

Important information about the Stone Railhead

Will result in Yarnfield Lane being used by a large number of construction traffic, including HGVs.

- To access site compounds and worker accommodation for 240 people.
- Yarnfield Lane will be diverted, widened and subject to temporary closures.
- To deliver materials and remove large volumes of spoil over a 4-year period.

Will result in major traffic delays at the Walton roundabout.

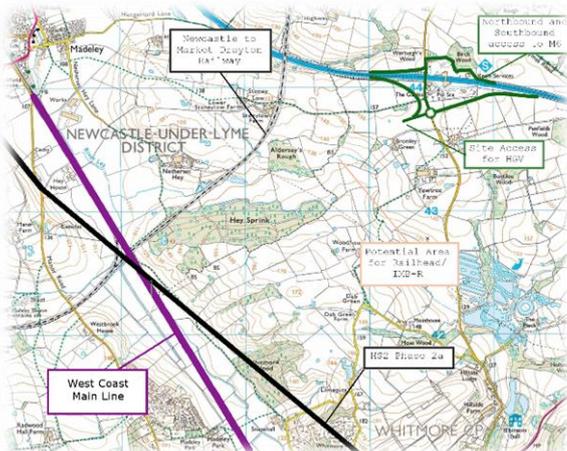
- Traffic queues for Southbound A34 and Eccleshall Road.
- During rush hour, tailbacks from the junction will be over 600 metres.
- Delays will cause traffic to use unsuitable alternative routes through Stone, creating rat-runs and causing the gridlocking of the town and the neighbouring residential areas.
- Increase the health and safety risks to local people.

The Stone Railhead will not create jobs for local people.

- The workforce will be imported from elsewhere and reside on-site
- Instead, it has the potential to devastate the economic well-being of Stone and the surrounding area.

There is a better alternative available to HS2 Ltd at Aldersey's Rough (near to Keele Services).

The benefits of Aldersey's Rough:



- Direct access to the M6 Motorway at Keele Services.
- Minimal disruption to local roads.
- Easy connection to the West Coast Main Line and the HS2 main line via the former Newcastle to Market Drayton line at the existing Madeley Chord Junction.
- Remote from local communities.
- Excellent natural screening, provided by the existing topography and existing woodland vegetation.
- A large area of land to optimise the railhead design.
- Can also provide direct access to nearby Whitmore Heath tunnel construction sites.
- Ability to reduce traffic impacts on the A53 to the benefit of the residents of Whitmore and Baldwins Gate.

...and is far superior in every way to the poorly designed and ill-conceived site at Stone.

The Consultation Response closes at 23:45 on 30th September.

You can respond via the following methods:

Complete a [response form](#) and Email to: hs2phase2abillies@ipsos.com

or

Send the response form to: FREEPOST HS2 PHASE 2A BILL ES

or

Online <https://ipsos.uk/HS2Phase2aBillES>

Have your say and support our campaign to move HS2 Ltd.'s railhead to a better location (see over for details)

The consultation response consists of three sections. *Part Two* is where you can give your feedback. You will be asked to comment on the various volumes of the Environmental Statement.

For issues surrounding the Stone Railhead/IMB-R, the question to provide feedback is 'Please let us know your comments on Volume 2: Community Area (CA) reports and map books'. Tick the box for CA3 – Stone and Swynnerton and add your comments in the box provided.

You are welcome to comment on one or more of the CAs listed below

Please select the CAs you wish to comment on below:

- CA 1 - Fradley to Colton
- CA 2 - Colwich to Yarlet
- CA 3 - Stone and Swynnerton
- CA 4 - Whitmore Heath to Madeley
- CA 5 - South Cheshire

Please let us know your comments on Volume 2: Community Area (CA) reports and map books (CA3)

Referencing the Environmental Statement Volume 2: Community Area 3, Stone and Swynnerton documentation. The key areas to provide feedback are as follows:

Section 2: Description of Proposed Scheme (page 6-83)

This section describes the scale of the Stone Railhead/IMB-R and the programme for its construction and operation.

- It will result in an industrial development being shoe-horned into a 3-km long strip between the M6 and the HS2 main line.
- Road access to the four construction compounds will be via Yarnfield Lane and Eccleshall Road.
- Rail access will be via the existing Norton Bridge to Stone railway, with the reception sidings extending to the Fillybrooks.
- 5 residential and 18 business/commercial properties will need to be demolished, together with the existing Yarnfield Lane M6 over-bridge.
- Construction of the railhead will take 4 years starting January 2021, followed by 2¾ years of use to lay the HS2 track and overhead lines, and then permanent use as a maintenance facility from October 2027.
- Standard working hours are 0800-1700 (Monday to Friday) and 0800-1300 hours (Saturdays). However, HS2 Ltd has reserved the right to work outside these hours, with rail deliveries possible at any time during the day or night and at weekends.
- HS2 Ltd mentions the SRCG's alternative location at Aldersey's Rough briefly in paragraphs 2.5.25 to 2.5.27. Its comments here are incorrect and out of date, and the SRCG is in ongoing consultation with HS2 Ltd regarding Aldersey's Rough, which has major advantages over the Stone Railhead/IMB-R location. Your response should include key points from the opposite page of this flyer (Aldersey's Rough).

Section 6: Community

HS2 Ltd shows how little it knows or has investigated our communities.

- Yarnfield is a village located approximately 2.5km south-west of Stone. It includes several community facilities, including Springfield First School and **St Barnabas Church** (2.1.15).
- HS2 Ltd state 8 properties near to the construction on Pirehill Lane will be affected, however, there are another three committed housing developments that HS2 state will 'materially alter the baseline conditions' (6.3.13)

Section 14: Traffic and Transport

The levels of construction traffic and the effects on the local road network are discussed here and it is accepted that there will be congestion and major adverse effects, but little will be done to alleviate these problems.

- Very large numbers of HGVs will need to deliver construction materials and remove spoil from the Stone Railhead site over the 4-year construction period (14.4.11)
- Until the proposed new M6 Motorway slip roads are constructed for the exclusive use of HS2 Ltd, all construction traffic will use Yarnfield Lane, and the A34 south to the Walton roundabout. However, no upgrade of the Yarnfield Lane/A34 Junction is proposed (14.4.20).
- Once the new M6 slip roads are open and operational, all HGVs (up to 1 per minute in each direction) will use these, but HS2 Ltd has not demonstrated how it would not need to use a section of Yarnfield Lane.

The Community Area Report for CA3 has other sections that you may wish to give your personal feedback on.

For a more extensive list, please refer to the SRGC web site <http://stonerailhead.org>