## EXHIBIT LIST

Reference No: HOC/00079  
Petitioner: Stone Rural Parish Council  
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Stone Rural Parish Council

Stone Town Council

Walton Roundabout

For Continuation Refer To Sheet 2
HS2

HS2 Phase 2a

P079 Stone Rural Parish Council
Exhibits
11.(a) In managing the HS2 Large Goods Vehicle construction traffic within the Petitioner’s administrative boundary and in order to reduce the impact of HS2 Large Goods Vehicle construction traffic on the local road network, the Promoter shall, subject to the conditions in paragraph (b), require the nominated undertaker to use reasonable endeavours to:

(i) commence construction of each Haul Road as soon as reasonably practicable following commencement of main civil engineering works in the construction programme for the Proposed Scheme, having regard to the purpose of each Haul Road; and

(ii) prioritise the use of the Haul Roads by HS2 LGV construction traffic so far as reasonably practicable above the use of the local road network.

(c) The conditions referred to in paragraph (a) above are:

(i) the securing of any necessary consents and approvals; and

(ii) the Promoter being satisfied that doing so would not prejudice the safe, timely and economic construction of the Proposed Scheme.

In this assurance “Haul Roads” means those haul routes described in the Environmental Statement as proposed within the limits of land to be acquired or used as shown on the plans deposited with the Bill.
Staffordshire County Council Assurance

M6 slips – put in place as early as practicable and maximise the use to reduce use of Yarnfield Lane

The Promoter recognises the importance to the local community of the ability to continue to use Yarnfield Lane during construction of the Proposed Scheme. The Promoter has already taken steps to ensure that the road remains open throughout construction of the Proposed Scheme, which have been welcomed locally. The Promoter has also made provision in the Bill for the creation of slip roads onto the M6 to alleviate the need to use the stretch of the road from the A34.

While the Promoter has explained to Staffordshire County Council why it is not possible to avoid the use of any part of Yarnfield Lane during construction, and in particular during site set up, accessing the M6 slips and for more local or worker trips, the Promoter is willing to offer the following assurances aimed at addressing the concerns of the local community:

6. (a) The Promoter will (subject to any necessary consents or approvals being in place) require the nominated undertaker to use reasonable endeavours to complete the construction and commissioning of the M6 Slip Roads as soon as reasonably practicable in the main civil engineering works construction programme for the Proposed Scheme.

(b) The Promoter will (subject to any necessary consents or approvals being in place) require the nominated undertaker to ensure that, upon the opening of the completed M6 Slip Roads to HS2 construction traffic, it will use reasonable endeavours to maximise the use of the M6 Slip Roads by HS2 Large Goods Vehicle construction traffic, so far as reasonably practicable, for access to and egress from the Stone railhead main compound so as to reduce so far as reasonably practicable the use of Yarnfield Lane by HS2 Large Goods Vehicle construction traffic accessing the Stone railhead main compound.
Staffordshire County Council Assurance

Maximising the use of the Stone railhead and the rail connection to the IMB-R

The Promoter recognises that the impact of construction traffic on local roads is likely to be a particular concern for the local community and has sought to reduce the use of roads for transport to and from construction sites, using the construction corridor and rail where reasonably practicable. In the case of the Stone railhead, the Promoter is willing to offer the following assurance aimed at addressing the concerns of the local community:

3. (a) The Promoter will require the nominated undertaker to explore, and subject to the conditions in sub-paragraph (c) implement, options for maximising, as far as is reasonably practicable, the volume of materials and equipment brought in, and the volume of excavated material removed, by rail via the Stone railhead once that railhead is operational. In exploring those options, the nominated undertaker must balance the wider environmental impacts to the local community with the impact on rail passenger services.

(b) The Promoter will require the nominated undertaker to respond to any reasonable request made by Staffordshire County Council for information about the progress made in exploring the options mentioned in paragraph (a).

