## EXHIBIT LIST

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SECOND ADDITIONAL PROVISION (AP2) TO THE

HIGH SPEED RAIL (WEST MIDLANDS TO CREWE) BILL

PARLIAMENTARY PETITION

HS2-AP2033 - Christopher, Brenda & John Slater

Presented by

Charles Roger Bedson BSc MRICS FAAV
SECOND ADDITIONAL PROVISION (AP2) TO THE HIGH SPEED RAIL (WEST MIDLANDS TO CREWE) BILL February 2019

Please find set out herewith our Parliamentary Petition in respect to Christopher, Brenda and John Slater of Snape Hall Farm, Snape Hall Road, Whitmore, Staffordshire ST5 5HS.

1. **Background**

1.1 Your petitioners, Chris and Brenda Slater and their son John and daughter in law Kelly Slater farm at Snape Hall Farm.

1.1.2 The farm is around 266 acres in size, milking approximately 120 cows on a traditional dairy system with a year round calving pattern. The farm is extensively stocked and concentrates on producing milk from grass.

1.1.3 As a consequence, input costs are low as a lower than average amount of man-made fertilizer is applied.

1.2.1 In addition to milk production, the beef cross cows produced from the dairy herd are retained and taken up to store weight for selling to local markets. Dairy heifers are retained and taken into the herd with typically a 5-6 lactation programme.

1.2.2 There are traditionally three stock bulls kept on the farm a simmental, hereford and charolais bulls with some artificial insemination used to sire friesian heifers. More traditional system of milk from grazed cows.

1.3 The family have farmed the land since 1958.

2. **Assurances Offered**

2.1 A number of assurances were offered in the last round of petitioning although of paramount importance is HOC-00055 being assurances numbered 4 & 5 with HS2’s letter of 25 June 2018, relating to trees and wildlife habitat mitigate were offered viz:

2.1.1 "The Secretary of State would require the nominated undertaker to accommodate the petitioners’ reasonable proposals to modify the detailed design of ecological mitigation for the purposes of facilitating the efficient management of the holding”. To date no further engagement has been had in this regard and still no justification given.

2.1.2 There is an assurance to seek to accommodate the design of the ancient woodland compensation for the purposes of facilitating more efficient management of the petitioners’ holding. Again, no further engagement has been undertaken.

2.2 Referring to Appendix A. HS2’s unjustified mitigation proposals shown in orange. This equates to around 60 acres of trees or around 22% of the farm. This does not actually include the land taken for the railway.
3. **AP2 Issues**

3.1 The railway has been redesigned slightly in this area due to AP2 and the following are significant

3.1.1 **Appendix A**
Whitmore New Footpath has appeared around the tunnel portal. We have asked HS2 for a cow track around this route since day one but it has fallen on deaf ears. This is a vital link connecting the farm buildings with the grazing land which is even more important now given that the Whitmore Overbridge has been replaced by the Whitmore Wood Accommodation Bridge, meaning that the nearest other crossing would be 800 metres away from farm buildings.

**REQUEST**
That the Whitmore New Footpath double up as a cow lane of approximately 5 metres in width, suitable to drive light farm machinery around also.

3.1.2 **Appendix A**
Balancing pond now redesigned. See Appendix B. Vital farm building shown at point 2, used for machinery and calving cattle.

**REQUEST**
That this building be retained. Noted at Appendix A that it is to be demolished and the area planted with trees. Important farm building that needs to be kept or else replaced. Preference may be to keep so long as balancing pond does not interfere with structural integrity.

*(Photograph of building shown at Appendix C1, C2 & C3 including cattle loafing area and silage bale store)*

3.1.3 **Appendix A**
Assurance dated 25 June 2018 offered to reduce area of woodland within 3. This has not been actioned.

3.1.4 **Appendix A**
Whitmore Wood Accommodation Overbridge replaced with Whitmore Wood Accommodation Underbridge, some 300 metres further to the north west.

**REQUEST**
6m x 6m tunnel portal entrance. No details yet given as to size or specification of tunnel. If 3.1.5 below is not actioned nor the cow track around the tunnel portal then this will be the only method to cross the railway with machinery.

3.1.5 **Appendix A**
At point 5 the Whitmore Footpath 6 Diversion was supposed to continue around toe of embankment on north west of farm to provide connectivity to the north western part of the farm.
REQUEST
That this be included within the design.

3.1.6 Appendix B
At point 6 it is noted that Whitmore Heath Tunnel North Portal Satellite Compound
is located immediately to rear of farmhouse in isolation paddock. This paddock is
utilised for calving cows, sick or injured animals etc. It is floodlit and has CCTV in
operation and is viewable from the upstairs windows of the farmhouse. It is vital
part of the farm.

REQUEST
That the Whitmore Heath Tunnel North Portal Satellite Compound be removed to
an alternative location.

3.1.7 Appendix B
At point 7 the Whitmore Footpath 5 Temporary Diversion now runs immediately to
the rear of the farm’s second dwelling and immediately along the boundary of the
buildings where cattle exit through open doors onto paddock land beyond.

REQUEST
That for health and safety and animal welfare issues that the footpath be diverted
to a different location to avoid infringing on the privacy of the farmhouse and
clashes with the general public and livestock entering and exiting the buildings.

3.1.8 Appendix B
At point 8 a new utility is shown. Petitioners require to know what this is. Is it
underground or overground? Once they know details they can make
representations accordingly.

3.1.9 Appendix B
At point 9 there is a construction traffic route running through Snape Hall Farm.

REQUEST
Petitioners request that this access remains open for them to use at all times to
gain access from one side of the farm to the other to allow their business to continue
as much as it can during the construction process and beyond.

We commend these comments to the Committee.