# EXHIBIT LIST

Reference No: HOC/00054  
Petitioner: William Murray  
Published to Collaboration Area: Wednesday 16-May-2018

## Exhibit List

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William Peter Murray
Windermore Birch Tree CN
Whitmore Heath
STS SHE
alleviate many of the concerns raised in the petition.

The Table of Contents overleaf lists the page number, petitioning points in the order they appear in the petition, and a summary statement of the issue(s) contained in the petition for quick reference. Other supporting material (e.g. reports, drawings and photographs) referred to in the response are attached where applicable.

Copies of the HS2 Phase 2a Information Papers referred to in the response can be found at https://www.gov.uk/government/collections/high-speed-rail-west-midlands-to-crewe-bill#the-bill.

Department for Transport
High Speed Two (HS2) Limited

BACKGROUND

Mr Murray is the owner of ‘Windermere’, Birch Tree Lane, Whitmore Heath which is close to (but not above) the proposed route of the twin bore tunnel under Whitmore Heath and approximately 150 metres from the northern tunnel portal. Access to the property is via Birch Tree Lane, a private road leading off Snape Hall Road (a public highway).
well as helping to protect the land needed to build and operate the Proposed Scheme, safeguarding also triggers ‘statutory blight’.

3. The extent of the safeguarded area is driven by engineering and project requirements for the Proposed Scheme. It would not be appropriate to widen the safeguarded area in response to Petitioners’ requests, as such an amendment would not reflect the actual project requirements for the scheme.

Compensation where no land is taken

4. Part 1 of the Land Compensation Act 1973 was introduced to allow owners of land close to new infrastructure projects to claim compensation for depreciation in the value of that land caused by certain specified physical factors which could be attributed to works, namely noise, vibration, smell, fumes, smoke, artificial lighting and the discharge onto the land of any solid or liquid substance. The measure of compensation is the full depreciation caused to the land by these physical factors.

5. Where no land is acquired from a claimant, compensation may be payable. This is in a case where the construction (rather than operation) of the public works interferes with the landowner’s enjoyment of or diminishes the value of their land, either permanently or temporarily, in a manner for which they could sue the Promoter had they not the immunity conferred by their statutory authority to carry out the public works.
Mr William Murray  
Windermere  
Birch Tree Lane  
Whitmore Heath  
Newcastle-under-Lyne  
ST5 5HE  

15 Dec. 16  

Dear Mr Murray  

Many thanks for your recent letter requesting information relating to HS2 property consultation maps. Please find enclosed for your information guidance to HS2 safeguarding maps.  

For your convenience I am pleased to quote from this document to confirm the following details:  

**Safeguarded area: subsurface**  
4. Bored tunnels  
   Description of approach  
   Where the route is in bored tunnel, the standard width of the safeguarding corridor is 30m either side of the physical tunnel corridor and is subsurface interest only.  

**Safeguarded area: surface**  
1. Overall approach to safeguarding  
   Description of approach  
   The ‘standard’ width of the safeguarding corridor is 60m either side of the centreline where there is standard track separation. This distance is varied, where appropriate, to reflect the needs of the railway in that particular location.  

**Homeowner payment zones**  
Please find enclosed information about HS2 property assistance schemes.  
The distance from the centreline of HS2 of these schemes are as follows:  
1) 120m – 180m from centreline  
2) 180m – 240m from centreline  
3) 240m – 300m from centreline  

The Rural Support Zone and Home Owner Payment zones only apply to surface sections of the railway and in areas designated as rural. They do not apply in the Whitmore Heath village in some areas because the route would pass under the Heath in deep tunnel. These zones therefore cease once the line is designated as ‘in tunnel’ as opposed to ‘surface track’. The surface safeguarding however carries on for a short further distance into the tunnelled section because the purpose of safeguarding is to protect any land that we might require to construct or operate the railway from...
conflicting development. Whilst being constructed a tunnel requires a wider area of construction around the ends – portals – than what might reflect the eventual ‘footprint’ of the finished railway, including that we would potentially need to occupy land in the area where the route becomes tunnelled. Therefore a little additional land ‘above’ where the route is designated as tunnel has been safeguarded, whereas the rural zoned schemes don’t apply for that section.

