

**YARNFIELD AND COLD MEECE PARISH COUNCIL
PARISH COUNCIL MEETING
Wednesday 14 August 2019 At 7.30pm
Yarnfield Village Hall
Minutes**

Present (for all or part of the meeting):-

Councillors:

David Beeston

Stella Hughes

Malcolm Beeston

Sally Parkin

Frank Cromey

Brian Rushton

Brian Eyre (Chairman)

Officers in attendance: - John Fraser- Clerk to the Parish Council

Also in attendance: Cllr Pert, Cllr Nixon, Cllr James and Trevor Parkin (SRCG)

Public at the meeting: - 15

19.59 Apologies for Absence

No apologies

19.60 Declaration of Interest

Declarations of interest were received from Cllr Eyre, Cllr Mrs. Hughes and Cllr Cromey relating to their membership of the Stone Railhead Crisis Group.

19.61 House of Lords Petition

The High Speed Rail (West Midlands - Crewe) Bill has now passed to the House of Lords to consider. This provides the Parish Council with an opportunity to petition against the provisions of the Bill.

The Parish Council objects to the proposals to construct a Railhead and Infrastructure Maintenance Base - Rail (IMB-R) on land to the east of Yarnfield.

The proposal is objectionable on engineering, environmental and economic grounds as the proposed construction will have seriously detrimental effects on the people of the parish.

The Stone Railhead Crisis Group (SRCG), in conjunction with the Parish Clerk, have prepared a draft petition, copies of which were previously circulated.

The details of the petition were debated at length in order to get a clear understanding of the petitioning process and the aim of the proposed petition.

The SRCG has been approach by Stone Town Council and Chebsey Parish Council with a request that they should jointly petition against the provisions of the Bill.

Their concerns mirror those of Yarnfield and Cold Meece Parish Council and as such it would be appropriate for the three councils to come together to submit a joint petition.

Resolved:

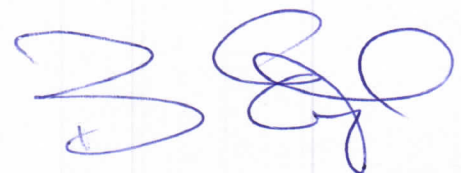
- (i) That Yarnfield and Cold Meece Parish Council should join with Stone Town Council and Chebsey Parish Council to petition against the provisions of the High Speed Rail (West Midlands - Crewe) Bill to be submitted to the House of Lords.
- (ii) That the petition should be as circulated save for a change to paragraph 3.15 which should be amended to read;

"The petitioners also consider that, in the event that the Hybrid Bill is not amended to relocate the Railhead/IMB-R to Aldersey's Rough, significant mitigation measures will be required to protect the safety and wellbeing of residents and reduce congestion at a range of locations in the parishes of Yarnfield and Cold Meece, Stone and Chebsey."

19.62 Date and Time of Next Meeting

10 September 2019 at 7.30pm in Yarnfield Village Hall

Meeting Ended 9:00 pm



Signed
Chairman of the Council
Date: 10 September 2019

Hybrid Bill Petition

House of Lords

Session 2017-19

High Speed Rail (West Midlands – Crewe) Bill

Please do not include any images or graphics in your petition. There will be an opportunity to present these later if you give evidence to the committee.

Your petition does not need to be signed.

Expand the size of the text boxes as you need.

1. Petitioner information

In the box below, give the name and address of each individual, business or organisation(s) submitting the petition.

Yarnfield and Cold Meece Parish Council, Yarnfield Village Hall, Yarnfield ST15 0NJ

Email: ycmclerk@gmail.com

Stone Town Council, 15 Station Rd, Stone ST15 8JP

Email: clerk@stonetowncouncil.org.uk

Chebsey Parish Council, The Dove, Chebsey, Nr Stafford, ST21 6JU

Email: hckmmic@aol.com

Contact email : ycmclerk@gmail.com

In the box below, give a description of the petitioners. For example, “we are the owners/tenants of the addresses above”; “my company has offices at the address above”; “our organisation represents the interests of...”; “we are the parish council of...”.

Yarnfield and Cold Meece Parish Council

Representing the community of Yarnfield and Cold Meece, Staffordshire

Stone Town Council

Representing the community of Stone, Staffordshire.

Chebsey Parish Council

Representing the villages and surrounding communities of Chebsey, Cold Norton, Hilcote, Norton Bridge and Shallowford in the County of Staffordshire.

