

Yarnfield & Cold Meece Parish Council

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11 September 2020

Mr S Knight
Director, Hybrid Bill Delivery
Albany House
96-98 Petty France
London
SW1H 9EA

Dear Mr Knight

HS2 Phase 2a House of Lords Select Committee: Petition 023

Further to your letter 1st September 2020, we note that most of the contents representing a pasting of previous points that have been made to us, about which we are fully aware and have already responded. We therefore do not intend to repeat what we have previously said and have therefore kept the contents of this letter to those points where clarification would be beneficial to both parties.

Excavated material

We note that the contents of most of this section simply repeats text that has been used before and specifically in your letter dated 16th June 2020.

However, we are surprised by the last paragraph of this section that states, with reference to paragraph 2.4 of our petition that: *"To date we have not received any evidence of this nature from you."* This is because we not only handed several copies of the short report that provides a summary of our evidence to your staff at the meeting of 16th January 2020, but HS2 Ltd then produced a technical note to respond to its contents and other matters discussed at the meeting.

You also refer to our short report in the preceding paragraph of your letter and so it is unclear why you do not think you have received any evidence?

Ground conditions at the Stone Railhead/IMB-R site

We note that you have summarised the information relating to ground conditions that has been provided to us since December 2019. However, with respect to the

information provided on 22nd July 2020, you seem to think that we should simply accept your consultant's optimistic interpretation of the factual information.

You then make reference to paragraph 3.4.3 of the July report and the opinion of your consultant that *"an in-situ ground improvement method would be a more appropriate ground treatment method in this area of the Stone IMB-R than an excavate and replace method as originally proposed in the AP2 design."*

You then refer to paragraph 3.4.4 and the claim that *"If an in-situ ground improvement method were to be adopted, there would also be a reduction in the amount of granular material that would need to be imported as backfill to ground treatment excavations. This could reduce the number of HGV and articulated dump truck site traffic movements through Yarnfield North Embankment Transfer Node."*

However, you provide no evidence to support the claim that such an approach would work in the Filly Brook valley and therefore it remains an unproven potential option only. We therefore cannot see how you can claim that the findings of your WP3 PGI *"Do not present any adverse implications for construction logistics and traffic movements at the Stone IMB-R."*

We are aware that you have given a written description of where the WP4 PGI exploratory holes will be located. However, in our letters dated 27th July 14th August 2020 we had requested that a plan of the proposals be provided, but unfortunately this has not been forthcoming.

Granular fill for haul road construction

We note your claim that *"the Promoter has made a specific allowance for construction of haul roads and this is included in the bulk quantities allowance for temporary materials. This includes import of granular fill materials for haul roads"*.

Shortfall of fill

We note your response and reference to past documents that you have supplied, but these do not provide the clarity we have sought in respect of the granular fill requirements to build the Stone Railhead/IMB-R and the nearby mainline railway embankments, which were extended by a total of 385m at AP1.

Construction traffic around Yarnfield Lane

We note the details of your commentary you have provided under this heading.

With regard to the last paragraph, your repeated and continuing refusal to provide a Transport Logistics Profile undermines the validity of the histograms and transport assessments that have accompanied the documents prepared to support the Hybrid Bill.

M6 overbridge

We note that, whilst not admitting that the wording contained in your previous letter was misleading, you have not provided the appropriate correction to accord with Highway's England's stated position.

Furthermore, we note that you not responded to our specific question, i.e. whether it is HS2 Ltd's intention to allow its contractors to use 45T articulated dump trucks on the existing bridge or not and whether HS2 Ltd is seeking a blanket exemption from Highways England to avoid the need for each ADT load to be granted prior approval before each journey?

Junction visibility

We note that you have again not addressed the points we have made and questions we have asked regarding junction visibility.

Yarnfield Lane traffic surveys

We note that you have again failed to address our concerns relating to inadequate traffic surveys used to determine design speed and the fact that they were carried out at an inappropriate time of year. Instead you have once again chosen to put off undertaking a free-flow speed survey to some underdetermined future date, subject to being made to do so by the highway's authority.

M6 Traffic Note

Thank you for providing this note, which we will consider in the context of its relevance to our own petition and technical evidence.

Engagement

We understand that HS2 Ltd believes that a limited level of design detail information is all that is required for the parliamentary stage of the Hybrid Bill process. However, we disagree and consider that the company is still unable to demonstrate that it has a technically design for the Stone Railhead/IMB-R, which can be delivered on programme and the allocated budget and in an environmentally acceptable way.

We therefore urge HS2 Ltd to reconsider the inclusion of the Stone Railhead/IMB-R within its proposals for Phase 2a prior to Royal Assent and replace it with the far superior alternative option that we have identified at Aldersey's Rough.

Yours sincerely



John Fraser

Parish Clerk

Yarnfield & Cold Meece Parish Council

cc Sir Bill Cash MP,
Cllr Jeremy Pert