I trust this answers your queries.

Yours sincerely,

HS2
Tunnel safety and stability

15. The tunnel has been designed to HS2 standards by Engineers experienced in tunnel design in a wide variety of circumstances.

16. In relation to concerns regarding settlement, HS2 Phase 2A Information Paper C14: Ground Settlement, sets out the ways in which any settlement will be mitigated, monitored and compensated. As this sets out “buildings which may be affected by structural excavations carried out by the nominated undertaker are assessed using a three phase process similar to that developed on other projects including the Jubilee Line extension, Channel Tunnel Rail Link and Crossrail”. In broad terms, these comprise a ‘green field’ assessment of the area, a generic assessment of which buildings, including listed buildings, in the area may be affected by settlement, and an individual consideration of each building, including a survey.

17. The Promoter has assessed the ground conditions below Whitmore Heath using published geological mapping and confirmed that the proposed tunnel is viable.
3.2. For safety reasons, when bored tunnels exceed 500m in length, they are required to have cross passages to connect the two tunnel bores as well as escape routes that run the full length of the tunnel and are connected to the surface at tunnel portals. Cross passages and escape routes are required to provide safe exit routes and emergency services access in the event of an emergency. Figure 2 below for a typical cross-section of a twin-bored tunnel with cross passage.

Figure 2: Cross section of a typical twin bore tunnel with cross passage escape route
Dear Sirs,

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL
PETITION P2A-000054 - WILLIAM PETER MURRAY

Received your letter dated the 4th of May 2018:
THE PROMOTER'S RESPONSE TO MY PETITION.

On page 7 of the PROMOTER'S RESPONSE DOCUMENT:
(NOTE) 17 —

"THE PROMOTER HAS ASSESSED THE GROUND CONDITIONS
BENEATH WHITMORE HEATH USING PUBLISHED GEOLOGICAL MAPPING
AND CONFIRMED THAT THE PROPOSED TUNNEL IS VIABLE"

— Please provide me with details of this assessment,
please detail the ground conditions and any investigations
that have been undertaken as part of the quoted
confirmation.

Yours sincerely,

[Signature]
Our intentions at Whitmore Heath is to have a twin bored tunnel (two tunnels each with one track in them) and not a cut and cover tunnel. At this stage of design, the assumed tunnel diameter is approximately 9m (for each bore) and the separation between tunnels is assumed to be equivalent to one tunnel diameter. As a result, the total width of formation in tunnel is approximately 27m. These assumptions are subject to refinement as the design progresses and further details is available on the ground conditions and construction techniques.

We anticipate to be tunnelling principally through hard conglomerate rock; however, this is based on the information received from the British Geological Survey (BGS). Further ground investigations will be required in later stages of the design process. We have not carried out a topographical survey but a LiDAR survey has been carried out (the levels provided in the table at Attachment A are based on this LiDAR survey).

**Conclusion**

If you are unhappy with the way we have handled your request or with the decisions made in relation to your request, you may complain in writing to HS2 Ltd at the above address. Please also see attached details of HS2 Ltd’s complaints procedure and your right to complain to the Information Commissioner.

Please remember to quote reference number FOI15-1451 in any future communication relating to this request.

Yours sincerely
Wendy Kinson

From: "Siobhan Edmund" <Siobhan.Edmund@hs2.org.uk>
Sent: 23 April 2014 17:13
Attach: image003.png
Subject: Follow up on meeting in Whitmore

Hello all,

I’d like to thank you once again for inviting Terry and me to come and meet with you just last week. We found the discussions and opportunity to have a look around Whitmore very useful and will use some of the information we received to help shape our local engagement going forward. I hope we were able to clarify some things for you and that you now feel more confident about the opportunity to contact either Terry or myself if you have any local queries, ideas or concerns you would like to discuss further.