At meetings of the Chebsey Parish Council, Stone Town Council and Yarnfield and Cold Meece Parish Council and on the 12th, 13th and 14th of August 2019 respectively each resolved that they petition the House of Lords’ High Speed Rail (West Midlands – Crewe) Bill Select Committee for changes to the High Speed Rail (West Midlands – Crewe) Bill.

2. Objections to the Bill

In the box below, write your objections to the Bill and why your property or other interests are directly and specially affected. Please number each paragraph.

Only objections outlined in this petition can be presented when giving evidence to the committee. You will not be entitled to be heard on new matters.

- 2.1. The parish councils of Chebsey, Stone and Yarnfield & Cold Meece object to the proposals to construct a Railhead and Infrastructure Maintenance Base – Rail (IMB-R) on land to the west of Stone, Staffordshire.
- 2.2. The proposal is objectionable on engineering, environmental and economic grounds and its construction would have seriously detrimental effects on the people of these communities, together with the wider population who travel to and through this part of North Staffordshire.
- 2.3. With respect to civil engineering, we do not consider HS2 Ltd's design, as amended by Additional Provisioning (AP) 1 (March 2018) or AP2 (February 2019), for the construction of the Stone Railhead to be a practical proposition. If this design was approved and became part of the Phase 2a Hybrid Bill, its complexity risks delaying the Phase 2a construction project by nearly two years with the associated financial consequences.
- 2.4. We also have comprehensive evidence that HS2 Ltd has severely underestimated the amount of material that will need to be excavated at the site, whilst overestimating the quantity of excavated material that can be reused as engineering fill. This combination will lead to major difficulties in bulk material handling, with large quantities of excavated material requiring off-site disposal because of its unsuitability for engineering reuse.
- 2.5. There will also be a far greater demand for the importation of suitable engineering fill to build the major earth structures, e.g. mainline railway embankments and the railhead/IMB-R structure itself, much of which are to be founded in areas where poor ground conditions prevail.
- 2.6. During the House of Commons process, HS2 Ltd has significantly increased the number of Heavy Goods Vehicles (HGVs) that it is predicting will need to serve the Yarnfield North embankment transfer node, with AP2 reporting that up to 2329 HGV movements per day (1 movement in/out every 15 seconds) would be required at peak. However, HS2 Ltd has refused to substantiate these numbers with verifiable evidence. Its HGV assumptions are also based on HS2 Ltd's over-optimistic position regarding excavated material and therefore do not take account of the engineering realities that it will face.
- 2.7. In attempt to avoid the conflict between its HGVs and public traffic on Yarnfield Lane, HS2 Ltd has claimed that it could utilise the existing lane for its HGVs, whilst the public would use the realigned lane that HS2 Ltd will construct as part of its scheme proposals for the Stone Railhead. However, this is not engineeringly feasible and HS2 Ltd has not provided engineering drawings to prove otherwise, despite numerous requests from the petitioners. Consequently, the public will be placed at serious safety risk, as well as an inability to continue to travel efficiently for work, school and for other purposes in Stone, Stafford and Stoke-on-Trent; a situation that will be compounded by HS2 Ltd's construction works on all alternative routes (e.g. A34, A51, B5026, A519 and A500 at

Hanchurch/Hanford) in the local area.

