

**TURWESTON PARISH COUNCIL**

**MINUTES OF THE ANNUAL PARISH MEETING HELD ON 26 MAY 2022**

**Present:** Cllrs A Kirkland (Chairman), H Morrison and A Green  
S Hosking (Parish Clerk) and 22 members of the community  
D Butcher - EKFB Engagement Manager, David Griffiths-Allen - EKFB Head of Engagement

Prior to the meeting, EKFB representatives displayed maps and information relevant to Turweston and were on hand to answer questions.

**1. Welcome and Introduction - Chairman of Turweston Parish Council, Cllr A Kirkland:**

The Chairman welcomed everyone to the meeting.

The Chairman introduced Samantha Hosking as the new Parish Clerk and himself as the Chairman of Turweston Parish Council following the retirement of the previous Chairman, Cllr Richards, and introduced Cllrs Green and Morrison. Cllr Hazel Howard who is not able to attend this evening was appointed as a member of the Parish Council following the vacancy that arose. Buckinghamshire Ward Councillor Patrick Fealey was not able to attend this meeting, however he often attends Parish Council meetings and takes up issues raised on behalf of Turweston. The Chairman explained that Cllr David Richards passed away shortly after his retirement from the Parish Council. He had served 25 years as a Councillor and 17 as Chairman. Cllr Kirkland wished to record recognition of David Richards' tremendous contribution to the village and the Parish Council over many years. His encyclopaedic knowledge will be greatly missed.

Annual reports from village organisations and all Parish Council documents can be found on the parish website: <http://www.turwestonpc.co.uk/>

**2. Apologies for absence:**

Cllrs H Howard, J Tilley and P Fealey

**3. Minutes of the last Annual Parish Meeting held on 2 July 2019:**

The minutes were approved as being a true record of what took place.  
Proposed Cllr Green, Seconded J Swadling. All in favour.

**4. EKFB & HS2 presentation:**

**Public engagement** - As works progress it is beneficial for EKFB to provide community updates through face-to-face engagement. The designs for plans submitted recently for works in this area were displayed around the hall. Works carried out by Fusion have now been completed, and EKFB have taken over and are in year 2 of a 5 year construction period.

HS2 and EKFB will work together to engage with local residents. Facts of the Twyford-Greatworth area construction were relayed in the presentation.

Much of the works in this area is in cuttings, so after the construction period the area will be restored.

The presentation will be shared with the Parish after the meeting.

EKFB hold bi-monthly meetings with the Parish Council to keep the village updated.

Core works are carried out 8am-6pm Mon-Fri and 8am-1pm on Saturday.

Consent has been approved for extended working hours Mon-Fri 7am-7pm and 7am-6pm on Saturday. No works are carried out on Sundays and Bank Holidays. If there are any changes to working hours, the parish will be notified.

EKFB works are on time and on budget.

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Another method of engagement is the EKFB (solar charged) mobile visitor centre. Residents don't have to wait for Parish Meetings to get updates, but can drop in to see plans/ask questions wherever the van is in the local area. EKFB representatives can also discuss updates, funding, schools, employment opportunities. The van can be booked whenever it is needed.

EKFB are improving people's views with engagement and communication.

Drones are being used to photograph the progress on the construction sites from the air, to provide up to date imagery to help inform the public of progress. This process is carried out monthly and is on an approved flight path with an operator on hand to oversee the flight.

**Schedule 17 design packs** have been given to the Parish Council to be circulated to residents for closer inspection.

**A422 Westbury compound** - Will be ready in June. A temporary bridge will be built to take a redirected A422, while cuttings are completed and a permanent A422 overbridge is built. A roundabout will be constructed to allow safe access/exit from the compound. The temporary bridge will be in place by end of summer 2022. The new A422 overbridge construction will start in summer 2023 and be complete by end of 2024.

**Excavation stockpiles and access road** for 4x4 vehicles etc. is positioned to the east of the HS2 line. The stockpiles will mitigate noise affecting Turweston from the access road.

Temporary balancing ponds are being used to regulate ground water drainage during construction. If water from the ponds is returned to the watercourse then it will be filtrated.

**Oatleys Road** access road crossing has been reinforced to protect utilities.

Turweston Green overbridge construction will take place summer 2023 - end of 2024.

There will be a temporary Oatleys Road built to the south to keep connectivity for people at the end of Oatley's Road while construction takes place.

**Turweston Viaduct** - Work on the viaduct will take place summer 2023 - end of summer 2024.

The River Ouse will be slightly realigned to avoid structure. The Environment Agency have reviewed and approved the plans in the schedule 17 design pack visualisations. Footpath TUW/7/1 to Whitfield will be directed to hug river bank. It will need to close during construction but will be re-opened under viaduct. Closing 6<sup>th</sup> June for 4 years. Residents can use alternative footpath to Whitfield.

Environmental planting for the **green bridge**, certain planting will have different maturity. Use of local species to be in keeping with local natural habitat, from local vegetation seed bed.

Viaduct pillars will be chiselled concrete to look like carved stone. Metal will have rust look, rather than bright shiny steel.

Trains will leave cutting and move onto viaduct structure. Noise will be mitigated by additional noise barrier, 4m at highest point (where noise predicted to be loudest), 1.8m high along the viaduct.

From the viaduct the rail line will go under **A43**. Slip roads off A43 to Radstone compound are currently under construction. Four lanes will remain open, by building two temporary lanes to either side of the A43. Work will start here by the end of 2022. It will take 18 months to build the central bridge structure.