I made a few notes during the visit and have summarised the key points we discussed below:

- Traffic – existing movements on the A53 include many farm vehicles and lorries. There is local concern about the prospect of additional construction traffic.
- Uncertainty of the project and property blight – local people are finding it difficult to plan for their futures and mixed messages in the media exacerbate this. In addition many local people do not understand the Exceptional Hardship Scheme and would find it difficult to apply.
- Local concerns on the stability of Whitmore Heath, particularly steep sections in the middle – tunnelling impacts.
- Nature and environment impacts of the route – particularly on wild deer (including albino deer) and on historic local features such as St Mary’s and All Saints Church.
- The various opportunities for people locally to input on mitigation proposals and decisions. The community and parish council continue to seek mitigation in the form of covering the sections of route either side of the Whitmore tunnel.

We agreed to come back on clarification of the recent Higgins review recommendations and what it could mean for Whitmore residents when it becomes clearer to us.

Also I can confirm that currently the Exceptional Hardship Scheme is still in place for Phase One and will remain so until all the long term compensation measures are made available to those affected by Phase One. We expect this to be before the end of 2014.

It was clear from the discussions that one of the most pressing concerns is property compensation measures. We hope you found our discussions on this useful, however we are keen to help raise awareness and understanding locally – particularly on the hardship scheme – and are therefore open to suggestions on how we could help you inform residents on what is – and might be – available. As discussed the public enquiries team are available to take people through the forms over the phone if requested; if you feel we could be doing more to explain the scheme however we would be happy to work with you.

Many thanks

Siobhan
Site visit to Whitmore by HS2, 10th March 2016

Present were parishioners, representatives from the HS2 Action Group, Parish Councillors, the Parish Clerk plus officials from HS2, including Terry Stafford, (Stakeholder Engagement) and Richard Johnston (Area Manager). It should be noted that Mr Johnston had made a preliminary visit on March 3rd.

Specific problems which were examined in details were:

- The crossing point at the A53 with the request made by residents for an additional ‘Cut and Cover’ for about 200 metres south of the A53. It was noted how fast, frequent and dangerous traffic on the A53 is at this point.
- The physical nature of Whitmore Heath. It has previously been stated by HS2 that Whitmore Heath is hard conglomerated rock, uniform and fairly level: HS2 technical staff were able to observe that Whitmore Heath is none of these, but the remains of a well-worked sand quarry.
- Widespread evidence of wildlife, particularly deer and particularly the rare white deer, which it is understood Mr Johnston witnessed on his preliminary visit.
- Wide ranging concerns about the HS2 proposals for Whitmore Wood. It was agreed that the proposals from locals for a ‘Cut and Cover’ through Whitmore Wood had much to commend them and should be explored in detail. Such proposals, if implemented would allow the ancient and historic Snape Hall Farm to at least continue to exist as a viable entity.
- Various problems that residents have encountered with compensation arrangements.
- Concerns about the impact on Whitmore and the wider community of the disruption and upheaval that the construction of HS2 would bring for a considerable length of time.

As one result of the visit, it is understood that boreholes will now be drilled on Whitmore Heath and in Whitmore Wood to confirm the geology of both.

Following a visit walking around much of the proposed site, which lasted about two hours, Mr Johnston gave an overview of the next stages of the process:
- the next stage of design was hoped to be ready for April, this to include proposals for roads, construction sites, balancing ponds.
- The consultation draft Environmental Impact Assessment had been launched and would last until 13th May 2015.
- Following the above, documents would need drafting to get ready to be presented to Parliament in Spring 2017.

It was agreed that there was a need to continue visits to the area and it was also agreed that all liaison would be between HS2 and the Parish Clerk who would then disseminate all information to others in the Parish.
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(source HS2 Ltd)
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<td>x</td>
<td>140.017</td>
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</table>

Source: HS2 Ltd

- Shows steepness of the "fall" towards Birch Tree Lane.
- Shows how shallow the tunnel is.
- Measurements shown to the millimetre despite known inconsistencies on charts.
3.2. For safety reasons, when bored tunnels exceed 500m in length, they are required to have cross passages to connect the two tunnel bores as well as escape routes that run the full length of the tunnel and are connected to the surface at tunnel portals. Cross passages and escape routes are required to provide safe exit routes and emergency services access in the event of an emergency. Figure 2 below for a typical cross-section of a twin-bored tunnel with cross passage.