- 2.8. In addition, HS2 Ltd appears unwilling to adhere to the House of Commons Select Committee requirement to widen the realigned Yarnfield Lane M6 overbridge to the minimum requirement of 6.8 metres, as set out in HS2 Ltd's own technical standards document. The petitioner considers that appropriate lane widening should be extended to all sections of Yarnfield Lane used by HS2 Ltd's construction HGVs.
- 2.9. HS2 Ltd's construction plans will also have a seriously detrimental impact on the operational safety of the M6 via its proposed access/egress arrangements on Yarnfield Lane. This will increase the already substantial impacts on the alternative routes (notably the A500 and A34) associated with the closure of the motorway between Junctions 14 and 15.
- 2.10. This situation threatens to be compounded by HS2 Ltd's proposed HGV traffic requirements passing through the M6 J15 Hanchurch Interchange, which will not be effectively mitigated by its AP2 proposals at this location. These changes will place the residents of Newcastle Road, Hanchurch, and potentially public road users at considerable additional safety risk.
- 2.11. From a railway engineering perspective, the construction of the Stone Railhead, and particularly the operation of the subsequent Infrastructure Maintenance Base – Rail (IMB-R), will result in seriously detrimental effects on the operation of the Norton Bridge to Stone Railway, which is currently used by six passenger services per hour.
- 2.12. The convoluted design of the Stone IMB-R is highly inefficient, which will make access/egress from the existing railway by HS2 maintenance trains difficult and slow to achieve, thereby adding unnecessary cost to the maintenance of the HS2 railway for the lifetime of its operation.
- 2.13. Given the existing usage of the Norton Bridge to Stone Railway and HS2 Ltd's commitment to add two HS2 classic compatible trains/hour to serve Macclesfield Via Stafford and Stoke-on-Trent, there will insufficient rail paths to supply the IMB-R by day, leading to a need to supply in the 5-hour night-time (midnight to 5:00 am) window. This will result in noisy night-time manoeuvring operations adjacent to housing development in Stone, Norton Bridge and Shallowford and limit the number of maintenance trains able to enter the site to three per night.
- 2.14. The Stone IMB-R will also not be able to accommodate the 800-metre long ballast trains required to maintain the ballast track proposed for the Phase 2b Crewe to Manchester section of HS2 from its planned opening date of 2033.
- 2.15. These major constraints will require HS2 Ltd, or possibly its successors, to make difficult and expensive changes to the long-term maintenance requirements of Phase 2a and Phase 2b (Crewe to Manchester) and will put at risk the already token HS2 Classic Compatible service to Stafford, Stoke on Trent and Macclesfield. In addition, HS2 Ltd now propose to build an additional IMB-R facility at Ashley in Cheshire, as part of its June 2019 Design Refinement Consultation, with the accompanying service and/or major cost implications. The petitioners very strongly believe that the solution is for HS2 Ltd to construct its Phase 2a Railhead and Phase 2a/ Phase 2b IMB-R at Aldersey's Rough (see section 3 below).
- 2.16. The petitioners will also give evidence to demonstrate that a Railhead/IMB-R located at Aldersey's Rough will not only significantly benefit the population of Staffordshire, but

also HS2 Ltd and its successors. It will save £10s of millions to the public purse and dramatically reduce the environmental effects of the project, whilst creating the opportunity for additional rail capacity in the region with the potential accompanying benefits to the local economy.

3. What do you want to be done in response?

In the box below, tell us what you think should be done in response to your objections. You do not have to complete this box if you do not want to.

The committee cannot reject the Bill outright or propose amendments which conflict with the principle of the Bill. But it can require changes to the Government's plans in response to petitioners' concerns which can take the form of amendments to the Bill or commitments by HS2 Ltd.

You can include this information in your response to section 2 'Objections to the Bill' if you prefer. Please number each paragraph.

- 3.1 The only way to effectively mitigate the catastrophic environmental and economic effects on the road network in the vicinity of the Stone Railhead/IMB-R and Hanchurch interchange is to relocate the proposed Phase 2a Railhead/IMB-R to Aldersey's Rough, near M6 Keele Services in Staffordshire.
- 3.2 Such a change to the project proposals could be implemented via provision of a Transport and Works Act Order, without the need to instigate a further additional provisioning stage.
- 3.3 This proposal would also greatly mitigate the severe impacts that the Stone IMB-R will have on the Norton Bridge to Stone Railway and the classic railway network once Phase 2 of HS2 becomes operational. It would also provide a catalyst for reopening a currently disused railway line that has the potential to significantly increase rail connectivity and capacity in North Staffordshire, with the resultant social and economic benefits to the region.
- 3.4 The petitioners have submitted a considerable amount of evidence to both HS2 Ltd (from January 2017) and the House of Commons Select Committee (April 2018) and we consider that, with any detailed examination of the facts that underpin our evidence, Aldersey's Rough represents a far superior Railhead/IMB-R option than Stone and we will comprehensively demonstrate this to the House of Lords.
- 3.5 Our evidence will show why Aldersey's Rough is a much more suitable site to construct and operate a Railhead/IMB-R than Stone. The site is much less physically constrained, and it benefits from a remoteness from communities that will significantly reduce the environmental effects from its construction and operation.
- 3.6 Aldersey's Rough would also provide better and safer access to the M6 than Stone and could achieve this connection in a much shorter timeframe than the 15 months HS2 Ltd requires to establish its proposed M6 junctions at Yarnfield Lane.
- 3.7 Impacts on the local road network would also be much reduced than at Stone, with the proposals affecting only a few hundred metres of a rural road (Three Mile Lane) that is subject to significantly less existing public usage than Yarnfield Lane.

