# EXHIBIT LIST

Reference No: HOC/00043  
Petitioner: Elizabeth Neville and Timothy Baskeyfield  
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Good afternoon.

My name is Neville Baskeyfield and I farm Madeley Park Farm in partnership with my brother and sister. HS2 will pass over a corner of our farm on the River Lea Viaduct.

I can see mentioned in the Promoter's Response Document field drainage. Although this will be relevant to some parts of our fields we so not feel their response adequately covers our major concern, ie. The surface water sewer drain. Without this committee's involvement we do not feel that HS2 will appreciate our concerns about the impact on our business.

Also I would like to bring your attention to an error in HS2’s Petitioner Response document. We do Not now nor ever have rented out Madeley Park Farm house or any part of the farm.

Now I would like to explain what a devastating impact HS2's proposal will have on our farming business.

Where the river Lea viaduct passes over a corner of the farm it appears the engineers have hit a problem and it is their solution that is going to have a major impact on our farming business. HS2 appear to be proposing on their plan to remove a surface water sewer drain.

Over a third of the farm is in the bottom of a valley, the ground is flat and has a depth of peat and a high water table.

The only way water can leave our farm is through a culvert
under the now disused Market Drayton to Newcastle railway line, **SLIDE 4**, then it immediately enters the river Lea.

In the past we suffered a lot of flooding and had discussions with the river board and railway authorities, **SLIDE 5 AND SLIDE 6**. With the aid of a government grant and adopting the government's idea, in 1979 a large drainage ditch was excavated up the middle of the fields and a smaller one at the side of the fields. **SLIDE 7**. The large ditch has the appearance of a canal. Their idea was that any flooding water would be stored in these ditches until the water could join the river Lea. Thus ensuring the fields would not be covered too deeply with water.

Water is hampered from leaving our land by the height of the culvert base **SLIDE 8** and also at times of heavy rain. This was acknowledged by Mr. L Crowther of North West Water's River Division **SLIDE 9**. As the river flows down a gradient and has a greater volume of water any water in our drainage system is forced to remain there until the river Lea's flow subsides sufficiently to allow our water to enter the rivers' flow.

Until 1988 water from the east of the West Coast rail line entered our drainage system **SLIDE 10**, this is marked as a "disused tributary".

Also in 1988 Park Wood Drive housing estate was further developed **SLIDE 11**. The developers along with Newcastle Borough Council saw our large drainage ditch and thought
it just the place to put the surface water sewer SLIDE 12. Just as HS2 now plan to do. SLIDE 13. After numerous site visits Newcastle Council decided against this and came up with a new plan SLIDE 14. You will see a 600 mm pipe running from the housing estate to an inspection chamber, marked S33 on the map. To help our flooding problem they joined the tributary from the east of the main railway line into it and put in a 900 mm pipe to where you can see it joins the river, marked "HEAD WALL" on the map. This stopped our land from flooding and since then no sheep or lambs have drowned in the fields. That is for the last 30 years.

As nothing has changed I cannot understand why HS2 thinks our drainage system can now take the surface water sewer water, plus the HIGHER rain falls forecast due to climate change.

All I am asking is that the pipe is either reinstated or even re-routed if necessary so that it discharges into the river Lea at it's present location. I cannot see this being an imposability or costing a great expense. If this is not done the land will be in a worse condition than when we started draining it 39 years ago.

I hope I have explained why the reinstatement of this pipe is so crucial to our farming business.

Thank you for your time.
British Railways Board
Divisional Civil Engineer
British Rail London Midland
Rail House
Gresty Road
Crewe CW2 6EA
Telephone Crewe 55123

Divisional Civil Engineer

CREWE STAFFORD LINE
BRIDGE NO 52 - RELINING SITE
PLAN SHOWING EXISTING INVERT
LEVELS OF CULVERTS

Scale 1:1250
File Numbers

Drawing Number CR-40-84

Slide 4
A154 (4)
Rivers Division

Mr. Baskeyfield, 
Manor Farm, 
Madeley, 
near Crewe, 
Cheshire.

Dear Sir,

Manor Farm – Madeley

I have been approached once again by British Rail at Crewe to carry out some dredging of the River Lea in order to allow improvement to the drainage of your land to the south of the Branch Line.

Over the past 12 months I have had extensive survey work carried out in this area and have also had a nominal amount of river clearance carried out but it should be pointed out that the prime cause of the poor drainage of your land must be the high invert level of the Branch Line Culvert.

... I attach a copy of my reply to British Rail for your information.

Yours faithfully,

C. Whitemoss
Area Engineer

10th November, 1978
MSM
Divisional Civil Engineer,
British Railways
London Midland Region,
Rail House,
Gresty Road,
Crewe. CW2 6EA.

Dear Sir,

River Lea - Madeley

Thank you for your letter dated 7th November, 1978.

Although you state in the third paragraph that a Ministry grant will be conditional upon, inter alia, work on the River Lea, no approach to me has been made by either Mr. Baskeyfield or the Ministry of Agriculture, Fisheries and Food.

If such an approval had been made I would have been obliged to indicate that the highest point of the bed of the River Lea between your main line culvert and the long culvert at Madeley Station is 0.5m lower than the invert level of the main line culvert.

By comparison, the invert level of the Branch line culvert is 0.44m higher than the main line culvert. This is surely an irrefutable indication that the cause of poor drainage of Mr. Baskeyfield's land is related to the high invert level of your Branch line culvert.

If it can be shown that it is the level of the River Lea which is causing the waterlogging of Mr. Baskeyfield's land, I shall be prepared to consider some regrading of the River Lea in my future works programme.

Yours faithfully,

C. Whitemoss
Area Engineer

10th November, 1978
MSM

This matter is being dealt with by Mr. C. Whitemoss
Division Civil Engineer,
British Railways
London Midland Region,
Rail House,
Gresty Road,
Crewe. CW2 6EA.

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Yours faithfully,

G. Whitemoss
Area Engineer

10th November, 1978
MSM
TRIBUTARY PUT IN CHAMBER S33

3' SURFACE WATER SEWER OFF PARK WOOD

EXISTING LAND-DRAIN SYSTEM

BOROUGH OF NEWCASTLE-UNDER-LYME
TECHNICAL SERVICES DEPARTMENT

SCHEME
MADELEY PARK WOOD —
SEWER REQUISITION

DRAWING TITLE
PROPOSED SURFACE WATER DRAINAGE
PLAN AND LONGITUDINAL SECTION.

DIRECTOR OF TECHNICAL SERVICES
BOROUGH OF NEWCASTLE UNDER LYME
CIVIC OFFICES
MERDIAL STREET
NEWCASTLE STAFFS ST5 2AG

TEL: 0782-717717 EXT 2340

DATE: NOV 87

SCALE AS SHOWN. DRAWING No. 22/87/02

HOC/00043/0018