Figure 2: Cross section of a typical twin bore tunnel with cross passage escape route
Diagramatic Cross Section:

Points 4 and 14

Depth is c. 27.486 at Point 14

Depth is c. 12.125 at Point 4

Figure 2: Cross section of a typical twin bore tunnel with cross passage escape route

[Principal holds despite known inconsistencies with AS2 charts]
“in line with the comments of many other agents in the area, I would confirm that we would respectfully decline your offer to place the property on the market, in view of the close proximity to the proposed route of HS2 Phase 2A. We understand from the construction maps, that the route and the construction works will be immediately surrounding your property, in fact, there may even be a small amount land take for the widening of the road used for truck movements. Therefore, in our opinion this could potentially make it unsaleable to during the construction works.

We would only entertain accepting these instructions to market the property if you were to pay an upfront non-refundable fee of £2,000 plus VAT to cover time and expenses (including marketing). However, we believe that marketing the property at this time for anything other than a heavily discounted price would be a largely futile exercise given the close proximity of HS2 and the impact it is having on properties within the vicinity of the scheme.”

From a chartered surveyor's letter
Page 233

Approximately 10 dwellings in the vicinity of Heath Road, Birch Tree Lane and Heath Rise are directly above the Whitmore Heath tunnel. Forecast increases in sound from the operation of the Proposed Scheme are likely to cause a major / moderate adverse effect on the acoustic character inside properties.

Whitmore Heath

Approximately 10 dwellings in the vicinity of Snape Hall Road and Birch Tree Lane. Forecast increases in sound from the Proposed Scheme are likely to cause a major adverse effect on the acoustic character of the area around the closest properties. The effect on the acoustic character of residential areas that are located further from the railway would be minor or moderate adverse. There are no shared open spaces identified as being affected in this community area.

NOTE: THERE ARE SHARED OPEN SPACES - PUBLIC FOOTPATHS
you're not. Can we hear from Mr Mould as to whether he is within or outside the area?

**Response by Mr Mould**

13. MR MOULD QC (DfT): Yes. I'll pull up P14, if I may. This plan shows the position of his property on plan. It's the red dot. It's known as Windermere. The HS2 railway line is running to the east. The critical point is, as it passes through the area of the petitioner's property, it's passing in bored tunnel. So, it would be constructed and operated underground. It is for that reason, in line with the Secretary of State's non-statutory policies in relation to alleviating generalised blight, of which you were shown a schematic a minute ago, that this property does not fall either within the rural support zone, or indeed the homeowner payment zone. Neither of those policies, which are designed to alleviate the owners of the homes falling within them, neither of them apply to sections of the railway that are to be constructed in bored tunnel because, for those properties, neither the construction nor the operation of the railway is expected to give rise any significant degree of disturbance or diminution in value.

14. MR MARTIN: Yes, thank you. Looking on this chart here, Mr Mould, it is even
9.4.12

Whitmore Heath will be affected by the construction of Whitmore Heath tunnel and the presence of the Whitmore Heath tunnel north portal satellite compound and the Whitmore Heath (north) tunnelling facility and logistics area will impact neighbourhood quality for properties on the north side of Whitmore Heath.

