Groundwork UK website shows project location and detail
- Updated monthly
Phase 2a

The announcement on 25th January also included confirmation that £5m is to be made available for P2a of the Proposed Scheme. As was the case for Phase One, the funding will not be available for bids or administered by the Grant Management Body until Royal Assent of the P2a Bill. The funding will then be available throughout the construction period so from approximately 2020-2027.
Details

Independent Grant Management Body - Groundwork UK
Telephone hotline 0121 237 5880

HS2funds@groundwork.org.uk

All the key documents
https://www.groundwork.org.uk/hs2funds
Other HS2 funds

Woodland Fund

https://www.forestry.gov.uk/england-hs2

- £5 million fund established to support the restoration of existing ancient woodland sites and the creation of new woodlands.
- The first £1 million of funding is being managed by the Forestry Commission on behalf of HS2 Ltd.
- Open for applications in January 2018 and will close in April 2020
- Potential projects focused on woodland creation or restoration should therefore be discussed first with the Forestry Commission as the Woodland Fund should be used before CEF funding.

Road Safety Fund

- £30 million road safety fund will provide funding for 13 areas along the Phase One route of the rail line between London and the West Midlands.
- The cash can be used for calming measures, safer pedestrian crossings or safer junctions for cyclists, pedestrians and drivers.
- Once local authorities have agreed plans for projects, they will agree the release of funds with HS2 Ltd. Authorities must ensure that improvements made leave a lasting legacy of road safety.
- Potential projects focused on road and cycle safety should therefore be discussed first with your Local Authority as possible use of the Road Safety Fund allocation should be investigated before you apply for CEF funding.