(c) The conditions in paragraph (a) are that such options:
   • i. must be deliverable within the existing powers of the Bill;
   • ii. are subject to the availability of train paths; and
   • iii. must not prejudice the safe, timely and economic delivery of the Proposed Scheme.
Staffordshire County Council Assurance

Maximising the use of the Stone railhead and the rail connection to the IMB-R

The Promoter recognises that the impact of construction traffic on local roads is likely to be a particular concern for the local community and has sought to reduce the use of roads for transport to and from construction sites, using the construction corridor and rail where reasonably practicable. In the case of the Stone railhead, the Promoter is willing to offer the following assurance aimed at addressing the concerns of the local community:

4. (a) The Promoter will require the nominated undertaker to explore, and, as far as is reasonably practicable and subject to the availability of train paths, implement options for maximising the use of the Norton Bridge to Stone Railway connection to the Stone IMB-R for the movement of materials and equipment involved in maintenance works during the operation of the Proposed Scheme. In exploring those options, the nominated undertaker must balance the wider environmental impacts to the local community with the impact on rail passenger services.

(b) The Promoter will require the nominated undertaker to respond to any reasonable request made by Staffordshire County Council for information about progress made in exploring the options mentioned in paragraph (a).
Staffordshire County Council Assurance

Noise at Stone Infrastructure Maintenance Base - Rail

5. The Promoter will require the nominated undertaker to, subject to securing the necessary consents and approvals under the Bill and in so far as is consistent with the Environmental Statement, use reasonable endeavours to ensure that at the Stone IMB-R:

(a) a landscape, noise and flood mitigation bund, of 430m in length and 3m in height is provided to the west of the M6 and north of the realigned Yarnfield Lane to provide noise and visual screening for properties to the west of the Proposed Scheme; and

(b) a landscape bund 90m in length and 3m in height, is located at the eastern extent of the Norton Bridge to Stone sidings with a noise fence barrier, 2m in height, along the top of the landscape bund to provide visual and acoustic screening for Micklow House Farm and residents of properties in Walton.
Staffordshire County Council Assurance

Height of Yarnfield North Embankment Temporary Worker Accommodation and any Office Buildings

The Promoter recognises the concerns expressed by Staffordshire County Council about the visual impact of the proposed temporary worker accommodation and any office buildings at the Yarnfield North embankment satellite compound and is willing to offer the following assurance aimed at addressing the concern:

7. The Promoter will require the nominated undertaker to limit the external elevation of the building comprising the Yarnfield North Embankment satellite compound Temporary Worker Accommodation and any temporary office buildings within this compound to two storeys.
8. The Promoter will require the nominated undertaker to limit the external elevation of any permanent buildings at the Stone IMB-R constructed under the powers in the Bill to two storeys.
Staffordshire County Council Assurance

Dust monitoring at Stone railhead main compound

The Promoter believes that the measures set out in the draft Code of Construction Practice would be sufficient to manage and control dust from the construction of both the Stone railhead and the Stone IMB-R. However, the Promoter recognises that local concerns could be allayed by a commitment to monitor dust during the most intensive periods of construction. On that basis the Promoter is willing to offer an assurance in the following terms:

9. (a) The Promoter will require the nominated undertaker to treat the Stone railhead main compound as 'medium risk' as set out in the Institute of Air Quality Management (IAQM) 'Guidance on the assessment of dust from demolition and construction', 2014 as revised from time to time (“IAQM, 2014”) for the purposes of worksite boundary construction dust monitoring unless and until it is demonstrated by the appointed contractor that the Stone railhead main compound does not meet the criteria to be classed as medium risk under IAQM, 2014.