Construction at the north tunnel portal will be visible from Snape Hall Road and on the north side of Whitmore Heath, while noise from construction activities will be noticeable across the village. Heavy goods vehicles (HGV) will be present on Common Lane, Snape Hall Road and Heath Road, all of which are roads running around the edge of the residential area. Snape Hall Road and Common Lane will also require widening works. Residents of Whitmore Heath are likely to experience these features of the Proposed Scheme as changing the quality of their neighbourhood, and to regard these changes as adverse, in reducing the sense of rural character and tranquillity. The presence of construction traffic, including HGVs, on rural roads is also likely to give rise to concerns about road safety, which may affect perceptions of neighbourhood quality.
A group of residential properties in Whitmore and Whitmore Heath (including a proposed dwelling under planning permission 15/00281/FUL) will be in proximity to the construction of the Proposed Scheme. The works will include the use of the A53 Newcastle Road and Snape Hall Road as construction traffic routes, construction of Whitmore Heath tunnel and portals, and associated activities including the temporary diversion of the A53 Newcastle Road. These works will result in significant noise effects during the daytime on 29 residential properties due to construction works and construction traffic. Residents of all 29 residential properties will experience significant adverse visual effects due to views of the construction works. The significant noise and visual effects will result in an in-combination effect on the amenity of residents at these 29 properties for up to five years and seven months in total. This will result in a major adverse effect, which is significant.
Construction traffic will mainly utilise the site haul routes along the Proposed Scheme alignment. However, some construction traffic, including HGVs, will be present on local roads within the Whitmore Heath to Madeley area. Section 14, Traffic and transport has identified the potential for construction traffic to obstruct or deter pedestrians, cyclists and equestrians on the following routes:

- A53 Newcastle Road, Snape Hall Road and Common Lane between Whitmore Heath and Baldwin’s Gate; and

- A525 Bar Hill Road and through Madeley.

The presence of HGVs is likely to deter some non-motorised users from using the affected routes. In the case of recreational users, it is considered that alternative routes will be available. However, for those using these routes for active travel to work or to access shops and services, there is a possibility that people will choose instead to travel by car, temporarily reducing levels of physical activity and associated health and wellbeing benefits.

Social capital

The connections between the individuals within communities, and the increased likelihood that arises through these networks for individuals to feel valued, to feel a sense of belonging, to have companionship and to support each other, is important for health and wellbeing. A measure of the effectiveness of these connections within communities is termed ‘social capital’ and is a recognised determinant of health. The Office for National Statistics defines social capital as follows:

‘In general terms, social capital represents social connections and all the benefits they generate. Social capital is also associated with civic participation, civic-minded attitudes and values which are important for people to cooperate, such as tolerance or trust.’

A review of published research evidence linking social capital with health and wellbeing can be found in Volume 5: Appendix HE-003-000. There is moderate evidence for a link between social capital and health and wellbeing outcomes. A decrease in social capital has the potential to reduce the beneficial health effects that are gained through social contact and support. Adverse effects on health from changes in social capital could be experienced as a reduction in wellbeing or as physiological effects on the body’s hormonal and immune systems, with increased susceptibility to mental and physical illness.
9.4.10 This assessment has, therefore, considered temporary and, where applicable, permanent impacts including:

- noise emissions, affecting local amenity;
- visual impacts affecting residents' satisfaction with their living environment and 'sense of place'; and
- construction traffic on local roads, causing dissatisfaction with the local environment and concerns about safety.

9.4.11 The construction of the Proposed Scheme will have temporary and permanent impacts on neighbourhood quality in areas close to construction sites, including Whitmore Heath, Baldwin's Gate and Madeley. Impacts on neighbourhood quality have the potential to affect the wellbeing of residents adversely during the construction phase, by giving rise to negative feelings in relation to quality of life and the local environment, and potentially changing behaviours, such as deterring the use of outdoor space.

9.4.12 Whitmore Heath will be affected by the construction of Whitmore Heath tunnel and the presence of the Whitmore Heath tunnel north portal satellite compound and the Whitmore Heath (north) tunnelling facility and logistics area will impact neighbourhood quality for properties on the north side of Whitmore Heath. Construction at the north tunnel portal will be visible from Snape Hall Road and on the north side of Whitmore Heath, while noise from construction activities will be noticeable across the village. Heavy goods vehicles (HGV) will be present on Common Lane, Snape Hall Road and Heath Road, all of which are roads running around the edge of the residential area. Snape Hall Road and Common Lane will also require widening works. Residents of Whitmore Heath are likely to experience these features of the Proposed Scheme as changing the quality of their neighbourhood, and to regard these changes as adverse, in reducing the sense of rural character and tranquillity. The presence of construction traffic, including HGVs, on rural roads is also likely to give rise to concerns about road safety, which may affect perceptions of neighbourhood quality.
13.4.16 In locations with lower existing sound levels\textsuperscript{99}, construction noise effects are likely to be caused by changes to noise levels outside dwellings. These may be considered by the local community as an effect on the acoustic character of the area and hence be perceived as a change in the quality of life for that community. These effects are considered for significance on a community basis taking account of the local context.

