## EXHIBIT LIST

Reference No: HOC/00192  
Petitioner: Sharon Mawbey  
Published to Collaboration Area: Thursday 07-Jun-2018

<table>
<thead>
<tr>
<th>No</th>
<th>Exhibit Name</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>A155 Summary of case.pdf (A155)</td>
<td>2 - 3</td>
</tr>
<tr>
<td>2</td>
<td>A156 Marked up CT-05-212.pdf (A156)</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>A157 Images.pdf (A157)</td>
<td>5 - 9</td>
</tr>
</tbody>
</table>
Background

We have lived at Lock Cottage for 22 years. When we bought the cottage we also bought canalside workshops, dry dock and 9 acres of land.

The property has no near neighbours is idyllic and very quiet, the loudest noises are the dawn chorus of a morning.

We enhanced the few moorings that were here already and have made a viable business that we have grown and are now looking forward to reaping the benefits for our older age

As we got older we have diversified and utilised the land and its location to the best advantage now having workspaces that we can can produce goods for our shop and cafe as well as for the engineering side of the business.

A large amount of our moorers are live aboards and like us have chosen to moor here for the same reasons that we purchased the property. Some of our moorers work shifts so are coming and going at all hours of the day 7 days a week.

We have engaged with HS2 with our original request for information and explanation of where we are and what we do in Nov 2016.

Our issues are with the construction of the Railway and the lack of specific information. We have already lost some of our moorers due to this uncertainty and we are sure that more will leave when the full extent as to what is going to happen on and around our land becomes available.

In response to our petitions HS2 appeared to refer us back to their original documentation which unfortunately has not helped explain/expand our knowledge.

It would appear that as well as the Trent South Embankment Compound AP1 now 'takes' Hoo Mill Lane, A51 end, which is essentially our drive, access for our moorers, customers to the cafe, shop and workshops and also for dustbin, septic tank emptying and emergency vehicles

Distances from the Compuond, Cottage 125 mtrs, Cafe/Shop 75 mtrs, Workshops approx 150mtrs. Basin, moorings, Alpacas and Polytunnel 75 mtrs from the Main compound, batching plants, Convential railway modifications
Map of area CT-05-212
I was hoping to show a video but unfortunately could not reduce the size enough for submission.
Here are a few photos to show where we live
The cottage approx 125 mtrs from the Compound Workers Temporary AccommodationThe Cafe/Shop approx 75 mtrs from the above
Hoo Mill Lane
Field where compound will be
Moorings along the canal
Bottom end of Hoo Mill Lane
Field behind cottage
Alpacas
Polytunnel
There will be 240 workers accommodated at the compound and the noise alone will be significant with people coming and going to work, out socialising etc. Up to 350 at peak times will be working from the site. The vehicle movements will be huge considering we have none at present.

Batching plant operation

There will also be huge disturbance for canal traffic as boaters will not want to stop and moor, take in the site as it will be a construction site. This will affect our business both from an engineering and retail angle. Where we have people who stop to visit the shop and have a coffee this will not now be the case and repair work for the dry dock will become non existant as people will not be assured of being able to bring their boats etc.

The Alpaca side of the business will not be able to be grown any further as I am guessing the 'Pete will not be a to bring his granny for a picnic with the Alpacas' on a building site. We potentially will not be able to walk the Alpacas down our drive.

We are often referred to the Code of Construction which I believe is not binding?? And the statements of Where reasonably practicable appear all too often

We have tried to seek a way of obtaining compensation from monie already lost due to moorers leaving etc and this again gets us directed to Compulsory purchase/statutory documents etc. Surely there should be an easier way for claims.

I am still not assured that my business will survive and that we will continue to enjoy our home and property.

The likelihood is that part of our field where the Alpacas and polytunnel are will be taken for construction period and that Hoo Mill Lane will be used for the diversion of Sewage service I think. If this is the case we would like HS2 to acquire the field at the rear of the cottage and provide permanent access for us from the bottom of Hoo Mill Lane.

Provide monetary compensation to help get us back on an even keel

The land acquisition will serve as a customer car park and also as grazing for the Alpacas when the polytunnel is moved.
I have marked in green a part of the road you enquired about (the green is meant to refer to the whole stretch of road). It is not a designated construction route, and is shown white on Bill plan 1-24, Land Not to be Acquired or Used.

Land parcels 221 and 222 on Bill plan 1-24, described as required for "creation of new public right of way." Cobwich Footpath 63 will have two temporary local diversions; the first diversion will be 150m in length, located 150m north of the Great Haywood viaduct, diverting the footpath 40m west of its existing alignment around a temporary bridge to enable the site haul route to cross the Trent and Mersey Canal; and the second will pass under the Great Haywood Viaduct, diverting the footpath 40m west of its existing alignment. (See pg 43-44 of Community Area 2 report.)

Land parcel 213 on Bill plan 1-24 is land within the Limits of Deviation, and is required for constructing Work Nos 37, 38 and 39, as shown on Bill plan 1-24, which are all temporary bridges.

"This lighter pink area is required for environmental...

"The Trent South Embankment Temporary Worker Accommodation will provide temporary worker accommodation for 240 workers including welfare facilities and parking for six years. (See pg 40 of the Community Area 2 report.)"

"The Trent South Embankment Main Compound will be operational for six years, commencing during 2021, and will support 250 civil engineering workers per day. (350 workers at peak times - see pg 40 of the Community Area 2 report.)"