(b) Worksite boundary construction dust monitoring will be undertaken at the Stone railhead main compound for any such period that it is treated as medium risk under (a) above as set out in Section 7.3 of the draft Code of Construction Practice, and the results will be reported back to the relevant local authority as set out in Section 4.3 of the draft Code of Construction Practice.
Staffordshire County Council Assurance

Footprint of Stone IMB-R

Staffordshire County Council and Stafford Borough Council have requested that additional visual screening be employed at the Stone IMB-R. While the Promoter is satisfied that the existing scheme proposals in the Bill include sufficient mitigation here such that additional screening is not required for environmental reasons, the Promoter is prepared to offer an assurance in the following terms:

10. The Promoter will require the nominated undertaker to use reasonable endeavours in the design of the Stone IMB-R to:

(a) reduce, so far as is reasonably practicable, the footprint of the permanent works included in the Stone IMB-R (other than any mitigation works); and

(b) explore, and so far as is reasonably practicable, implement options for local placement of excavated material to create additional visual screening of the permanent works included in the Stone IMB-R (other than any mitigation works), and can be achieved within the existing powers of the Bill and the limits of land to be acquired or used within the Bill plans for the purpose of the Stone IMB-R.

(c) The Promoter will require the Nominated Undertaker to respond to any reasonable request made by Staffordshire County Council for information about progress made in exploring the options mentioned in paragraphs (a) & (b).
Staffordshire County Council Assurance

Junction improvements

The Promoter and Staffordshire County Council have been in discussion about a number of junctions identified in the Traffic Assessment on routes which may be required to be used for construction traffic as needing further attention and have a shared understanding of what would be practicable in each case. Notwithstanding the fact that the anticipated impacts from the HS2 construction traffic are temporary, the Promoter is willing to offer the following assurances due to the potential impacts of removal / reinstatement works at these specific locations:

17. (a) The Promoter will promote an Additional Provision to provide for traffic measures to be provided on a permanent basis including:

- Signalisation of the existing priority junction of A34 with Yarnfield Lane.
Yarnfield Lane / A34 – Proposed signalised junction
Staffordshire County Council Assurance

Discussion about LGV routes with Traffic Liaison Groups

In addition to the amendment to Schedule 17 to the Bill outlined above, the Promoter is also willing to offer the following assurance:

31. Where a site is in regular use by Large Goods Vehicles and the site is not subject to an approval under paragraph 6 of Schedule 17 to the Bill where reasonably practicable routes to and from the site will be discussed at the relevant local Traffic Liaison Group so that any appropriate advice can be provided to the relevant contractor(s) prior to use of that route.”

In this assurance: “site” means:

(a) a working or storage site

(b) a site where anything transported to the site will be re-used, or

(c) a waste disposal site
The Promoter will use reasonable endeavours to promote an Additional Provision to confer upon the Promoter the necessary powers to provide for the construction and operation of the following permanent highway works:

3.5.1 works to the A51/A34 Stafford Road (Brooms Road Roundabout) which would provide a dedicated signalised left turn filter lane from the A51 Stone Bypass into the A34 Stafford Road, with associated modifications to highway drainage, as shown indicatively in Appendix 3.
Appendix 3 - A51/A34 junction improvement (indicative) (Undertaking)

Proposed dedicated left turn lane: A34/A51
Clarifications on the purpose for each construction route

• B5026 Eccleshall Road for access to:
  • Yarlet North cutting satellite compound for site set up and servicing and by site haul road to Stone railhead thereafter to the M6
  • Yarlet Embankment satellite compound for site set up and servicing and by site haul road to Stone railhead thereafter to the A34 Stone Road

• Pirehill Lane for access to:
  • Yarlet Embankment satellite compound for site setup and servicing and by site haul road thereafter to the A34 Stone Road
Clarifications on the purpose for each construction route

- Yarnfield Lane to be used for site establishment and early works plus for access to construct M6 slips.
- Once full access available from M6, Yarnfield Lane used for servicing and rail systems works and a section of Yarnfield Lane used for access from the Northbound M6 slips.