13.4.17 The temporary adverse effects on the residential areas identified in Table 26, including shared open areas, are considered to be significant on a community basis.

Table 26: Direct adverse effects on residential communities and shared open areas that are considered to be significant on a community basis

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<th>Significant effect number\textsuperscript{99}</th>
<th>Type of significant effect</th>
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<th>Location</th>
<th>Cause (construction activities)</th>
<th>Assumed approximate duration of impact\textsuperscript{99}</th>
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<td>CSV04-C01 Combined construction site and traffic noise</td>
<td>Daytime</td>
<td>Approximately 25 dwellings on Whitmore Heath</td>
<td>Portal construction and retained cutting construction, earthworks and utilities and vehicles on Snape Hall Road. The typical and highest monthly noise levels of approximately 70dB and 75dB\textsuperscript{99}</td>
<td>Up to 4 years and 8 months</td>
<td></td>
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13.5.25 In this study area, the direct adverse effects on the acoustic character of the areas or residential communities identified in Table 27 are considered to be significant on a community basis.

Table 27: Direct adverse effects on residential communities and shared open areas that are considered significant on a community basis

<table>
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<tr>
<th>Significant effect number\textsuperscript{99}</th>
<th>Source of significant effect</th>
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<th>Location and details</th>
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<tbody>
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<td>OSV04-C01 Airborne noise increase from new train services</td>
<td>Daytime and nighttime</td>
<td>Hill Chorlton</td>
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<td></td>
<td>Approximately 15 dwellings in the vicinity of Kennels Lane. Forecast increases in sound from the Proposed Scheme are likely to cause a major adverse effect on the acoustic character of the area around the closest properties. The effect on the acoustic character of residential areas that are located further from the railway would be minor or moderate adverse. There are no shared open spaces identified as being affected in this community area.</td>
<td></td>
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<tr>
<td>OSV04-C02 Ground-borne noise increase from new train services</td>
<td>Daytime and nighttime</td>
<td>Whitmore Heath</td>
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<td></td>
<td>Approximately 10 dwellings in the vicinity of Heath Road, Birch Tree Lane and Heath Rise are directly above the Whitmore Heath tunnel. Forecast increases in sound from the operation of the Proposed Scheme are likely to cause a major/moderate adverse effect on the acoustic character inside properties.</td>
<td></td>
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<tr>
<td>OSV04-C03 Airborne noise increase from new train services</td>
<td>Daytime and nighttime</td>
<td>Whitmore Heath</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Approximately 10 dwellings in the vicinity of Snape Hall Road and Birch Tree Lane. Forecast increases in sound from the Proposed Scheme are likely to cause a major adverse effect on the acoustic character of the area around the closest properties. The effect on the acoustic character of residential areas that are located further from the railway would be minor or moderate adverse. There are no shared open spaces identified as being affected in this community area.</td>
<td></td>
</tr>
</tbody>
</table>
Dear Sirs,

HIGH SPEED RAIL (WEST MIDLANDS - CREWE) BILL
PETITION P2A-000054 - WILLIAM PETER MURRAY

Received your letter dated the 4th of May 2018: the promoter's response to my petition.

On page 7 of the promoter's response document:
(Note) 17 —

"The promoter has assessed the ground conditions below Whitmore Heath using published geological mapping and confirmed that the proposed tunnel is viable."

— Please provide me with details of this assessment. Please detail the ground conditions and any investigation that have been undertaken as part of the quoted confirmation.

Yours sincerely,

[Signature]

[Address]

[Date]