- 3.8 We will provide evidence to show that the 'offline' location of Aldersey's Rough, with the associated ability to construct each element without conflict from other construction elements, would also make it much easier and cheaper to build than Stone, thereby saving the public purse ~~over £70 million~~. *many £10s million*
- 3.9 Aldersey's Rough also offers a much-reduced risk of construction delay to the remainder of Phase 2a given that, unlike Stone, it can be built with minimum interruption to existing rail and road systems.
- 3.10 Aldersey's Rough would utilise the Newcastle to Market Drayton Railway, which has been disused since 1998, to make direct access to the West Coast Mainline (WCML). The track bed and WCML overbridge are still in-situ and could be utilised following the provision of a revised track layout at Madeley Chord junction, to provide much less constrained access than at Stone for maintenance materials to the site from both directions of the WCML. The site will also be capable of handling the 800m long ballast trains required to maintain Phase 2b (Crewe to Manchester).
- 3.11 Aldersey's Rough's location exactly halfway between Delta Junction (on HS2 Phase 1) and Manchester Piccadilly (end of Phase 2b), both of which are located 71km away, would better enable it to maintain the entire length of Phase 2a and Phase 2b than a facility located at Stone. These benefits would also offset HS2 Ltd's recently stated (June 2019) requirement for an additional Railhead and IMB-R at Ashley on Phase 2b, resulting in further savings to the public purse of many £10s of millions.
- 3.12 With regard to road traffic, Aldersey's Rough also has the potential to provide direct access to many of HS2 Ltd's proposed construction sites and transfer nodes in the Whitmore Heath and Madeley areas, thereby substantially reducing HS2 Ltd's currently stated levels of construction HGV traffic on local roads. These include the J15/M6 interchange at Hanchurch, A519, A5182, the A53, A51 and A525. This would benefit the local communities at Whitmore, Whitmore Heath, Baldwins Gate, Woore and Madeley, together with the villages/hamlets along these routes.
- 3.13 In terms of other environmental effects, our evidence will demonstrate that Aldersey's Rough would have much less impact than Stone across the full range of environmental topics.
- 3.14 Since Aldersey's Rough would involve reinstating the connection with the WCML at Madeley Chord junction and utilising a section of the former Newcastle to Market Drayton railway line, it would present the opportunity to extend the railway connections north and east into the Borough of Newcastle-under-Lyme. This would create an opportunity for a new railway station at the Keele University and Science Park and enable the large town of Newcastle-under-Lyme to be connected to the railway network for the first time since 1965, with all of the associated economic benefits that would result. This is in sharp contrast to HS2 Ltd's current proposals for the Stone Railhead/IMB-R, which will cause significant harm to the wellbeing and economy of North Staffordshire during the construction phase and constrain local rail connectivity once operational.
- 3.15 The petitioners also consider that, in the ~~absence~~ ^{event} ^{significant} of the Hybrid Bill not being amended to relocate the Railhead/IMB-R to Aldersey's Rough, mitigation measures will be required to ~~improve~~ road safety and reduce congestion at a range of locations in the Stone, Yarnfield and Hanchurch areas of Staffordshire.

essentially all 3 paragraphs and wellbeing

To: Chair of the House of Lords Select
Committee

Contact Patrick Farrington
Direct Dial 01785 619000
E-Mail pfarrington@staffordbc.gov.uk
Our Ref PMMF/WC/BP
Your Ref
Date 14 August 2019

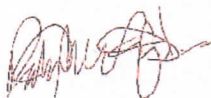
Chair of the House of Lords Select Committee

Stafford Borough Council has never supported a railhead/IMB-R being located in Stone for the delivery of HS2.

We acknowledge the very hard work that the Stone Railhead Crisis Group has done in presenting alternative proposals for the siting of a railhead and would expect these to be fully examined before any final decision is made. We also share their concerns regarding the increase in traffic and significant disruption that the building and operation of the railhead will bring to our communities, as well as its impact on the environment.

The Borough Council supports the position of the Yarnfield and Cold Meece Parish Council, and Stone Railhead Crisis Group, that the appropriate mitigation measures are implemented to improve road safety and reduce the impact to our communities if the Railhead/IMB-R is to be located in Stone.

Yours sincerely



Patrick Farrington
Leader of Stafford Borough Council