There will be no **HGV routes** through Turweston. HS2 non-HGV traffic will use access road and HGVs will use haul road which follows the line of HS2. HGVs are being tracked and told where

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to go. If you see HGVs coming through the village, take a note of their registration and report to HS2 enquiries. The report will be investigated to ensure it doesn't happen again.

**Question:** Security teams are using Oatley's Road in the night and they are running their vehicles all the time when stationary. This is having an impact on pollution and is not environmentally friendly.

**Answer:** EKFB will feed that back to contractors and will work out how to stop this. DG-A will suggest a talk is given at an All Staff event.

It is inevitable that there will be **noise, dust and vibration** during the earth moving season. However, monitoring will be taking place. If there are problems then working hours will be reduced to mitigate effect on close-lying properties. Noise modelling measures are in place and if any Schedule 17 or HS2 Act limiters are exceeded, then EKFB will be alerted, there will then be a full investigation and works will be reassessed. Monitoring is especially significant when EKFB apply to extend working hours.

**For more information** visit:

<https://www.hs2.org.uk/in-your-area/>

Helpdesk:	Freephone	08081 434434
	Minicom	08081 456 472
	email	<a href="mailto:HS2enquiries@hs2.org.uk">HS2enquiries@hs2.org.uk</a>
	website	enquiry form

Or contact your Parish Council: [clerkturwestonpc@hotmail.com](mailto:clerkturwestonpc@hotmail.com)

Bucks and Northants Councils have also employed marshals to interface between residents and EKFB. And there is an HS2 compliance team, monitoring approx 900 agreements.

When reporting issues to the helpdesk, please be specific about the location/incident, e.g. postcode, vehicle registration number, what3words.

### 5. Residents' Questions:

**Question:** Is the Haul Road going to be between the line and the village?

**Answer:** No. The Haul Road is running up and down the line of HS2, it will be in the cutting.

**Question:** Will the pylons holding the electric cables be visible?

**Answer:** No. The catenary system is 8-12m above the track, the cutting at its deepest will be 30m deep, so the catenary system will not be visible near Turweston.

**Question:** Instead of a Green Tunnel we now have a 10m bridge?

**Answer:** Yes, a bridge as shown in the design drawings. The bridge will be approx 58m in length and 99m wide and will carry a 5.8m wide single-track road.

**Question:** How much higher will the new A43 bridge make the road? Traffic noise is already loud, we are concerned that it will significantly increase the traffic noise in Turweston.

**Answer:** The rail line will be in a cutting so the bridge will not make the A43 road significantly higher than it is at the moment.

**Question:** Is there a dispute with Bucks Council over the vehicle movements on the A43/A422?

**Answer:** The vehicle movements quoted are the 'maximum' capacity, 1020 movements per day (510 one way). The current delivery rate is 55 vehicles a day.

**Question:** The rate of works vehicles using the village is OK as long as it stays the same. But if there are more it will cause problems.

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**Answer:** If there is inappropriate use of village roads, then report this to HS2. Social distancing had meant that workers couldn't share vehicles, but now car sharing is promoted.

**Question:** How long is the viaduct and where does it start and end?

**Answer:** The answer was demonstrated using the maps (available in the design packs). Approx. 81m in length and 13m wide. There is also a noise barrier that runs from the east side of the viaduct, running approx. 515m in length. This is shown in the design drawings.

**Question:** Corner opposite the green, land that is fenced off, what is happening to this land?

**Answer:** This is going through the process of being returned after being acquired. We are waiting for an update from land and property.

**Question:** What are the recent surveying letters we have been receiving about?

**Answer:** These surveys are to help and support landowners and see if there is any need for further works mitigation. The Survey team will be undertaking more specific engagement on this topic as we progress the surveys, the surveys are non-intrusive to start. We then assess the survey report to determine what the next steps are. We then discuss the plan with the landowner before progressing any further, these surveys are for the benefit of the landowner and helps protect them during the works.

**Question:** The section of reinforced surface on Oatleys Road is in very good condition, but the adjacent section owned by HS2 is in terrible condition with lots of potholes, will that be repaired?

**Answer:** EKFB will obtain clarity on that situation and who owns the section of road in question.

**Question:** Can the annoying sound of dump trucks beeping their horns, be stopped?

**Answer:** This is a safety mechanism to prevent the trucks from being overfilled. EKFB will ask for further advice to see if anything can be done.

**Question:** Is the line due to open in 2033?

**Answer:** The date for opening the line is 2030-32 - roughly 10 years. 5 years will be EKFB construction, but the remainder of the time is taken up with laying the track/electrifying the line. The next 2 years will be the most disruptive as this is when the earthworks is being carried out. After the earthworks, disruption will ease.

**Question:** Are there any bats in the bat house?

**Answer:** EKFB will check with the environment team. The environment team are due to inspect the hut later this year. There needs to be a period of time for the species to use this location and establish its habitat. We can update the village once the inspection has taken place this year in one of our Parish updates.

**Question:** Why the viaduct? I'm unclear as to the levels of the rail line.

**Answer:** The viaduct and cuttings are there to keep the track level. From the cutting onto the viaduct, it also allow the line to cross over the river.

A resident wished to thank the Parish Council for looking after the village. The village has been dying socially as residents have moved out, but the resident would like to congratulate the Parish Council for keeping on top of the issues caused by HS2.

Cllr Morrison informed the meeting that she has three copies of the design packs for anyone who would like to view them. Please contact Cllr Morrison if you would like to borrow a copy.

## 6. Any Other Business:

None.

Cllr Kirkland thanked everyone for attending and the meeting closed at 9.30 pm.