- Yarnfield Lane for access to:
  - Yarnfield North Embankment satellite compound
  - Yarnfield North Embankment Transfer Node
  - Stone Railhead main compound
  - Stone connections satellite compound
  - M6 Meaford Viaduct satellite compound
Clarifications on the purpose for each construction route

• A51 Bury Bank for access to:
  • Meaford North Embankment satellite compound
  • Swynnton Embankment satellite compound

BOAT 34 (Byway Open to All Traffic):
  • Existing BOAT will need to be upgraded for future HS2 maintenance and access use
  • Some construction traffic will be necessary in order to upgrade the existing BOAT
  • Occasional use for maintenance and servicing of railway once upgraded
  • Will not be required for site set up to Meaford North embankment satellite compound
Stone alphabet map
Yarnfield Lane alphabet map

STONE / IMB-R
AVERAGE DAILY WEEKDAY TRAFFIC FLOWS IN PEAK MONTH
THE PROPOSED SCHEME
HS2 HGV construction traffic on Pirehill Lane (G and H)
HS2 HGV construction traffic on B5026 Eccleshall Road (I and J)

The Proposed Scheme
B5026 Eccleshall Road (between Pirehill Lane and HS2 route)

- Average daily HGV combined two-way traffic flow
- Busy period where HGV traffic exceeds 50% of the peak month
- Peak period where HGV traffic exceeds 70% of the peak month
HS2 HGV construction traffic on Yarnfield Lane (K and L)

The Proposed Scheme - Histogram 15
Yarnfield Lane between Ashdale Park and A34 The Fillybrooks
Reference K+L on Stone/IMB-R construction traffic flow map

THE PROPOSED SCHEME
HS2 construction traffic on Yarnfield Lane, assuming M6 slips fully operational earlier (K and L)

The Proposed Scheme, assuming M6 slips are fully operational
Yarnfield Lane between Ashdale Park and A34 The Fillybrooks

Phase 1:
- Site establishment and early works, access via Yarnfield Lane

Phase 2:
- Main civils construction, partial M6 access M6 northbound and southbound for construction traffic, and Yarnfield Lane for construction traffic

Phase 3:
- Main civils construction, full M6 access northbound and southbound for construction traffic, and Yarnfield Lane for local construction traffic

Phase 4/5:
- Rail systems works, full M6 access southbound for construction traffic, and Yarnfield Lane for local construction traffic

Average daily HGV combined two-way traffic flow:
- December 2020: 30
- January 2021: 40
- February 2021: 50
- March 2021: 60
- April 2021: 70
- May 2021: 80
- June 2021: 90
- July 2021: 100
- August 2021: 110
- September 2021: 120
- October 2021: 130
- November 2021: 140
- December 2021: 150

Busy period where HGV traffic exceeds 50% of the peak month

Peak period where HGV traffic exceeds 70% of the peak month
HS2 construction traffic on Yarnfield Lane between M6 Northbound slips & Yarlet North Embankment Transfer Node (Q and R)

The Proposed Scheme
Yarnfield Lane between M6 northbound slips and Yarlet North Embankment Transfer Node

Expected date, third quarter 2023, realigned and upgraded Yarnfield Lane opens
## Future baseline and HS2 HGV construction traffic on A51 Bury Bank

| A51 Bury Bank (between Stone Road and east of Winghouse Lane) - Eastbound |
| --- | --- | --- | --- |
| All Vehs | HGVs | %HGV | All Vehs | HGVs | % Increase in all vehicle traffic | %HGV |
| 2023 future baseline | HS2 Traffic | 2023 future baseline plus HS2 |
| 2197 | 217 | 10% | 43 | 24 | 2% | 11% |

| A51 Bury Bank (between Stone Road and east of Winghouse Lane) - Westbound |
| --- | --- | --- | --- |
| All Vehs | HGVs | %HGV | All Vehs | HGVs | % Increase in all vehicle traffic | %HGV |
| 2023 future baseline | HS2 Traffic | 2023 future baseline plus HS2 |
| 2070 | 224 | 11% | 43 | 24 | 2% | 12% |
HS2 HGV construction traffic on A51 Bury Bank

The Proposed Scheme
A51 Bury Bank (between A34 Stone Road and Winghouse Lane)

- Average daily HGV combined two-way traffic flow
- Busy period where HGV traffic exceeds 50% of the peak month
- Peak period where HGV traffic exceeds 70% of the peak month

