## EXHIBIT LIST

Reference No: HOC/00020  
Petitioner: Toby and Bonnie Williams  
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Consideration of Bridleway 33 Access Track Options

P2A-000020 – Toby and Bonnie Williams
Use of Bridleway 33 by HS2

- To facilitate construction set up, which includes the construction of a temporary crossing of Pyford Brook (this will allow creation of a haul route accessed via Common Lane);
- During site set up to upgrade the access track;
- Post-construction reinstatement to remove the temporary brook crossing and remaining site infrastructure; and
- During operation to allow vehicular access to the HS2 balancing pond and HS2 viaduct for inspection and maintenance.
Vehicle movements using BW33
Vehicle movements using BW33 – indicative numbers, periods and durations - construction

• Red route - site set up - Q2 2021 – Q3 2021 - 6 months – 1 x HGV per day (two way) - potential for this to be managed to take account of wedding venue events.

• Blue and red route combined route - BW33 improvement works - 9 months in 2023 (latest planned finish would be Q4 2024) – 5 x HGV per day = 5 (one way entry via A515 next to Common Lane and one way exit via Alrewas Hayes Road) – potential for this to be phased to take account of peak wedding venue periods.

• Red route – site demobilisation - 6 months (latest planned finish would be Q1 2025) – 1 x HGV per day (two way) - potential for this to be managed to take account of wedding venue events.
Vehicle movements using BW33 – operation

- Red route long term quarterly access for periodic inspection of the viaduct (long wheelbase van / 4x4 and access equipment during operation of HS2)
- Red route long term maintenance of balancing pond – maintenance visit regime will depend on the final design of the pond, typically, the following might be required:
  - monthly visit by a small vehicle (long wheelbase van or 4x4 with trailer) for routine checks and inspections e.g. litter removal, blockages, grass cutting, inlet and outlet inspections, and;
  - annual visit by a tanker (silt / sediment removal (if required)).
Alternative Petitioner access options considered
Option 1 - summary of constraints and impacts

- Requires a culverted embankment across the floodplain with additional crossing of Pyford Brook – approximately 12 months to construct during summer months (to avoid flood risk).
- Additional land required to construct embankment and flood alleviation works – 8.6 ha, majority on adjacent farm (estimate would require modelling during detailed design to confirm extent of flood compensation areas).
- Potential increase in flood risk along Crawley Brook – potential new significant effect.
- Loss of riparian habitat would need to be mitigated.
- Introduces additional incongruous elements into the landscape character of Pyford Brook.
- Removes significant temporary construction effect from heritage asset FRC017 (listed buildings at Alrewas Hayes Farm) but creates new significant effect on FRC019 (cropmark complex).
- Reduction in land required at Alrewas Hayes Farm – 0.4ha.
Option 2- amended route (to avoid ecological constraints on Petitioner route option)
Option 2 - constraints and impacts

- Pyford Brook (HS2) viaduct would need to be extended by 25m.
- Insufficient headroom clearance under the Pyford Brook (HS2) viaduct - would require a departure from HS2 technical standards.
- To achieve the required headroom clearance under the Pyford Brook (HS2) viaduct - would introduce a low point which would require the access track drainage to be pumped and the access track would require flood protection measures to reduce the risk of potential flooding.
- Requires a new viaduct structure over Pyford Brook with a 134m length.
- Potential clash with temporary utilities.
- Worsening to the landscape character / visual assessments and ecological value compared with Proposed Scheme.
Summary of key issues

- None of the options remove the requirement for access via BW33 for early works to construct eastern abutment of temporary crossing of Pyford Brook – once created, this temporary crossing allows the construction haul route to cross Pyford Brook and provides access the majority of construction access on this haul route via the A515 next to Common Lane.
- Hybrid Bill option considered optimal solution – avoids additional land requirements (including permanent loss of additional agricultural land, avoids need to provide flood storage, compensation/pumped track drainage/flood protection, avoids additional track construction within Zone 3 floodplain (highest level of risk of flooding as defined by the Environment Agency), worsening of ecological and landscape impacts etc.)
- Cost for Option 1 - £0.54M additional cost
- Cost for Option 2 - £3.29M additional cost
Other options under consideration

- Removal of balancing pond – potential for drainage to be discharged to canal.
  - Requires a departure from HS2 technical standards.
  - Would need agreement with Canal & River Trust.
- Relocation of balancing pond (Option 3)
  - Similar impacts and constraints to Option 2.
  - Moving the pond may require agreement with the affected landowner who had previously requested that the pond be moved away from the Option 3 location at an earlier stage of the project design.
  - Additional cost £1.88M.
- Review of management of temporary construction and operational vehicle use of access track during peak periods at the wedding venue.
Option 3 – relocation of Pyford south embankment balancing pond

Crawley Lane extension to relocated pond

Relocated balancing pond location

New maintenance access point required to provide access to bridge and viaduct abutments