Month and year

P148 (28)
Temporary M6 Northbound slips

- Petitioner objects to the closure of the M6 Northbound slips following construction of HS2 Phase 2a scheme
- The Northbound slips are for construction traffic only and are not available for public use at any time
- Following construction of the Maintenance Base the Northbound slips are removed and emergency access re-instated
- A permanent junction at this location would not be acceptable because of the proximity to Stafford Motorway Service Area; there would be insufficient distance between the service area and the proposed slip roads to meet current safety standards
- Operation of the Maintenance Base does not require retention of the M6 Northbound slip road
Construction of M6 slip roads

The Bill provides the necessary powers to enable construction of the permanent Southbound M6 slip road and the temporary Northbound slip road from within the HS2 construction compounds. Construction of either slip road from within the motorway would give rise to unacceptable disruption and delays on a very busy section of the national motorway network.
The Bill provides for the demolition of the existing Yarnfield Lane overbridge. Demolition will be timed to occur following the completion and bringing into use of the replacement Yarnfield Lane overbridge and cessation of use of the existing bridge for HS2 construction purposes. Demolition of the existing Yarnfield Lane overbridge is required in order to achieve:

- Vertical clearance for slip roads beneath Yarnfield Lane
- Horizontal clearance for slip road access beneath Yarnfield Lane
By email only (to the committee clerk)

Dear Mr. Duddridge,

Staffordshire County Council (“the County Council”)

I am writing in connection with my brief appearance for the County Council at the Select Committee hearing yesterday afternoon.

Mr Martin said that during the presentation of Staffordshire’s evidence, one of the things that really stood out for the committee was the dangerous junction between Yarnfield Lane and the A34, and he queried why there was no assurance or undertaking provided by HS2 Ltd to the County Council on that issue.

Having now taken instructions, my understanding is that the junction in question is Walton Roundabout. It was not referred to by the County Council when it presented its case on the tunnel, but was referred to at length by Mr Wilkinson (for Stone Town Council) in his evidence about the location of the IMB-R given on the 25 April (afternoon session para.55-192).

The County Council raised a significant number of highway concerns in its petition and the specific concerns regarding Walton Roundabout and the use of Pirehill Lane/Eccleshall Road was covered in petition point 13.1.14. As the petition says (and Mr Mould suggested in his response to Mr Martin’s question), it is the County Council’s view that the existing junction is already over capacity during peak hours and there is very limited scope for on-site capacity improvements. The County Council’s request in its petition was to ensure that haul routes should be constructed at an early stage to avoid the use of the public highway wherever possible. On that subject, the assurance on haul roads set out in the Appendix to this letter has been agreed between the County Council and HS2 Ltd.

In addition, of course, all construction routes ultimately proposed by HS2 Ltd including the A34, Pirehill Lane and Yarnfield Lane will need to be approved by the Council as highway authority under Schedule 17 to the Bill after Royal Assent, as Mr Smart mentioned to the committee on 28 April 2018 (afternoon session para. 828). The County Council remains of the view that Pirehill Lane/Eccleshall Road is not a suitable construction route and could be avoided by using a haul route along the trace of the line of the proposed railway.
The County Council also notes the comments made by Mr Smart to the Select Committee on 28 April 2018 (afternoon session para. 830) where he stated that it would not be in the interests of HS2 Ltd to have construction traffic standing in queues and suggested ways to mitigate congestion such as avoiding peak hour periods. The County Council looks forward to working with HS2 Ltd and its contractor(s) to ensure that the disruption to the travelling public on the highway network in Staffordshire is minimised whilst at the same time ensuring construction traffic is able to move efficiently and effectively on appropriately constructed haul roads within the site boundary of the HS2 project.

If you require any further information the County Council would be happy to provide it.

Alastair Lewis
for Sharpe Pritchard LLP

Copies (via email): Martin Wells, HS2 Ltd; Clare Shaw-Carter, Eversheds Sutherland; Clive Thomson, Staffordshire CC
Appendix: Assurance given by HS2 Ltd to Staffordshire County Council on Haul Roads

“Haul roads

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